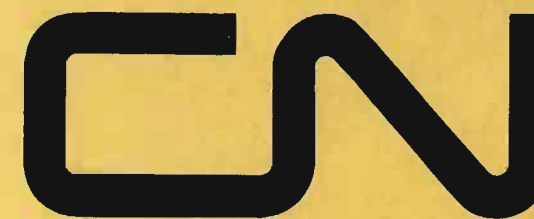


SPEED TABLE

<u>Time per Mile</u>	<u>Miles per hour</u>	<u>Time per Mile</u>	<u>Miles per hour</u>	<u>Time per Mile</u>	<u>Miles per hour</u>
0 min. 36 sec.	100.00	0 min. 51 sec.	70.59	1 min. 30 sec.	40.00
0 " 37 "	97.30	0 " 52 "	69.23	1 " 35 "	37.89
0 " 38 "	94.74	0 " 53 "	67.92	1 " 40 "	36.00
0 " 39 "	92.31	0 " 54 "	66.67	1 " 45 "	34.29
0 " 40 "	90.00	0 " 55 "	65.45	1 " 50 "	32.73
0 " 41 "	87.80	0 " 56 "	64.29	1 " 55 "	31.30
0 " 42 "	85.71	0 " 57 "	63.16	2 " 0 "	30.00
0 " 43 "	83.72	0 " 58 "	62.07	2 " 10 "	27.69
0 " 44 "	81.82	0 " 59 "	61.02	2 " 20 "	25.71
0 " 45 "	80.00	1 " 0 "	60.00	2 " 30 "	24.00
0 " 46 "	78.26	1 " 5 "	55.38	2 " 40 "	22.50
0 " 47 "	76.60	1 " 10 "	51.43	2 " 50 "	21.18
0 " 48 "	75.00	1 " 15 "	48.00	3 " 0 "	20.00
0 " 49 "	73.47	1 " 20 "	45.00	3 " 30 "	17.14
0 " 50 "	72.00	1 " 25 "	42.35	4 " 0 "	15.00



MOUNTAIN REGION

EMPLOYEES' OPERATING TIME TABLE

1

TAKING EFFECT SUNDAY, APRIL 25th, 1976

REFER TO PAGE 1 FOR EFFECTIVE TIME, AND FOR OTHER TIME AND DATE CHANGES THAT WILL OCCUR

ALERT – ATTENTIVE – ALIVE

W. R. STEPHENSON
GENERAL SUPT. TRANSPORTATION
EDMONTON

W. J. A. DALY
ASST. GENERAL SUPT. TRANSPORTATION
EDMONTON

CANADIAN NATIONAL RAILWAYS

EMPLOYEES' OPERATING TIME TABLES ARE FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES AND OTHERS WHO HAVE BEEN AUTHORIZED TO USE THEM ONLY.
NOT FOR PUBLIC USE.

SUBDIVISION INDEX ALBERTA NORTH DIVISION

Subdivision	Page	From	To
Alliance	24	Alliance Jct.	Alliance
Athabasca	27	Morin Jct.	Athabasca
Battleford	34	Battleford Jct.	Battleford
Blackfoot	33	North Battleford	Vermilion
Bodo	43	Unity	Bodo
Bonnyville	42	Abilene Jct.	Grand Centre
Camrose	22	Bretville Jct.	Mirror (not including Mirror)
Coronado	40	St. Paul Jct.	Heinsburg
Cutknife	32	Cutknife Jct.	Rosemound
Demay	39	Camrose Jct.	Ryley
Dodsland	35	Biggar	Hemaruka
Edmonton East Terminal and Edmonton West Terminal	15	North Edmonton	Bissell
Edson	19	Bissell	Edson (not including Edson)
Haight	39	Vegreville Jct.	Mileage 8.8
Kingman	32	Tofield	Mileage 13.0
Manning	57	N.A. Rly. Jct.	High Level
Meander River	58	High Level	Hay River
Pine Point	59	Pine Jct.	Pine Point Mines
Porter	43	Oban Jct.	Mileage 18.0
Sangudo	25	Union Jct.	Kaybob
Vegreville	36	Vermilion	North Edmonton
Wainwright	11	Biggar	North Edmonton

ALBERTA SOUTH DIVISION

Acadia Valley	46	Eyre Jct.	Acadia Valley
Brazeau	55	Alix Jct.	Brazeau
Calgary Terminals	50		
Drumheller	48	Hanna	Sarcee Yard
Endiang	45	Endiang Jct.	Nevis
Mantario	46		
Oyen	44	Kindersley	Hanna
Sheerness	47	Batter Jct.	Wardlow
Stettler	52	Ferlow Jct.	Dinosaur
Three Hills	53	Mirror	Sarcee Yard

YELLOWHEAD DIVISION

Albreda	60	Jasper	Blue River
Ashcroft	68	Kamloops Jct.	Boston Bar
Clearwater	63	Blue River	Kamloops Jct.
Edson	19	Edson	Jasper (including Edson)
Foothills	28	Bickerdike	Foothills
Grande Cache	30	Swan Landing	Grande Prairie
Lumby	67	Lumby Jct.	Lumby
Mountain Park	29	Parkhill Jct.	Mountain Park
Okanagan	65	Kamloops Jct.	Kelowna

PACIFIC DIVISION

Cowichan	77	Victoria	Youbou
Greater Vancouver Terminals	74		
Rawlison	67	Hydro	Livingstone
Tidewater	76	Deerhome	Cowichan Bay
Yale	70	Boston Bar	Vancouver

B.C. NORTH DIVISION

Bulkley	85	Smithers	Terrace
Fraser	79	McBride	Prince George
Kitimat	89	Terrace	Kitimat
Nechako	81	Prince George	Endako
Skeena	87	Terrace	Prince Rupert
Telkwa	83	Endako	Smithers
Tete Jaune	78	Redpass Jct.	McBride

Total Region Mileage — 4769.6

MOUNTAIN REGION

TAKING EFFECT ON SUNDAY, APRIL 25th, 1976

Jasper and East:

Governed by:

Mountain Daylight Saving Time commencing 0300 Sunday, April 25th, 1976 and by:

Mountain Standard Time commencing 0100 Sunday, October 31st, 1976 and by:

Mountain Daylight Saving Time commencing 0300 Sunday, April 24th, 1977.

West of Jasper:

Governed by:

Pacific Daylight Saving Time commencing 0300 Sunday, April 25th, 1976 and by:

Pacific Standard Time commencing 0100 Sunday, October 31st, 1976 and by:

Pacific Daylight Saving Time commencing 0300 Sunday, April 24th, 1977.

SYSTEM SPECIAL INSTRUCTIONS

INSTRUCTIONS FOR CHANGING RAILWAY TIME

Whenever reference is made to Standard Time in the Uniform Code of Operating Rules, Special Instructions and Form 696, it also applies to Daylight Saving Time wherever and whenever it is in effect.

In order that action will be uniform in making the change in time, watches and clocks must be changed as follows:

TO CHANGE FROM STANDARD TO DAYLIGHT SAVING TIME

At 0200 Standard Time, on the date time changes, watches and clocks must be **ADVANCED** one hour to indicate 0300, Daylight Saving Time.

TO CHANGE FROM DAYLIGHT SAVING TO STANDARD TIME

At 0200 Daylight Saving Time, on the date time changes, watches and clocks must be **RETARDED** one hour to indicate 0100 Standard Time.

OPEN TRAIN ORDER OFFICES AND OPEN DESIGNATED STANDARD CLOCK LOCATIONS

After standard clocks have been set for new time, time must be compared with the train dispatcher before resuming normal duties.

CLOSED TRAIN ORDER OFFICES AND CLOSED DESIGNATED STANDARD CLOCK LOCATIONS

Standard clocks must be set for new time immediately the office is opened. After clocks have been set for new time, time must be compared with the train dispatcher before resuming normal duties.

EMPLOYEES ON DUTY AND COMING ON DUTY

All employees required to carry a railway grade watch and all other employees concerned in train movements on duty at 0200 on the date time changes, or as they come on duty after that hour, must change their watch to conform with the new time.

CONDUCTORS: Must compare watch immediately with rear trainmen on freight trains, all trainmen and baggagemen on passenger trains and with the engineman at the first opportunity.

ENGINEMEN: Must compare watch immediately with all members on the crew on the engine and with their conductors at the first opportunity.

YARD CREWS: Must compare watches immediately with all members of the crew.

OTHERS: Must compare time:

- (a) With designated standard clock or
- (b) With the train dispatcher or
- (c) With an employee who has complied with (a) or (b) above.

(Continued on Page 2)

(Continued from Page 1)

SYSTEM SPECIAL INSTRUCTIONS

1.0 UNIFORM CODE OF OPERATING RULES

- 1.1 **Rule G**—Employees are cautioned not to use any of the drugs or medicines which may produce drowsiness or a similar condition while on duty nor are such drugs to be taken for a period of 12 hours before reporting for duty. Such drugs are contained in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, etc., and employees must know if the medicine he is taking, or has been given to take, contains such a drug so as to avoid injury to himself and fellow employees.
- 1.2 **Rule H**—The use of tobacco by employees while on duty in the process of, or engaged in serving patrons in passenger carrying cars, or in and about passenger stations is prohibited except as follows:
Cigarette smoking is allowed in "Smoking Permitted" sections of passenger carrying cars, while seated at designated locations—providing there is no possibility of discomfort to passengers. The use of cigars or pipes is expressly forbidden.
- 1.3 **Rule M**—Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.
- 1.4 **Rule 3**—(Time service regulations contained in Form 696 are hereby changed accordingly.)
(a) In the application of the first paragraph of this rule employees are hereby directed to submit their watches and corresponding watch rating cards to a designated Watch Inspector for examination, comparison and record during the months of May and November or more often when there is evidence that attention is needed to ensure reliability. Except for Bulova Accutron Models and Universal Geneve Unisonic Models, which do not require periodic cleaning, employees must have their railway grade watches cleaned at intervals not exceeding 24 months.
(b) (This special instruction applies only at locations specified.)
In the application of the fourth paragraph of this rule it will be the responsibility of the Yardmaster to have standard time available to Yard Enginemen and Yard Foremen who may obtain this information from the Yardmaster by telephone or radio.
- 1.5 **Rule 18**—First paragraph is amended to read: Yard engines will display a headlight to the front and rear by day and by night.
- 1.6 **Rule 21**—Extra trains must display white lights in CTC.
- 1.7 **Rule 42**—(Paragraph (b) is modified to read): By day place a yellow flag and, in addition, by night a yellow light at least 2,200 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where there is a clear view of the signal of, if possible, 500 yards.
(Paragraph (e) is modified to read): By day place a red flag and in addition by night a red light at the mileages stated in the train order to the right of the track as seen from an approaching train. The working limits must be kept 200 yards inside the red signals.
- 1.8 **Rule 72A**—The Superior direction is that of South.

- 1.9 **Rule 83A**—(This special instruction applies only at locations specified). When it is not practicable to obtain the necessary information by other means, advice may be received by the Conductor or Engineman directly from the Train Dispatcher specifying actual arrivals and departures of regular trains. Such information must be copied in writing and repeated to the Train Dispatcher who will make a record in the train order book. Information concerning trains operating late must not be handled in this manner.
- 1.10 **Rule 91**—Paragraph (2) is modified to read: Between a preceding train and a train operating a snow plow, when all preceding trains have left a station ahead or cleared the main track. Train dispatcher will ensure such interval is maintained at open train order offices, but when this cannot be done the snow plow train will be directed by train order to 'run at restricted speed from'. When a snow plow train is passed by another train and is unable to obtain information that the preceding train has left a station ahead or cleared the main track, it may follow after twenty minutes, running at restricted speed until such advice received.
Paragraph (3) is modified to read: Between other trains at least twenty minutes, unless report has been received of the departure of the preceding train at a station ahead or such train has cleared the main track.
- 1.11 **Rule 93**—
(a) Yard limit signs may be reflectorized and when this is done they will not be equipped with a yellow light.
(b) When it is not practicable to obtain the necessary information by other means advice may be received by Conductor or Engineman directly from the Train Dispatcher specifying actual arrivals and departures of first and second class trains. Such information must be copied in writing and repeated to the Train Dispatcher who will make a record in the train order book. Information concerning trains operating late must not be handled in this manner.
(c) (This paragraph applies only at locations specified). In yard limits third class, fourth class, extra trains and engines accepting an ABS signal indication permitting them to proceed must move at restricted speed regardless of the indication and the "NOTE" in Rule 93 does not apply.
- 1.12 **Rule 103, paragraph 3**—Whenever an emergency vehicle such as ambulance or fire truck is observed or reported being obstructed at a public or private crossing at grade, train dispatchers, yardmasters and members of train and engine crews must do everything possible to immediately clear such crossing consistent with safety. Clearance of the crossing must take precedence over train movement delays or railway inconveniences.
- 1.13 **Rule 104-104E**—Main track switches and derail stands may be equipped with reflectorized lenses or target tips of the prescribed color in lieu of lights. Derails must be locked when set in derailing position.
- 1.14 **Rule 107**—Conductors and Trainmen of passenger carrying trains will be responsible for the protection of traffic while it is being discharged or received at other than scheduled stops, flag stops and conditional stops, unless advice has been received from Train Dispatcher that other trains have been informed of the stop(s) or that other protection has been provided.

(Continued on Page 3)

(Continued from Page 2)

SYSTEM SPECIAL INSTRUCTIONS

- 1.15 **Rule 152**—(251-257 Territory) (This special instruction applies only at locations specified). Crossover movements may be made, upon receipt of authority from the train dispatcher without protecting against movements against the current of traffic at that location. This authority must be in writing and repeated to the train dispatcher before being acted on. The train dispatcher must make record of movement on train sheet and enter such authority in train order book.
Movements re-entering a main track to move with the current of traffic may be made in accordance with the rules, upon receipt of verbal permission from the train dispatcher.
- 1.16 **Rule 206**—
(a) All engines of Canadian National Railways ownership, consisting of CN, GTW, DW&P and CV are considered as the same railway in the application of this rule.
(b) When an engine consists of more than one unit, the number of one unit will be the identifying number, the number of other units must not be illuminated. When practicable, the number of the leading unit must be used.
- 1.17 **Rule 211**—
(a) All clearances must be OK'd by the train dispatcher. Paragraphs 2 and 3 of Rule 211 are restricted accordingly. This Special Instruction does not modify the requirements of Rule 213.
(b) Train orders received by a crew will be retained when so instructed by train dispatcher and such of these train orders as may be required will be included on subsequent clearances issued to that crew when train is redesignated or recreated.
- 1.18 **Rule 266**—
(a) When it becomes necessary to move a train or engine into a CTC block already occupied by another train or engine a Rule 266 authority will be issued to the Conductor or Engineman occupying the block. The Conductor or Engineman of the train or engine required to enter the occupied block must obtain permission from the Conductor and Engineman of the train or engine occupying the block, which must be in writing and repeated for a clear understanding. The Conductor or Engineman of the train or engine required to enter the block must also obtain authority in writing and repeated to the train dispatcher in the following form:
Authority given (occupation), (name) on (train or engine) to pass stop signal (number) at (location) after permission received from Conductor (name) and Engineman (name) of (train or engine) who holds Rule 266 authority between (signal number) at (location) and (signal number) at (location) on (track) from (time) to (time).
Restricted speed as required by ABS rules and Rules 104A, 104B and 672 must be applied. Such authority and permission may be obtained and repeated by radio.
(b) A joint Rule 266 may be issued when it is necessary for more than one train or engine to work within the same working limits. The Conductors and Enginemen of trains or engines required to protect against each other must first have a thorough understanding in writing as to the movements of each other and the protection to be provided.
(c) Fifth paragraph is amended to read: The train or engine must be clear of the track or tracks specified, switches restored to normal

position before expiration of time specified and train dispatcher so advised. If not clear by the time specified, protection must be provided as prescribed by Rule 99, UNLESS SUCH TRAIN OR ENGINE IS STANDING. If additional time is required, authority must be secured from the train dispatcher before previously authorized time expires.

(d) Rule 266 may be used to protect heavy track units when accompanied by a Conductor-Pilot. When requesting track and time limits, employee will give his name, occupation and location and specify time and work limits and track or tracks to be used. When such authority is granted the instructions must be in writing and repeated to and acknowledged by the Train Dispatcher before being acted on. Train Dispatcher must make proper record immediately.
Before authorizing track occupancy, Train Dispatcher must block all levers governing movements into such limits at STOP and must not remove lever blocks nor permit any train or engine to enter such limits until the employee in charge reports the time track and/or machines are clear, REGARDLESS OF THE TIME LIMITS GRANTED. If additional time is required, authority must be obtained in writing before previously authorized time expires.

Train Dispatcher must, when practicable, line track switches against potential conflicting movements and in addition, when practicable, line signals away from the protected limits.

- 1.19 **Rule 268**—Unless authorized by signal indication, when a train or engine is to enter, foul or re-enter a main track at a non-electrically locked hand operated switch, or when the seal is broken on an electric lock:
(a) A member of the crew must communicate with the train dispatcher, stating his name, occupation, location, train or engine number and the route to be used.
(b) If there is no conflicting movement, the train dispatcher may authorize entry to main track but before issuing such authority, train dispatcher must block all levers controlling signals governing movements into the affected controlled block at STOP.
(c) The authority to enter main track must include the route and direction to be taken, must be in writing and repeated to train dispatcher before being acted on.
(d) When a member of crew has notified train dispatcher that their entire movement has physically entered main track, and has commenced movement in authorized direction, signal blocking against following trains may be removed, but must be maintained against all opposing movements until the authorized movement has passed the next opposing controlled signal, or been reported clear of main track.
(e) The entering movement must observe restricted speed to the next signal.
- 1.20 **Rule 269**—Within CTC territory, protection against following trains or engines on the same track is not required at any time unless signals are declared inoperative.
- 1.21 **Rule 514**—When a train or engine enters the block at an electrically-locked hand operated switch such movement must approach the next signal prepared to stop. The EXCEPTION to Rule 514 is restricted accordingly.

(Continued on Page 4)

(Continued from Page 3)

SYSTEM SPECIAL INSTRUCTIONS

2.0 MANUAL BLOCK SYSTEM (MBS)

The following Special Instructions are supplemental to Rule 323 and only apply on subdivisions or portions thereof specified in time table or special instructions. Wherever the words "train dispatcher" appear herein, they apply to the employee performing the duties.

2.1 In MBS territory there is no superiority of trains. An MBS clearance is the only authority for movement, except that the main track may be used within yard limits as prescribed by Rule 93. Trains will be designated as "Extra" or "Work Extra," and will only display white lights in the application of Rule 21.

2.2 Train dispatcher will issue MBS clearances and MBS bulletins. MBS clearances must show the number of each MBS bulletin, if any, affecting the train addressed, with other required information.

MBS clearances and MBS bulletins must be repeated before being acted on, but do not become effective until the "repeated" time has been given by the train dispatcher.

2.3 MBS clearances will be numbered consecutively each day, beginning at midnight. When transmitting each MBS clearance, the train dispatcher must write the required information in a book provided for the purpose, reading aloud all applicable written and preprinted portions. Employees repeating MBS clearances must read aloud all applicable written and preprinted portions. Train dispatcher must check and underscore each word and figure as it is repeated.

2.4 MBS clearance will normally be issued to engineman, but may be issued to conductor or operator. When issued to conductor, he must deliver or have a copy delivered to engineman. When issued to operator, copies must be delivered to conductor and engineman. Engineman and conductor will be responsible to ensure that all other members of the crew have a definite and proper understanding of the requirements of all MBS clearances and MBS bulletins as soon as practicable after they have been received.

2.5 MBS bulletins will be issued to give notice of track or other conditions, using procedure outlined in Rule 203, paragraph 2. Crew members are responsible for obtaining MBS bulletins affecting their trains.

2.6 When transmitting each MBS bulletin, the train dispatcher must write it in a book provided for the purpose, reading it aloud as he transmits it, and checking and underscoring each word and figure each time it is repeated.

An MBS bulletin to be sent to two or more employees must be transmitted simultaneously to as many of them as practicable. Employees copying MBS bulletins must, when practicable, check the other repeats for correctness.

2.7 When an MBS bulletin cannot be transmitted simultaneously to all, or if repeat from any employee is delayed or is again required, train dispatcher must when practicable, require an employee who has already repeated to check the correctness of subsequent repeats. The train dispatcher must make proper record of such repeats.

If for any reason an MBS bulletin is to be rewritten, additional copies must be made from one previously repeated, and must be repeated to the train dispatcher from the new copy each time additional copies are made.

2.8 Except as provided by instruction 2.12, MBS clearance authorizes exclusive main track occupancy and flag protection is not required.

2.9 Stations will be used to designate the limits of an MBS clearance, but such authority does not permit use of the main track between the switches of the siding at either of the stations named, unless MBS clearance authorizes: "Hold main track at -----".

2.10 An extra train authorized to "proceed" must move in the direction specified. Train dispatcher must be promptly advised when the entire extra train has:

- Left the limits specified on MBS clearance,
- Entered yard limits,
- Arrived or left locations specified by the train dispatcher.

The main track will be considered clear as the rear of the extra train passes each siding, or where there is no siding, passes each station.

2.11 A work extra given exclusive authority may move in either direction between the points named until the time specified. If additional time is required, it must be obtained from the train dispatcher prior to the expiration previously granted.

When MBS clearance time is extended, the new time must be recorded in the place provided, by train dispatcher and the employee copying such extension, and must be repeated but must not be acted upon until the train dispatcher has given the "repeated" time and his initials. Not more than one extension of time is permitted on one MBS clearance.

The work limits must not be considered clear and flag protection is not required until the work extra has reported "clear" and MBS clearance is cancelled.

2.12 Two or more work extras may be authorized to work within the same limits, protecting against one another, and when so authorized, their MBS clearances must so specify. Flag protection against trains, other than those specified on MBS clearance, is not required. If protection other than that prescribed by Rule 99 is to be provided between such work extras, it must be arranged in a clear and concise manner, by direct contact between each of the enginemen involved. These arrangements must be in writing and repeated to ensure proper understanding. Restricted speed must not be exceeded until it is positively established there will be no conflict between the trains involved.

Enginemen will be responsible to ensure that all other members of the crew have a proper understanding of such arrangements before any movement is made. When communication fails between the trains involved, no movement is to be made other than that which was last arranged.

2.13 Before cancelling an unfulfilled MBS clearance a train affected must be:

- Issued a new MBS clearance
or
- Stopped within yard limits
or
- Clear of the main track
or

(d) Protected as prescribed by Rule 99. Cancellation must be sent to and acknowledged by the engineman, who will state his name at time of cancellation, which must be recorded by the train dispatcher. The engineman must immediately destroy his copy of cancelled MBS clearances and ensure that all other members of the crew have been advised.

(Continued on Page 5)

(Continued from Page 4)

SYSTEM SPECIAL INSTRUCTIONS

2.14 When a train dispatcher is relieved, he must make a transfer of all MBS clearances and MBS bulletins in effect, using procedure as outlined in Rule 220, paragraph 4.

When an operator is relieved, he must make a transfer of all undelivered MBS clearances and MBS bulletins which are on hand, as prescribed by Rule 220, paragraph 5.

2.15 In the application of Rule 4A, notice of new time table or supplement will be given by MBS bulletin instead of train order, issued to trains at least twenty-four hours prior to and, unless otherwise directed, for six days after it takes effect.

2.16 (a) MBS protection must not be provided for track units or maintenance work unless specifically authorized by time table footnote.

3.0 GENERAL INSTRUCTIONS—FORM 696

3.1 Employees whose duties are in any way affected by the time table must have a copy of the General Instructions, Form 696, accessible while on duty.

3.2 INSTRUCTIONS GOVERNING THE USE OF RADIO

3.3 Radio instructions contained in General Instructions, Form 696 are hereby cancelled in their entirety and the following applies:

3.4 A Railway Radio Communication System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

3.5 Conditions requiring the use of Radio. On trains not equipped with communicating signal appliance Conductor must contact Engineman and obtain acknowledgment:

- When approaching points where train is restricted by train orders issued for the protection of impassable or slow track, Rules 42 or 43.
- On trains affected when approaching yard limits.
- Between one and three miles from every station at which it is to meet or wait for a train, clear a superior train or move through a siding or crossover when so instructed.
- in C.T.C. when approaching every siding preferably at a point where Engineman can see and communicate the indication of the approach signal.

Should the Engineman fail to acknowledge the call as herein prescribed, action must be taken by the Conductor to stop the train before reaching the point of restriction under (a), (b) or (c), and in C.T.C. before passing the next signal.

3.6 When radio is used in lieu of hand signals during switching operations, instructions as to the movement required must be specific and carefully given. For example: "CN Engine 5050 back up 5 car lengths." Continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal.

3.7 Radio shall not be used for transmission of train orders except as may be authorized by the Chief Train Dispatcher, as occasions demand, and when so used, rules governing the transmission of train orders by telephone must be observed.

3.8 When using radio there may be times when an employee is unable to contact or get response from another party. If necessary to transmit im-

portant information, it should be transmitted regardless of whether an acknowledgment is received. In these circumstances any action required to be taken must be on the basis that the information was not received.

3.9 A distress call will be preceded by the word "MAYDAY" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstruction to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the travelling public, and shall contain as complete information thereon as possible. The initial "MAYDAY" call must be transmitted immediately on channel 1 (end to end) stating nature and location of emergency. When this has been completed the "MAYDAY" call and information must be repeated to the train dispatcher. All employees shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.

3.10 Failure of radio equipment must be promptly reported.

3.11 OPERATION OF RADIO EQUIPMENT

(a) "Push-to-Talk" button on handset must be depressed to transmit and released to receive.

(b) Channel designations on radio equipment can be shown as numbers or as a combination of letters and numbers. The most common channel designations and normal assignments are listed below:

CHANNEL 1 or EE — END-TO-END

Standby channel for engine crews on road engines and train crews.

CHANNEL 2 OR TW1 — TRAIN-TO-DISPATCHER

Standby channel for Train Dispatchers as specified in Time Table depending on territory controlled.

CHANNEL 3 OR TW2 — TRAIN-TO-DISPATCHER

Another standby channel for Train Dispatchers as specified in Time Table depending on territory controlled.

CHANNEL 4 OR CC3 — CAR CONTROL, OPERATORS, YARDMASTERS

Standby channel for Operators, General Yardmasters, Yardmasters or Car Controllers as specified in Time Table.

8-channel engine radios are progressively being added to the radio system. Where this is the case Time Table will indicate channel designations and usage.

HU1, SW1 to SW11 inclusive — Special designations for hump control or separate classification yard radio systems.

During transition period in channel designations and normal assignments, above channels may be used for other purposes as specified in Time Table or Bulletin.

Radio channels used primarily for communications concerning the movement of trains are coded white. Radio channels used primarily for communications concerning yard movements or car movements are coded green. Radio channels used exclusively for crew communications during switching operations are coded yellow.

(c) Employees should speak slowly and clearly into the mouthpiece. DO NOT SHOUT OR TALK FAST.

(d) Profanity, indecent or obscene language is strictly forbidden by law.

(Continued on Page 6)

(Continued from Page 5)

SYSTEM SPECIAL INSTRUCTIONS

- (e) Only authorized technicians are permitted to make technical adjustments to radio sets.
- (f) Any duly authorized officer of the Department of Transport may, from time to time, and at all reasonable times, inspect any radio station within Canada, any apparatus fixed or in use in such station, for the purpose of sending or receiving by radio.
- (g) Radios are provided with one of two types of channel control "Reverting" or "Manual". When the reverting feature is present, the radio will be on the standby channel when the handset is in the control head hanger. Road engines and base stations are of this type. In manual operation, the radio will remain on the channel indicated by the channel selector switch. Yard engine and portable radios are of this type.

3.12 CALLING PROCEDURES

- (a) Positive identification of party called and party calling must be ensured. When identifying themselves the Engineman, Conductor, Train Dispatcher, Yardmaster, Operator or Other Employee must always say "CN" before the name of their occupation. Whenever the words "Channel 2" appear, substitute proper channel designations as specified in Time Table. Whenever the words "Disp. 2" appear, substitute the proper tone signalling button (Disp. 1 or 2) as specified in Time Table.
- (b) The word "Over" is used at the end of each transmission. Its use means "my transmission is ended and I expect a response from you".
The word "Out" signifies "this transmission is ended and no response is expected." After communication has been established and when no confusion is likely to arise a shortened form of procedure may be used by omitting the words such as "this is", etc.

3.13 PORTABLE RADIO UNITS (1-2-5 WATT)

- (a) Shock-mount racks are provided in cabooses to hold portable sets supplied. The portable in the cupola shock-mount should be connected to the exterior antenna using the cable and connector provided. The displaced whip antenna should be stored in the container provided.
- (b) **POCKET RADIOS (1-2 WATT PORTABLES)** are powered from rechargeable batteries and are designed for intermittent use. Continuous monitoring should be avoided as much as possible.
FIVE (5) WATT PORTABLES (caboose type) are normally powered by replaceable lantern type batteries and may be used for continuous monitoring where required.

3.14 GENERAL SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS RE HANDLING AND MARSHALLING IN TRAINS: DEAD OR IDLING LOCOMOTIVES, WRECKING CRANES, SELF PROPELLED WORK EQUIPMENT, SCALE TEST CARS, BOARDING CARS, ETC.**3.15 Page 32, Item 3, Par. 4 General Speed Restrictions and Special Instructions re handling and marshalling in trains of occupied service equipment are amended (R.T.C. R-14111)**

- (a) All occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

- (b) Where track configurations require extreme care in set off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than 20 miles, and at no greater speed than 20 m.p.h.
- (c) Over 30 occupied gang cars to be operated as a special train.
- (d) 30 occupied gang cars or less, train to be restricted to 60 cars.
- (e) Trains handling occupied gang cars must operate at 10 mph less than zone and permanent slow order speeds to a minimum of 20 m.p.h. at which point zone and permanent slow order speeds apply.
- (f) The above speed restrictions do not apply to occupied cabooses when moved deadhead or occupied passenger equipment, except they must be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

NOTE: For the purpose of the order "service equipment" means Railway owned equipment being utilized for Railway purposes. This order does not restrict the movement of revenue livestock with attendants on the head-end of trains.

3.16 RULES AND REGULATIONS GOVERNING THE HANDLING OF PASSENGER OR MIXED TRAINS.

3.17 Page 38—B.T.C. General Order 07 has replaced General Order 707 and railways are now exempt from complying with the terms of Paragraph (a) in General Order 707 as shown in Item 4, in respect to all trains, provided all cars of such train are of all steel construction.

3.18 ACCIDENTS

3.19 Page 43—General Order 361 has been revised by Railway Transport Committee General Order 0-1. Instructions as given in item 9 remain the same, except that accident reports formerly addressed to the Chief Operating Officer of the Board of Transport Commissioners must now be addressed to the Director of Operation, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ont.

3.20 AUTOMOBILE DOUBLE DECK TRANSPORTER CARS

3.21 Page 82—Automobile Double Deck Transporter Cars Series 570400-570474 have been renumbered to 730000-730073. Series 570700-570774 have been renumbered to 720000-720069.

4.0 HOT BOX AND DRAGGING EQUIPMENT DETECTOR SYSTEM

When a hot box or dragging equipment detector system indicates a possible abnormal situation, immediate contact will be made with the train involved, by radio or other means, to advise of one or the other of the following conditions:

WARNING—There is evidence of a possible overheated journal on the train. While temperature indication is not sufficiently high to make immediate stop necessary, the car must be kept under close observation and must be inspected should train be stopped for any other reason.

When a warning is received at the last detector prior to arriving at a Terminal, the Train Dispatcher will ensure that an inspection is made immediately on arrival by:

- (a) Equipment Department.

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(Continued from Page 6)

SYSTEM SPECIAL INSTRUCTIONS

- (b) If no equipment department on duty, by outgoing crew if already on duty.
- (c) If outgoing crew not on duty, inspection will be made by the incoming crew.

After inspection has been made the Train Dispatcher must be notified and make record of results.

TRAIN MUST BE STOPPED—There is evidence of dragging equipment or of extreme journal temperature which requires that the train be STOPPED IMMEDIATELY to permit inspection of the car involved.

In all cases crew will be properly informed as to location of car in the train and, where appropriate, the suspect journal. If journals on the car identified appear to be normal, inspection must be made of at least TWO cars ahead and behind.

When there has been a DRAGGING EQUIPMENT INDICATION, the car involved as well as two cars ahead and behind must also be inspected for possible overheated journals.

Results of such inspections made must be reported promptly to Train Dispatcher.

5.0 SPEED RESTRICTIONS

5.1 Single Track—Where Restricting Speed signs are used, Resume Speed signs are on the reverse side of the Restricting Speed signs governing movements in the opposite direction.

5.2 Movements handling system or foreign hopper cars either loaded or empty that have a load limit of 95 tons or over, must not exceed 10 miles per hour while operating on other than main tracks.

5.3 Movements handling snow plows must not exceed maximum speed for freight trains, except that when snow plows are handled back end forward, speed must not exceed 20 miles per hour or maximum speed, whichever is slower.

5.4 Movements handling continuous welded rail are to be restricted to a total of 60 cars with the continuous welded rail marshalled on the head end. There must be an idler on both ends. Speed must not exceed 40 m.p.h. on straight track, 30 m.p.h. on curves, reducing to 10 m.p.h. through all turnouts. This instruction does not apply to shipments of rail measuring 78 feet in length.

5.5 Freight trains exceeding 3000 feet in length which have an average weight per car exceeding 80 gross tons must not exceed 50 miles per hour. Freight trains with more than 50 percent of the cars consisting of loaded foreign covered hoppers must not exceed 45 miles per hour. This does not apply to CNWX grain cars.

6.0 EQUIPMENT RESTRICTIONS

6.1 Pushing Movements With Freight Equipment—To eliminate or reduce the possibility of rail turnover or jackknifing of units in an engine consist and/or cars next to or near the engine, all measures possible must be taken to accomplish the movement with the LOWEST TRACTIVE EFFORT POSSIBLE.

This can be achieved by ensuring ALL CAR BRAKES ARE RELEASED BEFORE THE MOVEMENT IS ATTEMPTED, BY STRETCHING THE SLACK BEFORE THE PUSHING MOVEMENT IS UNDERTAKEN, AND BY REDUCING TRACTIVE EFFORT WHEN SLOWING DOWN OR STOPPING THE MOVEMENT WITH THE CAR BRAKES.

The cautions highlighted in the foregoing are particularly important when:

- (a) Both GM and MLW units 1800 H.P. or smaller which are not equipped with alignment control couplers are in the engine consist.

- (b) Units not providing power are located either between units providing power or located next to the cars to be pushed.

NOTE: Where considerable tractive effort may be required to make the movement, it is advisable to set the non-power units off.

- (c) The movement will locate the engine consist and/or cars next to or near the engine on other than straight track.

- (d) The cars next to or near the engine are a combination of short and long cars.

- (e) The movement is to be made on an ascending grade.

- (f) GM units in the 1000, 1200-1500, 1900 and 4100-4800 series are in the engine consist.

NOTE: These units are capable of developing extremely high tractive effort in low throttle positions.

6.2 Engine and Tonnage Restrictions:

The maximum number of working units permitted in any engine consist is restricted to 24 motorized axles and the permissible tonnage is restricted to an amount which can be handled by 18 motorized axles. On the Newfoundland Area only the engine consist is increased to 30 motorized axles and the tonnage increased to that which can be handled by 24 motorized axles.

6.3 Coupling Regulations:

When coupling an engine consist of 3 or more units to a train, or cut of cars, a stop must first be made between 6 and 12 feet from point of coupling. The coupling is then to be made as gently as possible.

- 6.4** To guard against damage to equipment or injury to employees or others, cars equipped with tie-down chains must not be moved until chains are properly secured in a manner that they can not fall off and drag.

On cars equipped with storage boxes, chains must be stored therein when not in use. On cars equipped with chains attached to top of stakes, chains must be suspended inside stake and positioned behind retaining bar when not in use.

- 6.5** Before a coupling is made with or onto cars equipped with cushion underframe and/or long shank type couplers, the drawbars must be checked to ensure that they are properly lined up. Whenever possible this type of car should be left on straight track for coupling.

Certain cars with long shank couplers have been equipped with a standard coupler centering device to keep a free coupler centered in relation to the end sill. If necessary to manually move coupler out of the center position, the release lever must be thrown to disengage the device. Cars equipped with the standard centering device are stencilled accordingly.

- 6.6** Air brakes must be in service on all cars when switching industrial tracks where there are gates or doors to be opened or descending grades on any of the tracks to be used.

- 6.7** Cranes handled in a train must be inspected before leaving a terminal and whenever practical enroute to insure all tie-down and locking features are in place to prevent any movement that could foul other tracks or equipment adjacent to the track on which moving.

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SYSTEM SPECIAL INSTRUCTIONS

7.0 TURBO TRAINS

On this equipment the following will apply:

- (a) Voice communication on the Engine-Train Crew Intercom will replace sound signals on the conventional "communicating signal appliance" in the application of U.C.O.R. Rule 16.
- (b) Green and White lights only will be displayed without flags of the corresponding color, in complying with the requirements of the U.C.O.R. Rules 20 and 21.

8.0 GENERAL INSTRUCTIONS

- 8.1 On subdivisions, or portions thereof, where this special instruction applies, except on junction switches, lights will not be displayed on switches, train order signals, yard limit signs and derail stands.
- 8.2 Except for the purposes of giving signals for operation or to prevent accident, sounding of engine whistle signal by any engine in respect to public crossings at grade is prohibited. (This special instruction only applies at locations specified.)

- 8.3 The ordering time of trains must not be advanced and trains must not leave ahead of their ordered time unless written permission to do so has been received from the Train Dispatcher.
- 8.4 Whenever it is known or suspected that a block or interlocking signal has been struck and/or damaged, the TRAIN DISPATCHER, or employee performing the duties, must immediately be advised and until otherwise declared by the signal supervisor, he must regard the signal as inoperative and displaying its LEAST restrictive indication and take whatever action is necessary to fully protect the situation. OTHER EMPLOYEES, who learn of the situation, must consider the signal as displaying its MOST restrictive indication, regardless of the indication actually shown, and rules governing the most restrictive indication apply. Repairs to signals must not be made by other than authorized employees and signals which have been knocked over must not be re-erected by other than an authorized person except if necessary, they may be moved laterally to clear the track.
- 8.5 It is permissible for an Operator to fill in the departure time of a train which has been registered by the Conductor whenever this time is definitely established.

REGIONAL SPECIAL INSTRUCTIONS

M-1. When livestock is killed or injured by a train engineman will submit a special "livestock report" in lieu of Form 3903. Item 3(c), page 41. Form 696 amended accordingly. This report on hand at diesel shop offices.

M-2. Unless further restricted by train order, movements handling diesel electric locomotive type cranes 50368, 50369, 50372, 50400, 50401, 50402, 50403, 50417, 50435 and 50436 must not exceed 30 miles per hour where maximum freight speed is 40 miles per hour or more, and 20 miles per hour or as much lower as is necessary for safety where maximum freight speed is less than 40 miles per hour. Speed restriction as contained in second paragraph of Item 3, page 32, General Instructions (Form 696) is modified accordingly.

M-3. Movements handling cars equipped with arch bar trucks must at no time exceed 30 miles per hour.

M-4. Movements handling loaded covered hopper cars of 95 tons capacity or more should not be operated in the speed range between 15 and 25 miles per hour, except when accelerating or decelerating through this speed range.

M-5. At spring switches where switch heater is in service and where there has been sufficient snow fall to cause ice to obstruct the full and free movement of the switch points, a trailing movement through the diverging route under the provisions of Rule 264 must not be made until the switch has first been hand thrown to full reverse and then restored to its normal position.

M-6. Roller bearing journal boxes of cars and engines contain heat indicator device, which when exposed to excessive temperatures discharge an abnoxious odor (similar to that of rotten eggs). When such an odor is detected on or in the vicinity of a movement it will indicate a dangerous condition.

M-7. At stations where diesel units are left unattended, enginemen must be familiar with and adhere to local instructions regarding procedures for protection against the operation of such units by unauthorized persons. When instructions are received to set off one or more units from a multiple unit consist, enginemen must ensure corresponding reverser levers are left with a responsible person so they will be available when required.

M-8. At certain public crossings at grade, main track switches, except dual control and spring switches, located within 50 feet of the crossing, may or may not be equipped with safety switch point lock and employees concerned must familiarize themselves therewith. Where in service, safety switch point lock must be secured with switch lock when switch is in normal position.

M-9. When movements are in collision with animals of sufficient size to cause derailment or damage if they remain or fall back under the equipment, stop must immediately be made, equipment inspected and when practical, the carcass removed.

M-10. Where special instructions require speed restriction and/or special handling of cars or commodities, yardmasters or those performing his duties, must advise conductors when same are placed in their train. At stations where close crew connections are made, inbound crews must notify the outbound crew of the presence of such cars and commodities in the train.

M-11. When defective cars are set out on line, conductors must wire the following information as soon as possible jointly to the Chief Train Dispatcher and the Servocentre Line Car Control Office having jurisdiction over point where defective car is set off:

- A. Date
- B. Where set out
- C. Car number
- D. Contents
- E. Destination
- F. Nature of defect
- G. Where waybill left
- H. Who detected defect
- I. Time defect detected
- J. Train speed
- K. Weather, including temperature
- L. Visibility

M-12. When information is received of a defective car in their train, the crew must immediately take action to stop the train and where possible before passing over any switch or interlocking. Car must then be examined and if found defective, prepared for safe movement to the next point where it can be set off or repaired. If after examination and corrective action, it is doubtful that the car can be moved safely in the train, it must be detached from the portion of the train behind it and moved with caution to the point where it can be set off and if necessary, brakes cut out. Good judgment must be used to prevent derailment of the defective car or others in the train.

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REGIONAL SPECIAL INSTRUCTIONS

M-13. Reference Item 3 under heading "Accidents", General Instructions (Form 696), V.C. report (Form 691) to be submitted only when accident not attended with personal injury and then, by each member of the crew involved.

M-14. Mechanical Instruction Book for enginemen is located in every engineman's booking-in room and rest house and enginemen must be familiar with its contents.

M-15. At public crossings at grade where automatic warning device is in service, except as provided in Rule 103, time table footnotes, bulletins or train orders, track circuits are designed to activate the required protection for through movements.

- (a) In CTC, when authorized to pass a stop indication of a block or interlocking signal, movement must not obstruct any crossing within the block governed by that signal until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.
- (b) In CTC, where this special instruction applies, movements stopped by a stop indication of a block or interlocking signal, must stop clear of the crossing and if authorized to pass the stop indication, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.
- (c) Except as provided in 15(a) and 15(b), when on bonded track a movement is switching, has passed from one track to another or has turned a switch, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds and where provided, gates are horizontal, or until movement is protected by a flagman. Where a stop sign is erected, after stopping, the crossing may be obstructed when protection is observed to have been in operation for 7 seconds.

Note:—Passing from one track to another includes movement from a siding or other track to main track when the switch is within the circuits of the crossing.

- (d) Employees must observe and familiarize themselves with the operation of protection and whenever possible, avoid its unnecessary operation. At crossings so equipped, push buttons or other appliance must be used to activate or de-activate protection as required.

M-16. On subdivisions or portions thereof, where this special instruction applies, the provisions of System Special Instruction 2.0 may be used for protection of track units or maintenance work. MBS clearance will be issued to the foreman, and his track unit or gang number, if any, will be shown in the space provided for train designation.

M-17. On subdivisions or portions thereof, where this special instruction applies, Rules 40 and 42 do not apply within yard limits.

Under the provisions of Rules 93 and 105, trains and engines moving at Restricted Speed must be prepared to stop short of a switch not properly lined, and must be prepared to stop short of a hand signal when given as prescribed by Rule 12(a).

M-18. In non-CTC territory, trains must stop and a standing inspection must be made of engine and all cars in train if radio contact with Train Dispatcher cannot be made within 1 to 4 miles after passing a Hot Box Detector.

M-19. Radio Systems—(These additional Radio Instructions apply only on Subdivisions specified.)

- (a) Call dispatcher: With channel switch on the appropriate channel, depress call tone 2 button 2-3 secs. After an answerback tone is received confirming connection, voice call dispatcher. If no answer received, the base station remains connected for 20 seconds only but dispatcher's control console light continues to identify calling base station. Dispatcher acknowledges by reactivating the calling base station and identifying himself.
- (b) Emergency Call: Proceed as above to call dispatcher. On receipt of answerback tone voice call MAYDAY three times followed by your identification, location, nature of distress and assistance required. Base station remains latched to dispatcher 20 seconds after voice communication ends.
- (c) End to End Call on Train or Between Trains: Voice call on the appropriate channel without using call tone buttons. Communication is completed using the near base station as a repeater rather than direct radio to radio.
- (d) If train being called does not answer and is likely to be beyond range of near base station, depress call tone 1 button 2-3 secs. After answerback tone is received, voice call desired train. Call tone 1 connects all base stations and the one activated by answering train remains connected for duration of communication.


M-20. At slide detector Fences listed in subdivision footnotes, a signal consisting of a white light with the letter "T" etched on its face is located in advance of the fence or fences, mounted either on the mast of one or more block signals, the mast of an instrument case or on a separate mast. When lighted or flashing, it indicates that the fence or fences are broken and that the main track may be impassable. Trains must approach and pass same prepared to stop and in no case exceeding 10 miles per hour.

Trains delayed after passing signal, or entering the main track between the signal and slide detector fence, will be governed by the above. If main track is not impassable, speed permitted by the governing block signal may then be resumed. When not lighted or flashing, trains will be governed by block signal indications.

BLOCK AND INTERLOCKING SIGNALS

The following block and interlocking signal indication will apply in addition to those shown in the Uniform Code of Operating Rules only where authorized by subdivision foot-

notes, bulletins or train orders. Lights may be to either side of the mast and number plates may be provided for the purpose of identifying location.

RULE		NAME	INDICATION
296B		Medium to Medium	Proceed, medium speed within interlocking limits or through turnouts approaching next signal at medium speed.

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WAINWRIGHT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

WAINWRIGHT—All trains must obtain clearance.

1.2 TRAIN REGISTER MODIFICATIONS—

WAINWRIGHT — First class trains may register by register ticket.

1.3 CTC SPECIAL FEATURES—

No train or engine shall clear the main track at the following locations (BTC 109010-111212):

Mileages 36.5, 55.3, 58.2, 102.9, 106.7, 112.0, 165.9, 210.4, 221.3 and 254.6.

Movements entering the main track from siding through either crossover at Biggar or through crossover east switch at west end of run-around track mileage 259.2 must obtain train dispatcher's permission before reversing switch upon which the movement is standing.

1.4 OTHER MODIFICATIONS—

Rule 5—North Edmonton — the time of all trains applies at the railway crossing.

2 GENERAL FOOTNOTES

2.1 Biggar—Doddsland Sub. connects with siding at Biggar. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Doddsland Sub.

Signs are located 100 feet and 150 feet west of the station on both sides of the yard to designate a thoroughfare and except when trains are to make a through connection, cars must not be left standing between these signs on any track.

2.2 Unity—Bodo Sub. connects with siding Unity. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Bodo Sub. Trains from Bodo Sub. must obtain train dispatcher's permission before entering Unity siding.

2.3 Kinsella—Switch leading to the pit track at west end of siding at Kinsella is to be left set and locked for movement from siding to main track. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

At Kinsella Pit, be on lookout for gravel spilled over rails by overhead loader.

2.4 Ryley—Demay Sub. connects with siding at Ryley. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Demay Sub. Trains from Demay Sub. must obtain permission from train dispatcher before entering Ryley siding.

2.5 Tofield—Kingman Sub. connects with siding at Tofield. The connecting switch is in normal position when lined for through movement on siding and against move-

ment to or from Kingman Sub. Trains from Kingman Sub. must obtain permission from train dispatcher before entering Tofield siding.

2.6 Clover Bar—At the Chemcell Co. plant Clover Bar, smoking is prohibited within the plant area and cabooses with fire in stove must be left outside the entrance to the plant site.

Before removing derails located close to building at Fiberglas of Canada Ltd. permission must be obtained from the warehouse group leader.

Switch No. V-050 leading from the Clover Bar Service track to the East leg of the wye is to be left set for movement from the service track to the east leg of the wye. When in this position, yellow target will so indicate. Second paragraph, Rule 104, amended accordingly.

Public crossing at grade mileage 259.85 (Chemcell Co. access road). Yard movements must not obstruct this crossing between 0745 and 0800 daily.

Eastward one mile sign governing the approach to interlocked C.P. Rly. crossing at grade mileage 257.8 located adjacent to run-around track on north side of main track. Eastward Block sign governing movements entering the main track at east end of run-around track located adjacent to crossover to C.P. Rly. trackage on north side of run-around track.

No part of siding may be occupied by yard movements without prior consent of the train dispatcher.

2.7 North Edmonton—Switch leading to the city loop yard track at west end of siding at North Edmonton is to be left set and locked for movement from siding to main track. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

No part of siding may be occupied by yard movements without prior consent of the train dispatcher.

3 INTERLOCKINGS

3.1 Railway Crossing at Grade—
C.P. Rly. Mileage 37.7 Automatic Passenger trains do not exceed 45 miles per hour and Freight trains do not exceed 25 miles per hour while passing the governing approach signal. Interlocking signals are not controlled by the train dispatcher and Rules 264 or 265 do not apply. If necessary to pass an interlocking signal indicating STOP, the requirements of Rule 672 must be observed, after which, movement may proceed at Restricted Speed to the next signal.

3.2 Railway Crossing at Grade—
C.P. Rly. Mileage 257.8 Controlled If necessary to pass an interlocking signal indicating STOP in accordance with Rule 264 or 265 or when the STOP indication is considered suspended in accordance with Rule 104B, the requirements of Rule 672 must be observed.

3.3 Vegreville Sub., Wainwright Sub. and Edmonton East Terminal Sub. — North Edmonton Controlled Includes a connecting track between Wainwright Sub. and Edmonton - North Edmonton Line; also between Vegreville Sub. and Calder - North Edmonton Line.

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WAINWRIGHT SUBDIVISION FOOTNOTES

3.4 Junction—

Bretville Jct. Mileage 260.2 Controlled Includes hand operated switch connecting Clover Bar service lead with Camrose Sub. Westward dwarf signal D2601 will display a proceed indication only after route is lined for movement through to Wainwright Sub. Movement from Wainwright Sub. to Clover Bar service lead must stop at eastward interlocking signal 2602, reverse hand operated switch and advise train dispatcher accordingly. Train dispatcher must then line the Jct. switch and the Siding north switch East Edmonton for movement from Wainwright Sub. to siding before signal 2602 can be made to display the proper indication.

4 EQUIPMENT RESTRICTIONS

- 4.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- 4.2 Units in 1000-1076 series must not enter or use any industrial track within the switching limits of the Edmonton terminal, without permission from the Superintendent Operations.
- 4.3 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on trackage serving Mid-West Chemical Co. at Palo.

5

SPEEDS

5.1 Mileage	Zone	Miles per Hour	
		Passenger and Railiner	Freight
0.0 to 0.2	Zone	20	20
0.2 to 84.3	Zone	80	60
* 4.8 to 6.8	-----	75	50
24.0 to 24.5	-----	65	25
37.6 to 37.8	-----	25	25
62.0 to 66.0	-----	65	50
* 74.3 to 76.3	-----	65	50
84.3 to 89.1	Zone	65	50
89.1 to 90.7	Zone	60	50
90.7 to 145.4	Zone	80	60
99.4 to 99.7	-----	65	50
128.2 to 128.6	-----	75	60
145.4 to 148.2	Zone	65	35
148.2 to 150.2	Zone	45	45
150.2 to 155.0	Zone	55	45
152.7 to 153.0	-----	35	30
155.0 to 256.5	Zone	80	60
228.0 to 236.0	-----	70	50
244.2 to 244.4	-----	65	55
*256.5 to 259.2	Zone	60	60
*259.2 to 263.4	Zone	45	40
5.2 Spurs and Other Tracks	-----	10	10

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed except that they may run at Express Train speed where applicable.

EXPRESS TRAINS: Unless otherwise restricted, trains designated as express by timetable schedule or as Express Extra by clearance may run five (5) miles per hour in excess of freight train speeds. They must not exceed 65 m.p.h. or passenger train speed at any point.

*Advance speed restriction sign governing eastward movements at the permanent slow orders between mileages 76.3 and 74.3 and between mileages 6.8 and 4.8 located to left of main track.

Zone speed signs governing eastward movements at mileages 263.4 and 259.2 located to left of main track.

CONDITIONAL SPEEDS

	Miles per Hour	
	Passenger	Freight
5.3 Mileage 0.7 (Highway 4-14)		
Eastward movements approaching within 2050 feet of crossing and until crossing occupied ---	65	--
Westward movements approaching within 1100 feet of crossing and until crossing occupied ---	35	35
Westward movements proceeding at less than 15 miles per hour within 1100 feet of crossing and until crossing occupied	15	15
5.4 Mileage 58.36 (First Avenue)		
Westward movements proceeding at less than 25 miles per hour within 3350 feet of crossing, until crossing occupied --	25	25
Movements to and from Bodo Sub. approaching within 150 feet of crossing and until crossing occupied -----	5	5
5.5 Mileage 140.9 (Camp Road)		
Westward movements approaching within 2000 feet of crossing and until crossing occupied --	60	--
5.6 Mileage 259.2 (First Street)		
Approaching within 2150 feet of crossing and until crossing occupied -----	45	45

6 CONDITIONAL PASSENGER STOPS

- 6.1 At Viking, No. 1 will stop to detrain revenue passengers from Saskatoon and beyond and upon advance notice, will stop to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.
- 6.2 At Viking, No. 2 will stop to detrain revenue passengers from west of Jasper and upon advance notice, will stop to entrain revenue passengers for Saskatoon and stations beyond where train is scheduled to stop.

7 PUBLIC CROSSINGS AT GRADE

- 7.1 Mileage 42.9 (Highway 380) automatically protected. Westward: Special Instruction M-15(b) applicable and Stop made 150 feet east of crossing.
- 7.2 Mileage 57.07 (Highway 330) automatically protected. Special Instruction M-15(b) applicable to westward movements.
- 7.3 Mileage 57.13 (Highway 14) automatically protected. Special Instruction M-15(b) applicable to westward movements.
- 7.4 Mileage 58.36 (First Avenue) automatically protected. Special Instruction M-15(b) applicable to westward movements in siding.
- 7.5 Mileage 103.05 (Highway 17) automatically protected. Equipped with push button.
- 7.6 Mileage 112.14 (Main Street) automatically protected. Equipped with push button.
- 7.7 Mileage 146.7 (Municipal Road) automatically protected. Equipped with push button.

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WAINWRIGHT SUBDIVISION FOOTNOTES

- 7.8 Mileage 158.0 (Irma Road) automatically protected. Special Instruction M-15(b) applicable to westward movements.
- 7.9 Mileage 205.8 (Main Street) automatically protected. Equipped with push button.
- 7.10 Mileage 206.25 (Highway 855) automatically protected. Special Instruction M-15(b) applicable to eastward movements.
- 7.11 Mileage 214.8 (North-South Road) automatically protected. Equipped with push button.
- 7.12 Mileage 226.3 (Queen's Street) automatically protected. Equipped with push button.
- 7.13 Mileage 250.25 (North-South Road) automatically protected. Push buttons for eastward main track movements located on north side of track 100 feet west of crossing. When it is known that eastward main track movements, which cannot clear the crossing, will be delayed at Ardrossan, such movements must stop just west of push button control and de-activate crossing protection. Before train again proceeds eastward, protection must be restarted by pushing "start" button.
- 7.14 Mileage 259.2 (First Street) automatically protected. Special Instruction M-15(b) applicable to westward movements and stop made 150 feet east of crossing. Movement over the crossing from west end of run-around track must not obstruct the crossing until protection has been in operation for 30 seconds.
- 7.15 Mileage 262.5 (50th Street) automatically protected. Equipped with push button. Push button will not function if main track is occupied within 100 feet on either side of crossing.

7.16 Mileage 3.1 Edmonton East Terminal Sub. (66th Street) automatically protected. In the application of Special Instruction M-15(b), crossing must not be obstructed until protection has been in operation for 35 seconds.

8 HOT BOX SCANNERS AND DRAGGING EQUIPMENT DETECTORS

8.1 Located at mileages 33.0, 60.7, 103.1, 176.5 and 221.1.

9 SPURS AND OTHER TRACKS

9.1	Mileage	Capacity in Feet	Points Face
Landis	22.6	6840	E W
Reford	36.6	1260	E
Run-Around Track	55.4	310	E W
Butze	103.3	1260	E
Spur	106.7	580	W
Ribstone	112.0	2070	W
Edgerton	121.2	4680	E W
Jarrow	165.9	1310	W
Poe	210.1	1310	W
Shonts	221.2	1670	W
Bremner	254.5	5220	E W
Bremner Spur	254.6	1350	W

EDMONTON EAST TERMINAL SUBDIVISION													
WESTWARD TRAINS					Miles from Edmonton	Miles from North Edmonton	STATIONS	Office Signals	EASTWARD TRAINS				
FIRST CLASS									FIRST CLASS				
---	691	695	697	1					694	696	690	2	---
---	Passenger Railiner	Passenger Railiner	Passenger Railiner	Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner	Passenger	---				
---	Daily	Daily	Daily	Daily	---	---	---	---	---				
---	---	---	---	---	0.0	NORTH EDMONTON P Interlocked with Vegreville and Wainwright Subs.	---	---	---	---			
---	---	---	---	---	2.5	CALDER - CKPW 1.6	CD	---	---	---			
---	---	---	---	---	4.1	WEST JCT. PY	---	---	---	---			
---	1147	1136	1127	0644	3.3	NORTH EDMONTON P Interlocked with Vegreville and Wainwright Subs.	---	1719	1729	1739	2322	---	
---	s1155	s1145	s1135	s 0700	0.0	EDMONTON CKPW	MO	1710	1720	1730	2315	---	
On Edmonton-North Edmonton Line, main track commences at west boundary 96th Street mileage 0.4 and Rule 105 applies between mileages 0.0 and 0.4. Line-up regulations not applicable between Edmonton and North Edmonton.								Daily	Daily	Daily	Daily	---	
---	691	695	697	1	---	---	---	694	696	690	2	---	

EDMONTON WEST TERMINAL SUBDIVISION												
WESTWARD TRAINS					Miles from Edmonton	Yard Limits	STATIONS	Office Signals	EASTWARD TRAINS			
FIRST CLASS									FIRST CLASS			
---	1	Passenger	Daily	---					2	---	Passenger	---
---	0815	---	---	---	0.0	0.4	CTC TWO TRACKS	EDMONTON CKPWZ	MO	s 2200	---	
---	---	---	---	---	0.4	4.2		WEST JCT PXYZ	---	---	2145	---
---	---	---	---	---	4.2	---		N.A. RLY. PX	---	---	---	---
---	---	---	---	---	4.9	---		UNION JCT. PX Jct. with Sangudo Sub.	---	---	---	---
---	0833	---	---	---	6.0	---		BISSELL P	---	---	2138	---
Main track commences at the east boundary of 105th Street overpass mileage 0.4. Rule 105 applies between mileages 0.0 and 0.4. Line-up regulations not applicable between Edmonton and Bissell.								Daily	---	---	---	
---	1	---	---	---	---	---	---	2	---	---	---	

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION

FOOTNOTES ON PAGE 16

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

Passenger extra trains must obtain clearance at Edmonton. All other extra trains originating at Edmonton or Calder must obtain clearance at Calder, unless otherwise provided.

1.2 TRAIN SIGNALS—

Passenger Extra Trains arriving or leaving CTC at Edmonton or West Jct. must display white flags and white lights while operating between Edmonton and West Jct.

1.3 CTC SPECIAL FEATURES—

(a) CTC between North Edmonton and eastward block signals 04 and D04 North Edmonton-Calder Line. No train or engine shall clear the main track at switches mileage 0.25 and mileage 0.29.

(b) CTC between Edmonton and North Edmonton. There is no approach signal and eastward movements must approach eastward block signal D02 at Edmonton prepared to stop and there be governed by indication displayed.

Movements entering the main track through crossovers from North service track Mileage 1.38 and south service track Mileage 2.8 must obtain train dispatcher's permission before reversing switch in the track on which the movement is standing.

(c) CTC between West Jct. and Bissell. Two main tracks between West Jct. and Bissell are designated as north track and south track. There is no approach signal on westward track between Edmonton and West Jct. and westward movements must approach block signal 39 prepared to stop and there be governed by indication displayed.

There is no approach signal on Sangudo Sub. and eastward movements must approach block signal 62D prepared to stop and there be governed by indication displayed. Movements entering South Track from service track through crossover at N.A. Rly. must obtain train dispatcher's permission before reversing switch on service track.

Dwarf signals 47D and 48D on the Gov't Elevator Track at N.A. Rly. are switching signals controlled by the train dispatcher, who will upon request, set them to display a RESTRICTING SIGNAL aspect which will automatically be repeated each time the track between the signals is made clear. However, this aspect can be changed to a STOP indication anytime the track between the signals is clear.

1.4 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 1.4(b)—Applicable to yard foremen and yard enginemen commencing duty at Calder, North Edmonton, Clover Bar and Edmonton City Interchange.

SYSTEM 8.2—Applies within the limits of the City of Edmonton, except at the crossings listed and areas defined below:

Between Gainer's Packing Plant and North Boundary of 63rd Avenue mileage 5.2 Strathcona Line,

Via Calder Line between Mileage 260.2 Wainwright Sub. and mileage 5.9 Edmonton-Bissell Line,

Between west boundary of public crossing at grade mileage 123.4 and mileage 126.4 Vegreville Sub.,

The limits of the City of Edmonton are:

Mileage 260.2 Wainwright Sub., West boundary of the public crossing at grade mileage 123.4 Vegreville Sub., mileage 5.9 Edmonton-Bissell Line, between mileages 6.5 and 7.5 Edmonton-Bissell Line, and the North Boundary of 63rd Avenue mileage 5.2

Strathcona Line. All yard trackage leading off the main track between these mileages are within the limits of the City of Edmonton.

1.5 OTHER MODIFICATIONS—

RULE 5—North Edmonton — The time of all trains applies at the railway crossing.

2 GENERAL FOOTNOTES

2.1 North Edmonton—

(a) Switch leading to city loop yard track at west end of siding at North Edmonton is to be left set and locked for movement from siding to main track. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

(b) AC1 scanner located approximately 200 feet west of eastward block signal 02 on North Edmonton-Calder line. In order to obtain a proper reading of all cars in a train or Yard movement, the following instructions apply:

Eastward movements stopped by a stop indication on eastward signal 02 must stop clear of the AC1 scanner bungalow until permission has been obtained to pass the stop signal or a more favorable indication has been accepted.

Movements from Wainwright Sub. thence to Vegreville Sub. or from Vegreville Sub. thence to Wainwright Sub. must pull clear of AC1 scanner before reversing direction.

2.2 Calder—(a) Power operated switches in conjunction with route indicator signals are controlled by switch tender in Main Tower. Crews may operate the switches manually by the use of push buttons located in manual control box after receiving permission from switch tender. When operated manually, the push buttons must not be pressed for alternate route until entire movement has passed over the switch.

(b) There is no main track through Calder yard between mileage 0.4 and West Jct. on North Edmonton-Calder line. Unless otherwise instructed, eastward movements leaving Calder for North Edmonton will use track E3 and westward movements from North Edmonton will use track E2. Spring switch at mileage 0.4 at North Edmonton lined for this route.

2.3 Edmonton—

(a) East yard limit sign governing movements on the Two Tracks between Edmonton and West Jct. is located adjacent to track short 6 at 105th Street overpass.

(b) Switchtenders will be on duty 0600 until 1400 and 1615 until 0015 daily to properly line switches for railiners, incoming and outgoing passenger trains at Edmonton Depot. All movements must approach Edmonton Station tracks prepared to stop. Train or engine crews will be responsible to ensure the route is properly lined for their movement. If it can be seen the route is properly lined the train or movement may proceed. Trains and railiners will obtain information relative to the track to be used from Edmonton Yardmaster by radio.

(c) Two tracks between West Jct. and east boundary 105th Street overpass mileage 0.4.

2.4 West Jct.—(a) West yard limit sign governing movements on the Two Tracks between West Jct. and

(Continued from Page 16)

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

Edmonton is located on the south side of the Munsey track turnout opposite westward block signal 39AD.

(b) West Jct. Bissell Line—West yard limit one mile sign governing the approach to yard limits between West Jct. and Edmonton is located on north side of the North Track. Approaching Union Jct., westward railway junction one mile sign is located on north side of the North Track and eastward railway junction one mile sign is located on the south side of the Service Track.

(c) Switch leading to the Munsey Track at east end of the service track at West Jct. is to be left set and locked for through movement on the service track and against movement to and from the Munsey track. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

2.5 N.A. Rly.—(a) Movements handling ore, potash or sulphur must not use the Government Elevator Run-around track between West Jct. and N.A. Rly.

(b) At N.A. Rly., the switch leading from the Government Elevator Run-around track to the N.A. Rly. lead is to be left set and locked for movement from the Government Elevator Run-around to the N.A. Rly. lead. When in this position yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

3 INTERLOCKING

3.1 Railway Crossing at Grade—

Vegreville Sub., Wainwright Sub. and Edmonton East Terminal Sub. ---- North Edmonton ---- Controlled Includes a connecting track between Wainwright Sub. and Edmonton - North Edmonton Line; also between Vegreville Sub and Calder - North Edmonton Line.

4 EQUIPMENT RESTRICTIONS

4.1 Engines of 1000-1076 series must not enter or use any industrial track within the switching limits of the Edmonton terminal without permission from the Superintendent Operations.

4.2 Engines must not be moved over the undertrack unloading pit at O.K. Construction Ltd., 107th Avenue and 92nd Street.

4.3 Engines with 6 wheel trucks must not be operated on any track on north side of diesel shops at Calder.

4.4 All movements on Loop Track at 121st Street and 125th Avenue on Edmonton-Bissell Line must be headed by an engine and not exceed 5 m.p.h.

5 SPEEDS

	Miles per Hour	
	Passenger and Railiner	Other Movements
5.1 Between		
Edmonton and West Jct. -- Zone	30	30
Mileages 1.5 and 1.7 -----	15	15
West Jct and Mileage 7.2 - Zone	35	35
Edmonton and North Edmonton -----	Zone 30	30
North Edmonton and Mileage 0.4 North Edmonton-Calder Line ---	Zone 30	30

5.2 Tracks E2 and E3

Mileages 0.4 to 2.1
North Edmonton-Calder Line -- 20 20

5.3 Tracks and Spurs not

otherwise covered ----- 10 10

CONDITIONAL SPEEDS

5.4 Mileage 0.3 Edmonton - North Edmonton Line (96th Street) Eastward movements approaching within 600 feet of crossing and until crossing occupied ----- 10 10

5.5 Mileage 3.87 Edmonton - Bissell Line (125th Avenue)

Westward movements on eastward track proceeding at less than 10 miles per hour within 1150 feet of the crossing, until crossing occupied ----- 20 20

5.6 Movements through crossover

between North track and South track at Union Jct. ----- 10 10

6 PUBLIC CROSSINGS AT GRADE

Edmonton - North Edmonton Line

6.1 In the application of Special Instruction M-15(a) at all public crossings at grade between and including 66th Street mileage 3.1 and 96th Street mileage 0.3 the crossing must not be obstructed until protection has been in operation for 35 seconds.

6.2 Mileage 0.3 (96th Street) automatically protected. STOP sign erected on other than main track.

6.3 Mileage 0.5 (95th Street) Movements on south service track or City Waterworks Spur must not exceed 5 miles per hour until crossing occupied.

6.4 Mileage 1.5 (82nd Street) automatically protected. One or more STOP signs erected on other than the main track.

6.5 Mileage 1.74 (115th Avenue) automatically protected. Special Instruction M-15(b) applicable to westward movements.

6.6 Mileage 3.1 (66th Street) automatically protected. Equipped with push button. Westward movements on south service track must start crossing protection by operating push button. One or more STOP signs erected on other than the main track.

North Edmonton - Calder Line

6.7 127th Avenue (between 102nd Street and 103rd Street) STOP signs erected on Wye track. STOP sign governing northward movements on east leg of Wye located to left of this track.

Edmonton - Bissell Line

6.8 Interchange Tracks—104th Avenue (between 110th and 111th Streets). Automatically protected. Equipped with push button. STOP signs erected on other than the main track.

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(Continued from Page 16)

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

Edmonton is located on the south side of the Munsey track turnout opposite westward block signal 39AD.

(b) West Jct. Bissell Line—West yard limit one mile sign governing the approach to yard limits between West Jct. and Edmonton is located on north side of the North Track. Approaching Union Jct., westward railway junction one mile sign is located on north side of the North Track and eastward railway junction one mile sign is located on the south side of the Service Track.

(c) Switch leading to the Munsey Track at east end of the service track at West Jct. is to be left set and locked for through movement on the service track and against movement to and from the Munsey track. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

2.5 N.A. Rly.—(a) Movements handling ore, potash or sulphur must not use the Government Elevator Run-around track between West Jct. and N.A. Rly.

(b) At N.A. Rly., the switch leading from the Government Elevator Run-around track to the N.A. Rly. lead is to be left set and locked for movement from the Government Elevator Run-around to the N.A. Rly. lead. When in this position yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

3 INTERLOCKING

3.1 Railway Crossing at Grade—

Vegreville Sub., Wainwright Sub. and Edmonton East Terminal Sub. ---- North Edmonton ---- Controlled Includes a connecting track between Wainwright Sub. and Edmonton - North Edmonton Line; also between Vegreville Sub and Calder - North Edmonton Line.

4 EQUIPMENT RESTRICTIONS

4.1 Engines of 1000-1076 series must not enter or use any industrial track within the switching limits of the Edmonton terminal without permission from the Superintendent Operations.

4.2 Engines must not be moved over the undertrack unloading pit at O.K. Construction Ltd., 107th Avenue and 92nd Street.

4.3 Engines with 6 wheel trucks must not be operated on any track on north side of diesel shops at Calder.

4.4 All movements on Loop Track at 121st Street and 125th Avenue on Edmonton-Bissell Line must be headed by an engine and not exceed 5 m.p.h.

5 SPEEDS

	Miles per Hour	
	Passenger and Railiner	Other Movements
5.1 Between		
Edmonton and West Jct. -- Zone	30	30
Mileages 1.5 and 1.7 -----	15	15
West Jct and Mileage 7.2 - Zone	35	35
Edmonton and North Edmonton -----	Zone 30	30
North Edmonton and Mileage 0.4 North Edmonton-Calder Line ---	Zone 30	30

5.2 Tracks E2 and E3

Mileages 0.4 to 2.1
North Edmonton-Calder Line -- 20 20

5.3 Tracks and Spurs not

otherwise covered ----- 10 10

CONDITIONAL SPEEDS

5.4 Mileage 0.3 Edmonton - North Edmonton Line (96th Street) Eastward movements approaching within 600 feet of crossing and until crossing occupied ----- 10 10

5.5 Mileage 3.87 Edmonton - Bissell Line (125th Avenue)

Westward movements on eastward track proceeding at less than 10 miles per hour within 1150 feet of the crossing, until crossing occupied ----- 20 20

5.6 Movements through crossover

between North track and South track at Union Jct. ----- 10 10

6 PUBLIC CROSSINGS AT GRADE

Edmonton - North Edmonton Line

6.1 In the application of Special Instruction M-15(a) at all public crossings at grade between and including 66th Street mileage 3.1 and 96th Street mileage 0.3 the crossing must not be obstructed until protection has been in operation for 35 seconds.

6.2 Mileage 0.3 (96th Street) automatically protected. STOP sign erected on other than main track.

6.3 Mileage 0.5 (95th Street) Movements on south service track or City Waterworks Spur must not exceed 5 miles per hour until crossing occupied.

6.4 Mileage 1.5 (82nd Street) automatically protected. One or more STOP signs erected on other than the main track.

6.5 Mileage 1.74 (115th Avenue) automatically protected. Special Instruction M-15(b) applicable to westward movements.

6.6 Mileage 3.1 (66th Street) automatically protected. Equipped with push button. Westward movements on south service track must start crossing protection by operating push button. One or more STOP signs erected on other than the main track.

North Edmonton - Calder Line

6.7 127th Avenue (between 102nd Street and 103rd Street) STOP signs erected on Wye track. STOP sign governing northward movements on east leg of Wye located to left of this track.

Edmonton - Bissell Line

6.8 Interchange Tracks—104th Avenue (between 110th and 111th Streets). Automatically protected. Equipped with push button. STOP signs erected on other than the main track.

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**EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL
SUBDIVISION FOOTNOTES**

6.9 Movements must be protected by a flagman over public crossings at grade on all tracks over 103rd and 104th Avenues between 101st and 111th Streets, except Interchange Tracks between 110th and 111th Streets. Day signals shall be used by day and lighted yellow fuses by night.

6.10 Mileage 3.87 (125th Avenue) automatically protected. Equipped with push button for westward movements on westward main track only. Movements other than Passenger and Express trains must not obstruct this crossing between the hours of 0700 to 0735 and 1600 to 1630 Monday to Friday inclusive.

6.11 Mileage 6.4 (156th Street) automatically protected. Equipped with push buttons for eastward movements on either main track. When protection is stopped by operating push button, crossing must then not be obstructed until gates are horizontal.

7 SPRING SWITCH

7.1 Eastward movements on Track E3 must not exceed 20 m.p.h. through spring switch mileage 0.4 North Edmonton - Calder Line until leading wheels have passed through the switch.

WESTWARD TRAINS			Miles from Edmonton	Switching Zones	EDSON SUBDIVISION		Office Signals	Siding Capacity In Feet	EASTWARD TRAINS			
FIRST CLASS		STATIONS			FIRST CLASS							
---	1 Passenger				2 Passenger	---						
---	0833	7.2	7.8	7.8	Two Tracks	BISSELL	P	---	2138	---		
---	---	7.8	---			12.5	---	SPRUCE GROVE	P	---	---	---
---	0907	19.7	---			12.8	---	CARVEL	P	---	5650	2106
---	---	32.5	---			11.8	---	WABAMUN	P	---	5890	---
---	---	44.3	---			13.8	---	GAINFORD	P	---	4930	---
---	---	58.1	---			8.2	---	ENTWISTLE	P	---	6150	---
---	1003	66.3	---			1.8	---	EVANSBURG	P	---	---	2018
---	---	68.1	---			9.4	---	WILDWOOD	PW	---	5630	---
---	---	77.5	---			10.6	---	LEAMAN	P	---	4820	---
---	1040	88.1	---			11.6	---	NITON	P	---	5040	1943
---	---	99.7	---	10.1	---	PEERS	P	---	4930	---		
---	---	109.8	---	11.0	---	WOLF CREEK	P	---	5880	---		
---	---	120.8	---	8.8	CTC	EDSON	KPWY	FY	6580	1910		
---	s 1115	129.6	128.0	9.3		---	BICKERDIKE	PY	---	7690	s 1900	
---	1125	131.0	131.0	10.2		---	GALLOWAY	P	---	6050	---	
---	---	138.9	---	6.7		---	MEDICINE LODGE	P	---	6050	1820	
---	1200	149.1	---	9.4		---	OBED	P	---	6050	---	
---	---	155.8	---	11.8		---	PEDLEY	P	---	6070	---	
---	---	165.2	---	7.6		---	HINTON	P	---	5480	s 1745	
---	s 1245	177.0	---	11.6		---	SOLOMON	P	---	5160	---	
---	---	184.6	---	3.2		---	SWAN LANDING	P	---	7790	---	
---	---	196.2	---	8.8		---	MIETTE	P	---	6050	1703	
---	---	199.4	---	6.4	---	DEVONA	P	---	6150	---		
---	1325	208.2	---	5.9	---	SNARING	P	---	6050	---		
---	---	214.6	---	7.1	---	HENRY HOUSE	P	---	6050	---		
---	---	220.5	---	8.1	---	JASPER	CKPWY	GH	2440	1625		
---	s 1410	227.6	233.0	---	---	---	---	---	---	---		
---	---	235.7	---	---	---	---	---	---	---	---		
---	---	---	---	---	---	---	---	---	---	---		
---	1	---	---	---	---	---	---	---	2	---		

EDSON SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

Edson—All trains must obtain clearance.
Swan Landing—Trains from Grande Cache Sub. to Edson Sub. will obtain clearance only when so directed by Train Dispatcher.

1.2 TRAIN REGISTER MODIFICATIONS—

All clearances issued to a train which is to operate on both Edson and Foothills Subs. must be OK'd by both train dispatchers handling the territory.

Edson — Passenger trains may register by register ticket.

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EDSON SUBDIVISION FOOTNOTES

1.3 CTC SPECIAL FEATURES

No train or engine shall clear the main track at the following switches (BTC 115337, 117866, R-14022): East and west switches mileage 10.7, mileages 12.7, 14.3, 22.0, 23.2, 23.6, 24.0, 24.4, 38.8, 44.8, 51.8, 92.0, 115.7, 130.6, 134.6, 143.5, 160.0, 184.5 & 231.4.

Rule 264—Authority to pass westward signals 03 - 03AD - 03BD - 03CD or 03DD at Jasper will be issued by train dispatcher Edmonton after approval of and acknowledgement by train dispatcher Kamloops.

Rule 268—Movements entering the main track from siding Wabamun through crossover mileage 45.1, from siding Hinton through crossover mileage 185.1 and from Jasper yard through crossover mileage 234.4 must comply with Rule 268 before reversing the switch upon which the movement is standing.

Rule 268 is not applicable at the four manually operated switches between westward block signal 2345 and eastward block signal 04 at Jasper. When entering the main track at these switches, care must be exercised to ensure that STOP indication is not suddenly displayed on block signals 2345 and 04 in front of an approaching movement. Judgment is to be used to avoid delay to important trains and when necessary, the train dispatcher should be consulted to ascertain the location of such trains.

Jasper—Field Control panel and instructions to operate same located in box attached to instrument bungalow at west end of Jasper Yard.

1.4 Other Modifications

System Special Instruction 5.5 not applicable to Inland Cement Co. cars in Unit Train service between Bickerdike and Bissell.

2 GENERAL FOOTNOTES

2.1 Evansburg—One mile sign governing westward movements approaching Evansburg is located to the left of main track.

2.2 Edson—Switch connecting west end of House Track with Stub track is in normal position when lined for movement to and from the main track and against movement to and from the Stub track.

2.3 Bickerdike—Foothills Sub. connects with siding at Bickerdike. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Foothills Sub. Trains from Foothills Sub. must obtain train dispatcher's permission before entering Bickerdike siding.

2.4 Hinton—At Northwestern Pulp and Power Co. Ltd., cars other than tank cars must not be moved under the overhead ramp on Track 2 Tall Oil loading ramp.

Cars must not be left unattended on Mill Spur between Hinton siding and Pit Track.

Trains and engines returning from Northwestern Pulp and Power Co. Ltd. must obtain train dispatcher's permission before re-entering Hinton siding.

2.5 Swan Landing—Grande Cache Sub. connects with siding at Swan Landing. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Grande Cache Sub. Trains from Grande Cache Sub. must obtain train dispatcher's permission before entering Swan Landing siding.

Trains setting out cars at Swan Landing must ensure cars are placed in the ARR yard and not left on siding. Cars are to be set out north of derail located on ARR leads.

Trains handling wide loads must not use Swan Landing siding. Wide loads must not be set off in track No. 1 at Swan Landing.

2.6 Mileage 204.8—All trains keep sharp lookout for fallen rocks on track at east end of tunnel.

Dispatcher's telephone located at east end of tunnel.

2.7 Jasper—Passenger siding is located on station track 1 between first switch east of station and first switch west of station.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

3.2 Engines with six wheel trucks must not enter Calgary Power Ltd. Spur Mileage 41.8.

3.3 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on Tracks 4, 5 or 10 in Northwestern Pulp and Power Co. Ltd. trackage at Hinton.

4 SPEEDS

Miles per Hour

4.1 Mileage Passenger Freight

Mileage	Zone	Passenger	Freight
7.2 to 7.8	Zone	35	35
7.8 to 47.0	Zone	70	50
33.4 to 33.7		55	40
*43.4 to 43.9		10	10
47.0 to 68.3	Zone	60	50
48.7 to 53.4		50	45
*68.3 to 148.0	Zone	70	50
73.3 to 73.7		65	--
*83.0 to 86.3		55	45
122.0 to 122.8		50	40
*135.2 to 136.9		50	40
148.0 to 157.5	Zone	55	45
157.5 to 170.0	Zone	70	50
166.9 to 167.2		60	--
170.0 to 179.3	Zone	70	50
179.3 to 183.9	Zone	60	50
183.9 to 204.1	Zone	55	40
187.5 to 188.2		40	35
193.3 to 193.7		30	30
204.1 to 205.6	Zone	30	25
205.6 to 215.6	Zone	65	55
215.6 to 215.9	Zone	45	30
215.9 to 222.1	Zone	65	50
222.1 to 224.3	Zone	55	40
224.3 to 231.6	Zone	70	50
*231.6 to 234.5	Zone	45	30
234.5 to 235.7	Zone	20	20

4.2 Spurs and other tracks 10 10

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed except that they may run at Express Train speed where applicable.

EXPRESS TRAINS: (Between Bissell and Hinton). Unless otherwise restricted, trains designated as express by timetable schedule or as Express Extra by clearance may run five (5) miles per hour in excess of freight train speeds. They must not exceed 65 m.p.h. or passenger train speed at any point.

*Advance speed restriction sign governing eastward movements at the permanent slow orders between mileages 136.9 and 135.2, between mileages 86.3 and 83.0 and between mileages 43.8 and 43.4 located to left of main track.

Zone speed sign governing eastward movements at mileage 234.5 and westward movements at mileage 68.3 located to left of main track.

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EDSON SUBDIVISION FOOTNOTES

9 SPURS AND OTHER TRACKS

9.1 INLAND CEMENT CO. LTD.

Mileage 7.1—Extends eastward off North Track, switch points face west, capacity 6570 feet. East end of spur connects to Sangudo Sub. Hopper unloading track 2350 feet in length with east end connection is locked with a private lock in charge of Inland Cement Co. hopper attendant. When spotting limestone rock in this track, road crews will be governed by General Instruction A-215 (Form 696). Inland Cement Co. employees will apply hand brakes as required. Caution is to be exercised due to equipment and open pits adjacent to this track.

Westward trains picking up cars from this spur must receive a No. 1 air test before departure.

9.2 CALGARY POWER LTD.

Mileage 41.8—Extends 7.3 miles westward, switch points face east. Maximum speed on this spur: 15 miles per hour.

9.3 WESTERN FLY ASH

Mileage 44.8—Connected on east end off Calgary Power Ltd. spur. Capacity 1890 feet. Unless authorized by plant personnel, cars must not be run through or left standing on planked-in portion of spur which extends from 60 feet east to 100 feet west of silo at extreme west end of spur.

9.4 ALBERTA CONCRETE PRODUCTS CO. LTD.

Mileage 45.1—Extends westward, switch points face east, capacity 3600 feet. Safety Spur 820 feet from main track. Cars must not be left between the main track and the safety spur.

9.5 HUDSON BAY OIL & GAS CO. LTD.

Mileage 134.6—Extends westward, switch points face east, capacity 1440 feet. When switching on this spur, south plant track is to be used as lead account restricted side clearance on north plant track. Switch to Safety Spur must be left lined for Safety Spur when not in use.

	Mileage	Capacity in Feet	Points Face
Winterburn	10.7	500	E W
Canadian Natural Gas and Liquids	12.7	360	E
Acheson	14.2	5080	E W
Cindar Enterprises	14.3	760	W
Spruce Alta. Farms	22.0	500	W
Imperial Oil Ltd.	23.2	180	W
Temple Industries	23.6	450	W
Stony Plain	24.0	2070	W
Stony Plain	24.4	2120	W
Duffield	38.4	4090	W
Calgary Power Ltd.	44.8	1210	E
Fallis	51.8	2920	E W
Evansburg	68.1	5440	E W
Mackay	92.4	3330	E
Rosevear	115.7	2250	E
Hett and Sibbald Ltd.	130.6	1030	W
Marlboro	143.5	1030	E
Hargwen	160.0	1710	E
Entrance	189.7	540	W
Brule	201.2	4090	E W
Ballast Spur	231.4	1620	E

4.3 Unit trains handling loaded or empty coal cars ----- 50

5 CONDITIONAL PASSENGER STOPS

5.1 At Evansburg, No. 1 will stop to detrain revenue passengers from Saskatoon and beyond and upon advance notice, will stop to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.

5.2 At Evansburg, No. 2 will stop to detrain revenue passengers from west of Jasper and upon advance notice, will stop to entrain revenue passengers for Saskatoon and stations beyond where train is scheduled to stop.

6 PUBLIC CROSSINGS AT GRADE

6.1 Mileage 7.5 (170th Street) automatically protected. Equipped with push buttons for westward movements on either track. When protection is stopped by operating push button, crossing must then not be obstructed until gates are horizontal.

6.2 Mileage 57.9 (Municipal District Road) automatically protected. Equipped with push button for westward movements. Push button will not function if main track occupied within 100 feet on either side of crossing.

6.3 Mileage 87.6 (Municipal District Road) automatically protected. Special Instruction M-15(b) applies to eastward movements in siding.

6.4 Mileage 109.8 (Highway 32) automatically protected. Push button will not function if main track is occupied within 50 feet of the crossing.

STOP signs erected on other than the main track.

6.5 Mileage 120.7 (Highway 544Y) automatically protected. Push button will not function if main track is occupied within 200 feet on either side of the crossing.

7 HOT BOX SCANNERS AND DRAGGING EQUIPMENT DETECTORS

7.1 Located at mileages 23.8, 46.7, 92.3, 143.9, 173.7 and 205.9.

8 TUNNEL

8.1 Mileage 204.8 ----- 735 feet

NORTHWARD TRAINS				CAMROSE SUBDIVISION				SOUTHWARD TRAINS		
FIRST CLASS	Miles from Bretville Jct.	Yard Limits	Switching Zones	STATIONS	Office Signals	Siding Capacity in Feet	FIRST CLASS	FOURTH CLASS		
695 Passenger Railer							694 Passenger Railer	854 Freight	888 Freight	
Daily	95.1	93.7		MIRROR 10.8 CKPYZ	MR	YARD		1155	2205	
	84.3			BASHAW 8.5 P		1850		1136	2146	
	75.8			DOREENEE 5.2		2170		1123	2133	
	70.6			FERINTOSH 7.5 P		2030		1115	2125	
From Stettler Sub.	63.1			NEW NORWAY 3.3 P		2030	To Stettler Sub.	1103	2113	
	59.8			DUHAMEL 5.5		2060		1057	2108	
1017	54.3	55.2 54.3		FERLOW JCT. 5.7 PYZ Jct. with Stettler Sub.			1840	1046	2058	
	48.6	48.4		ALLIANCE JCT. 0.5 PZ Jct. with Alliance Sub.						
s1032	48.1			CAMROSE 0.7 BPWZ	CO	2790	s1828	1032	2045	
	47.4			CAMROSE JCT. 1.0 PYZ Jct. with Demary Sub.						
1034	46.4	45.4		BARLEE 8.1 Z			1821	1009	2041	
1042	38.3			ARMENA 7.0		1520	1813	0955	2027	
F 1049	31.3			HAY LAKES 6.6 P		1860	s1806	0943	2015	
F 1058	24.7			NEW SAREPTA 7.7 P		6350	F1757	0932	2004	
1107	17.0			LOOMA 7.1		1470	1748	0921	1953	
1115	9.9			BRETONA 5.4 P			1740			
1121	4.8	4.8		STRATHCONA 2.3 P			1734	0900	1930	
1125	2.2			EAST EDMONTON 2.2 PR	VS	9020	1730			
1130	0.0			BRETVILLE JCT. 2.2 PY Jct. with Wainwright Sub.			1725			
CTC between Bretville Jct. and Mileage 4.8 controlled by Train Dispatcher at Edmonton. CTC between mileages 48.4 and Ferlow Jct. controlled by Operator at Camrose.							Daily	Daily	Daily except Saturday	
695							694	854	888	

CAMROSE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

Strathcona—Unless otherwise provided, Nos. 854 and 888 must obtain clearance at Calder and may then leave Strathcona without obtaining clearance.
Camrose—All trains must obtain clearance.

1.2 TRAIN REGISTER MODIFICATIONS—

East Edmonton—No. 694 may register by register ticket daily except Saturday and Sunday. Other trains will register only when directed by train order.
Camrose—Trains may register by register ticket.

1.3 CTC SPECIAL FEATURES—

No train or engine shall clear the main track at the following switches (BTC 111578, R-12464): mileage 1.26, mileage 2.5 and mileage 4.4.

RULE 268—At East Edmonton, movements entering the main track through crossover mileage 1.7 must obtain train dispatcher's permission before reversing crossover south switch.

1.4 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 8.2—Applies within the limits of the City of Edmonton, except at the crossings listed and areas defined below:
Between Gainer's Packing Plant and North Boundary of 63rd Avenue mileage 5.2 Strathcona Line.

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CAMROSE SUBDIVISION FOOTNOTES

1.5 OTHER MODIFICATIONS—

RULE 5—Camrose—The time of all trains applies at the station.

2 GENERAL FOOTNOTES

2.1 East Edmonton—Southward one mile sign governing the approach to Interlocked C.P. Rly. crossing at grade mileage 2.6 is located to left of main track.

At Imperial Oil Ltd. plant at East Edmonton, smoking is prohibited within the plant area and cabooses with fire in stove must be left outside the entrance to the plant site. Derails must only be handled by Imperial Oil Ltd. personnel.

When switching Texaco Canada Ltd., C.P. Rly. main track must not be used or fouled. Cars must not be allowed to block road crossing within the plant area any longer than necessary and must not be left straddling insulated rail joints (painted yellow) on west end of loading racks. Smoking is prohibited within the plant area and cabooses with fire in stove must be left outside the entrance to the plant area. Derails must only be handled by Texaco Canada Ltd. personnel.

2.2 Alliance Jct.—The switch connecting Camrose long lead to the Alliance Sub. is in normal position when lined for movement to and from the long lead and against through movement on Alliance Sub.

3 INTERLOCKINGS

3.1 Junction—

Bretville Jct. Mileage 0.0 Controlled
See Interlockings, Wainwright Sub. footnotes.

3.2 Railway Crossing at Grade—

C.P. Rly. Mileage 2.6 Controlled
If necessary to pass an interlocking signal indicating STOP in accordance with Rules 264 or 265, the requirements of Rule 672 must also be observed.

3.3 Railway Crossing at Grade—

C.P. Rly. Mileage 47.7 Automatic
Southward movements entering Camrose Sub. at Camrose Jct. must approach southward interlocking signal 476 at mileage 47.6 prepared to stop and there be governed by the indication displayed.

Timing circuit extends from northward approach signal 485 to a point 950 feet south of interlocking signal 477. This location is marked by crossing circuit sign. Northward movements occupying timing circuit for a period in excess of 4 mins. 30 seconds must proceed prepared to find interlocking signal displaying STOP indication. Movements must not exceed 40 miles per hour while passing the governing approach signals.

4 EQUIPMENT RESTRICTIONS

4.1 Units in 1000-1076 series must not enter or use any industrial track within the switching limits of the Edmonton terminal without permission from the Superintendent Operations.

4.2 Single units in the 1000-1076 and the 9150-9199 series and single or multiple units in the 1200-1397, 4108-4707, 5500-5610 and 9400-9600 series only may operate on or around the 23 degree curvature of the Steel Company of Canada Ltd. trackage at Camrose at a speed not exceeding 5 m.p.h.

4.3 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on the following tracks unless necessary to set out bad order equipment.
Mirror All except yard tracks 1, 2, 3, 4, Extension Pass and Wye.

Bashaw Other tracks.

4.4 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

Miles per Hour
Railer Other Trains

5.1 Mileage

Mileage	Zone	Railer	Other Trains
0.0 to 54.3	75	40	
On curves	60		
5.3 to 5.6	55		
9.6 to 9.8	55		
11.9 to 12.8	55		
15.2 to 15.7	55		
16.6 to 18.1	55		
22.0 to 22.8	55		
25.9 to 26.8	55		
47.1 to 47.4	20	15	
49.2 to 54.3	40	30	
54.3 to 95.1	40	40	
54.3 to 54.6		15	
57.6 to 58.4		30	

5.2 Sidings and other tracks 10 10

5.3 Mileages 0.0 to 95.1

Trains handling ballast and ore 35

5.4 Mileages 0.0 to 95.1

Trains handling open top carloads of pipe—5 miles per hour less than speed specified for Other Trains on all curves.

CONDITIONAL SPEEDS

Miles per Hour
Railer Other Trains

5.5 Mileage 1.6—

Northward movements while passing block signal 16 35

5.6 Mileage 2.3 (Highway 16A)

Northward movements approaching within 1150 feet of crossing and until crossing occupied 35 35
Southward movements proceeding at less than 30 miles per hour within 2500 feet of crossing, until crossing occupied 10 10

5.7 Mileage 11.9 (North-South County Road)

Northward movements approaching within 3900 feet of crossing and until crossing occupied 55

5.8 Mileage 48.1 (48th Avenue)

Northward movements approaching within 250 feet of crossing and until crossing occupied 5 5
Southward movements approaching within 1200 feet of crossing and until crossing occupied 30 30

5.9 Mileage 54.9—

Northward movements while passing block signal 549 35

5.10 Mirror Yard (Highway 50)

—mileage 0.16 Three Hills Sub. Southward movements approaching within 400 feet of crossing and until crossing occupied 10

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CAMROSE SUBDIVISION FOOTNOTES

6 PUBLIC CROSSING AT GRADE

6.1 Mileage 48.1 (48th Avenue)
Automatically protected. Equipped with push button.
STOP sign erected on other than the main track.

7 SPURS AND OTHER TRACKS

7.1 STRATHCONA LINE (includes GAINER'S LINE)
Mileage 4.5—Extends 9.1 miles westward, switch points
face north.

GENERAL FOOTNOTES—

At South Edmonton, Gainer's Line is used jointly by
C.P. Rly. as Willingdon Sub. main track for a distance
of 600 feet in vicinity of overpass at 63rd Avenue. C.P.
Rly. main track switch located south of underpass is
in normal position when lined for C.P. Rly. Yard switch
located north of underpass controls movements to and
from C.N. Rly. and C.P. Rly.

INTERLOCKING—

Railway Crossing at Grade.
C.P. Rly. ----- Strathcona Line ----- Automatic

NON-INTERLOCKED—

Railway Crossing at Grade.
C.P. Rly. ----- South leg of wye Leduc Sub.

PUBLIC CROSSINGS AT GRADE—

Mileage 2.2 Gainer's Line 76th Avenue—
STOP signs erected at crossing. Movements over cross-
ing must be protected by a flagman.

Mileage 3.8 (91st Street) automatically protected.
Equipped with push button for westward movements.
When protection has been stopped, it must be restarted
by using push button and crossing must not be
obstructed until protection has been in operation for
20 seconds.

7.2	Mileage	Capacity in Feet	Points Face
Trendwood Industries Ltd.	5.1	630	N
PE BEN Truck Lines	6.9	450	S
Storage Track	45.5	1530	S
Interchange track with C.P. Rly.	47.5	1130	N
The Steel Co. of Canada Ltd.	47.6	6260	S
Ferintosh Pit	71.2	2340	N

ALLIANCE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY—SYSTEM 8.1

2 GENERAL FOOTNOTES

2.1 Alliance Jct.—The switch connecting long lead
to Alliance Sub. is in normal position when
lined for movement to and from long lead and
against through movement on Alliance Sub.

3 EQUIPMENT RESTRICTIONS

3.1 Only units in 1000-1076 and 1200-1399 series
permitted beyond mileage 1.0.
3.2 Cars exceeding 177,000 lbs. gross must be
covered by handling instructions between
mileages 1.0 and 59.2.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour All Trains
0.0 to 59.2		25
4.2 Tracks and Spurs not other- wise covered		10
4.3 Engines in 1200-1399 series ..		20

5 PUBLIC CROSSING AT GRADE

5.1 Mileage 51.4 (Highway 36)—Eastward trains
standing on main track meeting or waiting
for an opposing train must stop clear of cross-
ing sign located 800 feet west of crossing.

6 SPURS AND OTHER TRACKS

6.1 FORESTBURG COLLIERIES LTD.
Mileage 45.0—Extends 7.4 miles. Connected to Wye
switch.

GENERAL FOOTNOTES

When entraining and detraining, lookout for uneven
ground and coarse gravel. Not more than 20 cars at
one time may be shoved into the west yard and cars
or engines must not be moved through the mine tipple.

WESTWARD TRAINS	Miles from Alliance Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet	EASTWARD TRAINS
↕	59.2	58.3	ALLIANCE YWZ		YARD	↕
	51.2	45.4	GALAHAD		1520	
	45.0	42.9	FORESTBURG Y Z		2460	
	43.6		HEISLER		2460	
	34.7		ROSALIND		2480	
	22.2		KELSEY		1830	
	16.4		KIRON			
	8.2		ALLIANCE JCT. PZ			
	0.0	1.0	Jct. with Camrose Sub.			
	Rules 41 and 44 applicable Rule 105A not applicable					

Hand brakes must be applied to each car left on main
tracks.
MAXIMUM SPEED ----- 20 m.p.h.

6.2	Mileage	Capacity in Feet	Points Face
Kiron	8.2	230	E
Dresser Industries Inc.	23.0	770	E W

WESTWARD TRAINS		Miles from Union Jct.	Yard Limits	SANGUDO SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FOURTH CLASS	STATIONS			516	838				
Freight								Freight	Freight
Daily									
0720	0.0	0.0		UNION JCT. PRZ				0955	1805
				Jct. with Edmonton West Terminal Sub.					
0725	1.7	1.7	2.3	CANNELL Z		910		0950	1800
0735	5.0	5.0	11.5	ST. ALBERT P		1130		0940	1750
0752	13.0	13.0	13.5	VILLENEUVE PZ		1460		0920	1730
0806	19.4	19.4		CALAHOO		1270		0905	1715
0840	29.4	29.4		ONOWAY		6030	0840	1650	
		36.0		GUNN					
0922	44.4	44.4		GLENEVIS P		1450		0758	1618
0937	51.5	51.5		CHERRILL P		990		0743	1603
0949	57.0	57.0		LISBURN		1420		0731	1551
1000	62.5	62.5		SANGUDO P		1590		0720	1540
1025	68.9	68.9		ROCHFORD BRIDGE		1470		0655	1515
1048	74.2	74.2		MAYERTHORPE		3050		0632	1452
1059	77.7	77.7		LOMBELL		6080		0621	1441
1105	79.8	79.8		GREENCOURT P		1350		0615	1435
1140	89.7	89.7		BLUE RIDGE P		1270		0540	1400
1250	103.3	99.5	106.6	WHITECOURT KPYZ WO		YARD		0430	1250
		121.8		HURDY		3820			
		132.7		SILVER CREEK		3700			
		142.9		KNIGHT		3700			
		158.2		PASS CREEK		4150			
		167.6		KAYBOB Z		YARD			
Manual Block System								Daily ex. Sunday	Daily ex. Sunday
Rules 41 and 44 applicable between Union Jct. and Whitecourt. Rule 105A not applicable. Rules 321 to 323 applicable between Whitecourt and Kaybob.								516	838
515									

SANGUDO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 Clearances—Unless otherwise provided, No. 515 must
obtain clearance at Calder and may then leave Union
Jct. without obtaining clearance.
1.2 Train Register Modifications—
Union Jct.—Trains will register only when directed by
train order.
1.3 Special Instructions Apply—
SYSTEM 1.9—Union Jct.
SYSTEM 2.0—applicable between mileage 106.6 and
mileage 165.4.
SYSTEM 8.1—Entire Sub.
REGIONAL M-16 and M-17—between mileage 106.6
and mileage 167.6.

2 GENERAL FOOTNOTES

2.1 Mileage between Union Jct. and Whitecourt commen-
ces 0.2 miles west of Junction switch.

2.2 Whitecourt—Main track through West Yard is the 2nd
track from the south. Permissible speed is 10 miles per
hour between east and west switches on this track.
2.3 Kaybob—Jumbo LPG tanks must not be moved on
Loop track. Restricted clearance 17 feet 6 inches ATR
at the tipple. Snowplows and flangers must not be
operated under tipple.
2.4 Texas Gulf Sulphur and Kaybob—Due to the danger
of starting fires in and around the bulk sulphur loading
sites, crews are to refrain from smoking in this area.
Wheel slip on diesel units must be curtailed as much
as possible in this area as flying sparks will also ignite
powdered sulphur.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 263,000 lbs. gross must be covered by
handling instructions.
3.2 Units in series 5000-5299, 5500-5700, and 9400-9600
must not be operated on sidings or other tracks at
Calahoo, Cherrill, Lisburn, Greencourt, Blue Ridge, or
pit spur Mileage 100.2 unless necessary to set out bad
order equipment.

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SANGUDO SUBDIVISION FOOTNOTES

4 SPEEDS		6 SPURS	
Mileage	Miles per Hour All Trains	Mileage	Capacity in Feet
4.1 Mileage		6.1 Pro-Western Plastics Ltd., mileage 4.2, capacity 230 feet, switch points face west. Cars must not be allowed to run free in this spur and all cars left in spur must have hand brakes applied and wheels blocked.	
0.0 to 60.0	Zone 30	6.2 Texas Gulf Sulphur—Extends 6.2 miles westward from mileage 120.5, switch points face east.	
* 3.3 bridge	10	Movements on this spur must be made under the provisions of System Special Instructions 2.0.	
* 26.4 bridge	10	General instructions A-220 (Form 696) applicable to eastward movements from Sulphur plant and run-around track. Eastward movements at the Sulphur plant must comply with General Instruction T-311. Loads must not be moved eastward from the Sulphur plant unless the route to be used is clear of other equipment. Refer to System Special Instruction 6.1. Due to heavy ascending grade and sharp curvature, forward pushing movements at any point between the run-around track and the end of track, with a diesel unit consist which includes GF-30 type units must isolate all but the leading (west) unit to prevent excessive side thrust and possible derailment.	
* 27.1 bridge	8	Maximum permissible speed on this spur: 15 miles per hour.	
* 33.4 bridge	10	6.3 Benbow—Extends 3.4 miles westward from mileage 143.8. Switch points face east.	
* 52.8 bridge	10	Movements must not exceed 5 miles per hour on loop track which commences at mileage 3.4.	
60.0 to 63.0	Zone 20	Hand brakes must be applied at all times on all cars left on this spur and loop.	
63.0 to 65.0	Zone 10	General Instructions A-220 (Form 696) applicable to eastward movements leaving loop track.	
65.0 to 91.5	Zone 20	6.4 Grizzly Sulphur — Extends 14.6 miles westward from mileage 158.7, switch points face east.	
66.5 to 67.8	10	Movements on this spur must be made under the provisions of System Special Instructions 2.0.	
* 67.8 bridge	10	The following speeds apply on this Spur:	
* 71.4 bridge	8		
* 73.0 bridge	10		
* 82.8 bridge	10		
* 88.7 bridge	10		
* 90.1 bridge	10		
* 90.4 bridge	10		
91.5 to 101.5	Zone 10		
* 94.8 bridge	8		
101.5 to 120.5	Zone 20		
106.3 to 108.1	10		
115.3 to 116.7	10		
*117.6 bridge	10		
*120.3 bridge	10		
120.5 to 140.0	Zone 40		
*120.5 bridge	10		
128.0 to 128.3	30		
140.0 to 157.5	Zone 30		
147.3 to 148.5	10		
157.5 to 167.6	Zone 20		
*158.7 turnout	15		
* Not marked with Speed Restriction signs.			
4.2 Kaybob Loop Track	5		
4.3 Tracks and Spurs not otherwise covered	10		
CONDITIONAL SPEEDS			
4.4 Mileage 0.0 (156th Street)—			
Approaching within 250 feet of crossing until crossing occupied	5		
4.5 Mileage 103.4 (51st Street)			
Westward movements approaching within 350 feet of crossing until crossing occupied	10		
5 PUBLIC CROSSINGS AT GRADE			
5.1 Mileage 0.0 (156th Street)—			
Automatically protected. Equipped with push button. Movements stopping within 250 feet of crossing must then not obstruct the crossing until gates are horizontal.			
5.2 Mileage 103.4 (51st Street)—			
Automatically protected. Westward movements proceeding at less than 10 miles per hour within 350 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.			
		7 SPURS AND OTHER TRACKS	
		7.1	
		Mileage	Capacity in Feet
		0.0 to 2.2	15
		1.6 bridge	10
		2.2 to 14.6	30
			Points Face
		Inland Cement Co. Ltd.	0.1 6570 E W
		Weldwood of Canada Ltd.	0.4 500 W
		Weldwood of Canada Ltd.	0.5 1310 W
		Consolidated Concrete Ltd.	1.3 1670 W
		Alberta Concrete Products	12.0 7970 W
		Baroid of Canada Ltd.	28.3 180 E W
		Baroid of Canada Ltd.	28.4 720 E
		Gunn	36.0 230 E
		Simplot	64.7 680 E
		Imperial Oil Ltd.	74.2 360 W
		Pit Spur	100.2 2070 W
		Mobil Oil Canada Ltd.	102.4 1980 E W
		Simpson Timber Ltd.	166.5 450 E

NORTHWARD TRAINS		ATHABASCA SUBDIVISION				SOUTHWARD TRAINS	
Miles from N.A. Rly.	Yard Limits	STATIONS	Office Signals		Siding Capacity In Feet		
0.0		N.A. Rly. Jct. with Edmonton West Terminal Sub.					
20.2 Trains between N.A. Rly. and Morin Jct. will be governed by N.A. Rly. Time Table, Rules and Regulations.							
20.2		MORIN JCT. Jct. with N.A. Rly.					
21.1	21.9	MORINVILLE			1470		
31.5		LEGAL			1820		
39.4		VIMY			1790		
45.2		CLYDE			1360		
52.1		NESTOW			1370		
58.6		TAWATINAW			1490		
64.5		ROCHESTER			1250		
72.3		PERRYVALE			1370		
80.7		MEANOOK			1520		
85.4		COLINTON			1180		
87.0	92.3	ATHABASCA					
93.1					YARD		
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

ATHABASCA SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS		3 EQUIPMENT RESTRICTIONS	
1.1 Clearances—	Unless otherwise provided, extra trains created at Morin Jct. must obtain clearance at Calder and may then leave Morin Jct. without obtaining clearance.	3.1 Only units in 1000-1076 and 1200-1399 series permitted.	
	Morinville—N.A. Rly. clearance will be delivered to southward trains by automobile. Clearance will be left in bill box at Morinville. If clearance is not on hand on arrival or within 30 minutes after arrival, conductor must contact C.N. Rly. chief train dispatcher at Edmonton for instructions.	3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.	
1.2 SPECIAL INSTRUCTIONS APPLY—	SYSTEM 8.1.	4 SPEEDS	
2 GENERAL FOOTNOTES		4.1 Mileage	Miles per Hour All Trains
2.1 Conductors of northward trains arriving at their destination must, as soon as possible, advise C.N. Rly. chief train dispatcher at Edmonton by Alberta Gov't telephone at 429-8893 of their expected arrival time at Morin Jct. on southward trip.		0.0 to 81.0	Zone 20
2.2 Morin Jct.—	Jct. switch is in normal position when lined for N.A. Rly.	60.5 to 62.5	10
	N.A. Rly. train dispatchers telephone at Morin Jct. and conductors of northward trains must advise N.A. Rly. train dispatcher when their train clears N.A. Rly. main track and conductors of southward trains must call	76.6 to 76.8	15
		81.0 to 93.1	Zone 15
		4.2 Sidings and other tracks	10
		CONDITIONAL SPEEDS	
		4.3 Mileage 92.9 (Lichfield Avenue)	
		Northward movements approaching within 300 feet of crossing and until crossing occupied	5
		5 SPURS AND OTHER TRACKS	
		5.1 Mileage	Capacity in Feet Points Face
		Peavey	26.9 720 N S
		IXL Industries	91.1 540 S

WESTWARD TRAINS		FOOTHILLS SUBDIVISION		EASTWARD TRAINS	
Miles from Bickerdike	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet	
0.0	↓ 1.2	BICKERDIKE PRYZ			
5.5		5.5 McLEOD RIVER		2070	
10.7		5.2 ERITH		2400	
16.3		5.6 WEALD		2010	
25.2		8.9 EMBARRAS		2410	
30.5		5.3 OKE			
34.0		3.5 ROBB			
36.1	↑ 35.5	PARKHILL JCT. Z Jct. with Mountain Park Sub.			
36.6	↓ 37.1	0.5 COALSPUR YZ		YARD	
43.2		6.6 DISS		152C	
47.2		4.0 STERCO		1620	
48.1		1.3 COAL VALLEY Y			
48.5		1.4 FOOHILLS			
49.9					

RULES 41 and 44 APPLICABLE
Rule 105A not applicable

FOOTHILLS SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **TRAIN REGISTER MODIFICATIONS—**
Bickerdike—Trains will register only when directed by train order.
- 1.2 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 8.1.
- 1.3 **OTHER MODIFICATIONS—**
General Instruction (Form 696) A-220 applicable to eastward trains between Sterco and Coalspur. Eastward freight trains must comply with General Instruction T-311.

2 GENERAL FOOTNOTES

- 2.1 Unless authorized by the Superintendent Operations, movements must not be operated beyond mileage 37.1.
- 2.2 **Bickerdike**—The Foothills Sub. connects with siding at Bickerdike. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Foothills Sub.
East yard limit sign located on south side of Foothills Sub. main track.
Switch at mileage 0.4 must be left in reverse position for through movement to and from the west connection with Edson Sub. at mileage 139.4 and against through movement to and from the east connection with the Bickerdike siding Foothills Sub. connection. Second and third paragraphs of Rule 104 amended accordingly.

2.3 **Parkhill Jct.**
Junction switch is in normal position when lined for Mountain Park sub.

2.4 **Coalspur**—Switches to tracks 2 and 3 spiked and cannot be used.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 36.6	Zone	25
32.9 to 33.4		10
36.6 to 49.9	Zone	15
On down grade: 36.1 to 47.2		10

4.2 Sidings and other tracks 10

5 TUNNEL

5.1 Mileage 33.4 591 feet

6 SPURS AND OTHER TRACKS

- 6.1 **ERITH TIE COMPANY**
Mileage 11.5, capacity 410 feet, switch points face east.
- 6.2 **COALSPUR COLLIERIES LTD.**
Mileage 36.5, capacity 900 feet, switch points face east. This trackage must not be used.

MOUNTAIN PARK SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **Clearances**—All clearances issued to a train which is to operate on both Edson and Foothills Subs. must be OK'd by two train dispatchers. Train orders pertaining to Edson Sub. will be listed on top line of clearance and train orders pertaining to Foothills and Mountain Park subs. will be listed on second line of clearance.
- 1.2 **SPECIAL INSTRUCTIONS APPLY.**
SYSTEM 8.1
- 1.3 **OTHER MODIFICATIONS—**
General Instruction (Form 696) A-220 applicable to eastward trains between Mountain Park and Leyland, between mileage 20.0 and mileage 15.5 and between Steeper and Coalspur. Eastward trains at Mountain Park, mileage 20.0 and Steeper and eastward movements from Inland Cement Co. Ltd. must comply with General Instruction T-311.

General Instruction (Form 696) Item 8, page 81: In accordance with the provisions of this item, tonnage for eastward trains between Cadomin and Shaw and between Steeper and Mercoal may exceed the published rating and when so exceeded, the train will be doubled between Shaw and Steeper.

System Special Instruction 6.1 — In the event that a train is required to back up or make a forward pushing movement and the provisions of this Special Instruction cannot be applied, other arrangements will be made upon advice to the Chief Train Dispatcher.

System Special Instruction 6.2 not applicable on Mountain Park Sub.

2 GENERAL FOOTNOTES

- 2.1 Unless authorized by the Superintendent Operations, movements must not operate beyond mileage 25.5.
- 2.2 All movements keep sharp lookout for fallen rock between Leyland and Mountain Park and while switching Inland Cement Co. Ltd.
- 2.3 **Parkhill Jct.**—Junction switch is in normal position when lined for the Mountain Park Sub.
- 2.4 **Shaw**—Siding switches spiked and cannot be used.
- 2.5 **Leyland**—Tracks 2 and 3 may be used for storing empty cars only.
- 2.6 When necessary, cars may be left on main track west of mileage 24.7 and the provisions of General Instruction 5 apply. All trains and engines must protect against possibility of cars on main track west of mileage 24.7.
- 2.7 **Mountain Park**—Derail on main track 70 feet east of yard east switch.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 31.6	Zone	20
Tracks and Spurs not otherwise covered		10

WESTWARD TRAINS		MOUNTAIN PARK SUBDIVISION		EASTWARD TRAINS	
Miles from Parkhill Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet	
0.0	↓ 1.5	PARKHILL JCT. Z Jct. with Foothills Sub.			
0.5		0.5 COALSPUR PYZ		YARD	
6.9		6.4 MERCOAL		1220	
8.2		1.3 STEEPER		1590	
11.8		3.6 SHAW		1590	
18.0		6.2 FIDLER		1490	
22.4	↑ 20.6	4.5 LEYLAND Y	AN	2460	
22.5	↓ 24.7	1.2 CADOMIN Z		2830	
23.7		7.9 MOUNTAIN PARK Y		YARD	
31.6					



RULES 41 and 44 APPLICABLE
Rule 105A not applicable

5 PUBLIC CROSSING AT GRADE

5.1 Mileage 0.9 (Highway 47) automatically protected. Before obstructing the crossing, it must be ascertained that automatic protection is and has been operating for 20 seconds.

6 SPURS AND OTHER TRACKS

- 6.1 **Luscar Industrial Spur**—
Mileage 22.4—Extends northward 5.3 miles. Connected to tail of Wye.
Maximum Speed 15 m.p.h.
Eastward movements must comply with General Instruction A-220 and T-311 (Form 696).
Cardinal River Coals Ltd. spur located 4.8 miles west of Leyland has capacity of 2300 feet. Restricted clearance 17 feet 6 inches ATR at the tipple. Snow plows and flangers must not be operated under tipple.
Protection of impassable or slow track on Luscar Industrial spur may be as prescribed by Rule 41.
- 6.2 **Spur**—
Mileage 23.6, capacity 180 feet, switch points face west.
- 6.3 **Inland Cement Co. Ltd.**—
Look out for restricted clearance on old tipple when chute is down.
- 6.4 **Safety Spur**—
Mileage 24.7—Connected at west end.
When the switch is not in use it must be left in the reverse position lined for the safety spur. Second paragraph of Rule 104 amended accordingly.

NORTHWARD TRAINS	Miles from Swan Landing	Yard Limits	GRANDE CACHE SUBDIVISION		Office Signals	Car Capacity In Feet	SOUTHWARD TRAINS		
			STATIONS						
	0.0	1.6 2.8	SWAN LANDING ----- Z			YARD			
	20.4		20.4 WILDHAY -----			4760			
	41.0		20.6 HANLON -----			6440			
	73.0		32.0 GREY -----			6690			
	89.7		16.7 DENARD -----						
	94.6		4.9 THORDARSON -----			4650			
	108.9	106.7 111.2	14.3 WINNIANDY ----- KZ			7990			
	135.4		26.5 BOTTEN -----			5160			
	156.7		21.3 AMUNDSON -----			5320			
	175.6		18.9 LATORNELL -----			5635			
	193.6		18.0 DORSCHIED -----			5190			
	212.4		18.8 TOLSTAD -----			5380			
	232.0 232.9	229.7 231.0	19.6 GRANDE PRAIRIE ----- KYZ			YARD			
	Rule 105A not applicable. Rules 321 to 323 applicable. Main track Grande Cache Sub. commences at Mileage 1.6 and ends at Mileage 231.0. Rule 105 applies between Mileages 0.0 and 1.6 and between Mileages 231.0 and 232.9.								

GRANDE CACHE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 CLEARANCES—
Winniandy—Trains to Edson Sub. must obtain clearance Form 710C.
- 1.2 SPECIAL INSTRUCTIONS APPLY—
 SYSTEM 2.0: applicable between mileage 2.8 and mileage 229.7.
 SYSTEM 8.1: applicable on yard limit signs.
 REGIONAL M-16, M-17, and M-19.

- 1.3 OTHER MODIFICATIONS—
 SYSTEM Special Instruction 6.2 not applicable.

2 GENERAL FOOTNOTES

- 2.1 **Swan Landing**—Grande Cache Sub. connects with Edson Sub. siding. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Grande Cache Sub. Wide loads must not be set off in track No. 1 at Swan Landing.
- 2.2 All movements lookout for fallen rock between mileages 99.0 and 103.0 and between mileages 169.7 and 172.5.

3 EQUIPMENT RESTRICTIONS

- 3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 1.8	Zone	15
1.8 to 231.0	Zone	30
169.7 to 171.5		10
172.4 to 172.8		15
4.2 Sidings and Other tracks		10

CONDITIONAL SPEEDS

- 4.3 Mileage
 36.1 (until crossing occupied) ----- 20

(Continued from Page 30)

GRANDE CACHE SUBDIVISION FOOTNOTES

5 RADIO SYSTEMS

- 5.1 **Dispatchers' Wayside Network**—
 Proper standby channels for locomotives are listed below.

Mileage	Channel	Base Station
0.0 to 20.0	TW 4	Hinton
15.0 to 59.0	" 3	Berland
59.0 to 100.0	" 4	Muskeg
95.0 to 115.0	" 3	Winniandy
115.0 to 130.0	" 4	Muskeg
129.0 to 182.0	" 3	Simonette
182.0 to 232.0	" 4	Economy

- 5.2 For communication in yard switching, use channel CC3 or EE after advising dispatcher.

6 SPURS AND OTHER TRACKS

- 6.1 **Shaver** (Proctor and Gamble Company of Canada Limited) Mileage 222.7—Extends 2.0 miles northward. Switch points face south.

6.2

	Mileage or Location	Capacity in Feet	Points Face
Hoff	56.8	2210	S
Team Track	Denard	1170	N
Industrial Spur	89.8	360	N
McIntyre Porcupine Mines Ltd.	Winniandy	10800	N S
Canadian Utilities Ltd. (Off McIntyre Porcupine Mines)	109.2	860	N
Pit Spur	115.7	3240	N
Atlantic Richfield Co. (Braaten)	198.8	2930	N S

CUT KNIFE SUBDIVISION FOOTNOTES		WESTWARD TRAINS		CUT KNIFE SUBDIVISION		EASTWARD TRAINS		
1 RULE MODIFICATIONS		FOURTH CLASS	Miles from Cut Knife Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet	
1.1 Clearances— Rosemound — No. 93 may leave without obtaining clearance.		94 C.P. Rly. Freight						FOURTH CLASS
1.2 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1		Tuesday, Thursday, Sunday					93 C.P. Rly. Freight	
2 EQUIPMENT RESTRICTIONS		1815	0.0		CUT KNIFE JCT. R Jct. with Battleford Sub. 3.4		1548	
2.1 Only units in 1000-1076 series permitted.			3.4		LINDEQUIST 6.1			
2.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.		1855	9.5		PRONGUA 13.5	1950	1517	
3 SPEEDS		1935	23.0		GALLIVAN 3.8	1890	1436	
3.1 Mileage		1950	26.8		ROSEMOUND Connection with C.P. Rly.		1425	
Miles per Hour All Trains		RULES 41 and 44 APPLICABLE Rule 105A not applicable						Tuesday, Thursday, Sunday
0.0 to 26.8 Zone 20								93
1.8 to 2.1 10								
3.2 Sidings and Other Tracks 10								

KINGMAN SUBDIVISION FOOTNOTES		NORTHWARD TRAINS		KINGMAN SUBDIVISION		SOUTHWARD TRAINS	
1 RULE MODIFICATIONS		Miles from Tofield	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet	
1.1 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1							
2 GENERAL FOOTNOTES		12.0	11.8	END OF TRACK 1.0			
2.1 Tofield—Kingman sub. connects with siding at Tofield. Switch is in normal position when lined for through movement on siding.		5.6		KINGMAN 6.4	Z	2090	
*Mileage commences at switch connecting the siding with Kingman sub., 0.7 miles east of station at Tofield.		0.0		BARDO 5.6		2090	
3 EQUIPMENT RESTRICTIONS		RULES 41 and 44 APPLICABLE Rule 105A not applicable					
3.1 Only units in 1000-1076 series permitted.							
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.							
4 SPEEDS							
Miles per Hour All Trains							
4.1 Mileage 0.0 to 13.0 Zone 10							
4.2 Sidings and Other tracks 10							

WESTWARD TRAINS				BLACKFOOT SUBDIVISION		EASTWARD TRAINS							
FOURTH CLASS	THIRD CLASS	FIRST CLASS		Miles from North Battleford	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet	FIRST CLASS	FOURTH CLASS			
94 C.P. Rly. Freight	353 Freight	709 Freight	691 Passenger Railiner						690 Passenger Railiner	508 Freight	884 Freight	93 C.P. Rly. Freight	354 Freight
Tuesday, Thursday, Sunday	Daily	Daily except Sunday	Daily	0.0		NORTH BATTLEFORD CKPWYZ Jct. with Turtleford Sub.	FD	2035	S2240	0850	1605	1635	0020
				0.3		6.1							
				0.4	1.4	BATTLEFORD JCT. PRZ Jct. with Battleford Sub.			2229	0837	1550	1613	0004
				0.6	5.5	4.7						From Battleford Sub.	2345
				6.1	6.7	HIGHGATE 8.1		1560	2222	0826	1541		
To Battleford Sub.				10.8		DELMAS P		1630	F2211	0815	1531		2332
				18.9		7.3		1660	2203	0805	1522		2316
				26.2		BRESAYLOR 7.7		1590	F2155	0733	1510		2303
				33.9		PAYNTON P	AN	1650	2145	0711	1456		2248
				43.4		9.5		2050	S2139	0703	1448		2239
				49.9		BIRLING 6.5	OD	1590	F2130	0653	1439		2230
				57.6		MAIDSTONE P	SA	1560	F2122	0642	1431		2221
				64.3		7.7		1310	F2112	0628	1420		2210
				72.6		WASECA P	MR	1880	S2100	0611	1400		2150
				82.9	82.2	LASHBURN P	RS	1560	F2048	0551	1340		2130
				84.4	86.8	8.3		2040	F2040	0539	1330		2120
				91.4		MARSHALL P	YD	1600	F2029	0523	1315		2105
				99.3		11.8		1610	2021	0511	1303		2053
				109.6		LLOYDMINSTER PWZ		2013	2013	0500	1250		2040
				117.3		7.0							
				122.4		BLACKFOOT P							
				124.4		7.9							
						KITSCOTY P							
						10.3							
						ISLAY P							
						7.7							
						BORRADAILE P							
						7.1							
						VERMILION KPWYZ	VN	1400	2013	0500	1250		2040
									Daily	Tuesday, Thursday, Saturday	Daily except Sunday	Tuesday, Thursday, Sunday	Daily
						94			690	508	884	93	354

BLACKFOOT SUBDIVISION FOOTNOTES	
1 RULE MODIFICATIONS	2 GENERAL FOOTNOTES
1.1 CLEARANCES— North Battleford—No. 94 must obtain C.P. Rly. clearance at North Battleford OK'd by C.P. Rly. train dispatcher at Saskatoon in accordance with Rule 211.	2.1 Except for the train dispatching function, the territory between North Battleford and Mileage 0.4 is under the jurisdiction of the Saskatchewan Area.
1.2 TRAIN REGISTER MODIFICATIONS— Battleford Jct.—Trains will register only when directed by train order. Vermilion—Passenger trains may register by register ticket.	2.2 North Battleford—Siding is located between the first crossover east of station and west switch.
1.3 OTHER MODIFICATIONS— RULE 5—North Battleford—The time of eastward regular trains applies at the siding west switch. Vermilion—The time of westward regular trains except first class trains applies at the siding east switch.	2.3 Lloydminster—Siding is located between first switch east of station and second crossover west of station. When switching at Lloydminster, lookout for cars on industrial spur which may be foul of elevator track.
	2.4 Vermilion—Siding is located between first crossover east of station and first switch west of station.

(Continued from Page 33)

BLACKFOOT SUBDIVISION FOOTNOTES

3 EQUIPMENT RESTRICTIONS

- 3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- 3.2 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not use sidings at Highgate, Delmas, Bresaylor, Birling, Blackfoot and Borradaile, and must not use Other Tracks at Vermilion except Track 1 and the Wye.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour		
		Railiner	Passenger except Railiner	Mixed and Freight
0.0 to 12.0		45	40	30
5.0 to 6.2		30	20	20
12.0 to 116.0		70	50	50
12.0 to 116.0	On Curves	60		
40.7 to 40.9		55		40
54.0 to 54.8		55		40
61.6 to 62.8		55		40
82.2 to 85.2		50		40
85.2 to 86.8		45	45	35
92.3 to 92.5		55		40
95.8 to 96.0		55		45
104.5 to 106.8		50		40
110.6 to 111.3		55		45
112.8 to 113.1		55		45
116.0 to 124.4	Zone	55	50	45

4.2 Siding and Other Tracks -- 10 10 10

CONDITIONAL SPEEDS

- 4.3 Mileage 50.1 (Highway 21) Westward movements approaching within 1725 feet of crossing and until crossing occupied ----- 50
- Westward movements proceeding at 10 miles per hour or less within 1725 feet of crossing until crossing occupied ----- 10 10 10

Miles per Hour	Miles per Hour		
	Railiner	Passenger except Railiner	Mixed and Freight
20	20	20	20
10	10	10	10
20	20	20	20
40	40	40	40

4.4 Mileage 84.3 (49th Avenue) Approaching within 800 feet of crossing and until crossing occupied -----

Eastward movements proceeding at 10 miles per hour or less within 1200 feet of crossing until crossing occupied ----- 10 10 10

4.5 Mileage 84.4 (50th Avenue) Approaching within 700 feet of crossing and until crossing occupied ----- 20 20 20

4.6 Mileage 84.9 (55th Avenue) Approaching within 1500 feet of crossing and until crossing occupied ----- 40 40 40

5 PUBLIC CROSSINGS AT GRADE

5.1 Mileage 84.4 (50th Avenue) automatically protected. Eastward movements proceeding at 5 miles per hour or less must not obstruct crossing until protection is and has been in operation for at least 20 seconds or until movement is protected by a flagman.

5.2 Mileage 84.9 (55th Avenue) automatically protected. STOP signs erected on other than the main track.

6 SPURS AND OTHER TRACKS

6.1	Mileage	Capacity in Feet	Points Face
Elsro Asphalt Co. and Husky Oil Canada Ltd.	86.1	1220	W

BATTLEFORD SUBDIVISION FOOTNOTES

1 GENERAL FOOTNOTES

- 1.1 Cut Knife Jct.—Junction switch is in normal position when set for Cut Knife Sub.
- 1.2 Battleford Jct.—No. 94 will wait for No. 93. Telephone in register office Battleford Jct., connected with yard office North Battleford.

2 EQUIPMENT RESTRICTIONS

- 2.1 Only units in 1000-1076 series permitted.
- 2.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

3 SPEEDS

3.1 Mileage 0.0 to 7.8 Zone Meters per Hour All Trains 15

NORTHWARD TRAINS		BATTLEFORD SUBDIVISION		SOUTHWARD TRAINS	
FOURTH CLASS	Miles from Battleford	STATIONS	Office Signals	FOURTH CLASS	Siding Capacity In Feet
93 C.P. Rly. Freight	0.0	--- BATTLEFORD ---Z	BF	94 C.P. Rly. Freight	YARD
Tuesday, Thursday, Sunday		2.2		--- CUT KNIFE JCT. ---RZ	
From Cut Knife Sub.	2.2	Jct. with Cut Knife Sub.		To Cut Knife Sub.	
1548	2.2	5.6		1750	
1613	7.8	--- BATTLEFORD JCT. ---PRZ			
		Jct. with Blackfoot Sub.			
RULES 41 and 44 APPLICABLE					
93				94	
				Tuesday, Thursday, Sunday	

WESTWARD TRAINS

DODSLAND SUBDIVISION

EASTWARD TRAINS

Miles from Connecting Switch	Yard Limits	DODSLAND SUBDIVISION		Office Signals	Car Capacity In Feet
		MOUNTAIN TIME			
		STATIONS			
0.0	▼	--- BIGGAR --- CKWYZ	BI	---	YARD
6.0	0.6	6.0		---	1930
		--- ARGO ---		---	
12.2		6.2		---	1930
		--- DUPEROW ---		---	
18.5		6.3		---	1950
		--- SPRINGWATER ---		---	
25.6		7.1		---	1900
		--- RUTHILDA ---	RU	---	
29.9		4.3		---	1900
		--- DOWNE ---		---	
35.9		6.0		---	1920
		--- AVA ---		---	
47.0		11.1		DO	1690
		--- DODSLAND ---		---	
53.3		6.3		---	1920
		--- MILLERDALE ---		---	
59.7		6.4		---	1890
		--- BEAUFIELD ---		---	
66.4	65.8	6.7		---	1920
	↑	--- COLEVILLE --- Z	CO	---	
72.6	69.5	6.2		---	1740
	↑	--- DRIVER ---		---	
78.5		5.9		MY	1890
		--- SMILEY ---		---	
85.9		7.4		---	1920
		--- DEWAR LAKE ---		---	
90.4		4.5		---	1890
		--- HOOSIER ---		---	
96.5		6.1		---	1920
		--- GREENE ---		---	
103.5	102.7	7.0		VO	1810
	↑	--- LOVERNA --- RYZ		---	
115.8	104.6	12.3		---	1120
	↑	--- ESTHER ---		---	
126.1		10.3		---	1540
		--- NEW BRIGDEN ---		---	
134.2		8.1		---	1530
		--- SEDALIA ---		---	
154.0	153.0	19.8		---	YARD
	↑	--- HEMARUKA --- YZ		---	

Rules 41 and 44 applicable
Rule 105A not applicable

DODSLAND SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 SPECIAL INSTRUCTIONS APPLY SYSTEM 8.1

2 GENERAL FOOTNOTES

- 2.1 Biggar—Dodsland sub. connects with siding at Biggar. Connecting switch which is located 1 mile west of Biggar is in normal position when lined for through movement on siding and against movement to or from Dodsland sub.
- East yard limit sign at Biggar located on south side of main track.

3 INTERLOCKING

- 3.1 Railway Crossing at Grade—C.P. Rly. Mileage 46.6 Automatic Trains must not exceed 15 miles per hour while passing the governing approach signal (BTC 101328)

4 EQUIPMENT RESTRICTIONS

- 4.1 Only units in 1000-1076 series permitted.
- 4.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

- 5.1 Mileage 0.0 to 66.0 Zone Meters per Hour All Trains 25
- 34.0 westward trains (on curve) -- 20
- 66.0 to 154.0 Zone 20
- 5.2 Sidings and Other tracks ----- 10

WESTWARD TRAINS						VEGREVILLE SUBDIVISION						EASTWARD TRAINS				
FOURTH CLASS		FIRST CLASS		Miles from Vermilion	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet	FIRST CLASS		FOURTH CLASS					
709 Freight	353 Freight	697 Passenger Railiner	691 Passenger Railiner						696 Passenger Railiner	690 Passenger Railiner	884 Freight	354 Freight				
Daily ex. Sun.	Daily ex. Sun.	Daily	Daily													
1245	0300	-----	0919	0.0	↓	VERMILION .. KPWYZ	VN	1400	-----	s2009	1140	1915				
1300	0317	-----	0927	7.4	1.4	7.4 CLAYSMORE		1560	-----	2001	1123	1900				
1310	0329	-----	F0935	14.6		7.2 MANNVILLE .. P		1620	-----	F1953	1111	1848				
1322	0343	-----	F0944	22.9		8.3 MINBURN .. P		1550	-----	F1942	1100	1834				
1339	0402	-----	F0954	31.6		8.7 INNISFREE .. P		1130	-----	F1932	1046	1818				
1350	0415	-----	F1003	39.2		7.6 RANFURLY .. P		1540	-----	F1923	1035	1804				
1403	0430	-----	F1015	48.2		9.0 LAVOY .. P		1540	-----	F1911	1015	1748				
1415	0445	-----	s1026	57.1	56.1	8.9 VEGREVILLE .. PWZ	RG	2750	-----	s1900	0947	1731				
				58.0	↑	0.9 VEGREVILLE JCT. .. PYZ										
				59.1	↓	6.0 Jct. with Haight Sub.										
1425	0459	-----	1033	64.0		6.9 ROYAL PARK		1540	-----	1853	0937	1718				
1435	0511	-----	F1040	70.9		6.7 MUNDARE .. P		2060	-----	F1846	0926	1705				
1446	0524	-----	1047	77.6		7.5 HILLIARD		1400	-----	1838	0915	1652				
1457	0537	-----	F1054	85.1		7.3 CHIPMAN .. P		1710	-----	F1830	0904	1639				
1509	0551	-----	F1102	92.4		6.8 LAMONT .. P		1860	-----	F1822	0854	1626				
1521	0605	-----	F1110	99.2		7.0 BRUDERHEIM .. P		1420	-----	F1814	0844	1613				
1532	0619	-----	1116	106.2	108.4	7.0 SCOTFORD		1590	-----	1807	0835	1603				
1553	0633	-----	s1125	112.7	↑	6.5 FORT SASKATCHEWAN .. PZ	FS	2680	-----	s1758	0826	1553				
				114.6	↓	1.9 BEAMER SPUR .. PRZ										
				115.5	↑	3.4 RIVER BEND		1530	-----	To Coronado Sub. 1753	0816	1542				
1605	0645	From Coronado Sub.	1132	118.0		3.7 OLIVER		1560	-----	1749	0810	1535				
1612	0652		1136	121.7		1.2 ST. PAUL JCT. .. PR			-----	1737	1747	0805	1530			
1615	0655		1139	122.9		3.5 Jct. with Coronado Sub.			-----	1729	1739	-----	-----			
			1127	126.4		CTC NORTH EDMONTON .. P			-----							
						Interlocked with Wainwright and Edmonton East Terminal Subs.			-----	Daily	Daily	Daily except Sunday	Daily			
709	353	697	691							696	690	884	354			

VEGREVILLE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

St. Paul Jct.—Unless otherwise provided, No. 884 and No. 354 must obtain clearance at Calder and may then leave St. Paul Jct. without obtaining clearance.

1.2 TRAIN REGISTER MODIFICATIONS—

Vermilion—First class trains may register by register ticket.

Beamer Spur—Trains will register only when directed by train order.

St. Paul Jct.—Trains will register only when directed by train order.

1.3 SPECIAL INSTRUCTIONS APPLY

SYSTEM 1.9—St. Paul Jct.

1.4 OTHER MODIFICATIONS—

RULE 5—Vermilion—Time of No. 884 and No. 354 applies at the siding west switch.

—North Edmonton—Time of all trains applies at the railway crossing.

2 GENERAL FOOTNOTES

2.1 Vermilion—Siding is located between first crossover east of station and first switch west of station.

(Continued on Page 37)

(Continued from Page 36)

VEGREVILLE SUBDIVISION FOOTNOTES

3 INTERLOCKINGS

3.1 Railway Crossing at Grade—

C.P. Rly. ----- Mileage 56.7 ----- Automatic Eastward trains must not exceed 15 miles per hour when approaching within 500 feet of the governing interlocking signal (B.T.C. 70486). Westward trains must not exceed 45 miles per hour while passing the governing approach signal.

3.2 Railway Crossing at Grade—

C.P. Rly. ----- Mileage 97.9 ----- Automatic Trains must not exceed 40 miles per hour while passing the governing approach signal.

3.3 Railway Crossing at Grade—

Vegreville Sub., Wainwright Sub. and Edmonton East Terminal Sub. ----- North Edmonton ----- Controlled Includes a connecting track between Wainwright Sub. and Edmonton - North Edmonton Line; also between Vegreville Sub. and Calder - North Edmonton Line. Rule 672 not applicable.

4 EQUIPMENT RESTRICTIONS

4.1 Engines in 1000-1076 series must not enter or use any industrial track within the switching limits of the Edmonton terminal, without permission from the Superintendent Operations.

4.2 Units in 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not use Other Tracks at Vermilion except Track 1 and the Wye, and must not use sidings at Claysmore, Ranfurly, Royal Park, Hilliard, Scotford and River Bend.

4.3 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

5.1 Mileage

		Miles per Hour		
		Passenger	Mixed	Freight
		Railiner	Railiner	Freight
0.0 to 43.9	Zone 70	70	50	50
	-- on curves --	60	--	--
2.1 to 3.2		50	--	40
9.6 to 10.2		55	--	45
11.5 to 11.8		55	--	45
19.2 to 21.3		55	--	35
26.8 to 27.0		55	--	40
27.8 to 29.6		45	40	35
32.3 to 35.0	-- on curves --	50	45	40
35.9 to 36.7	-- on curves --	50	45	40
38.5 to 39.0		55	--	45
40.7 to 41.9		50	45	40
43.9 to 77.8	Zone 70	70	50	30
48.4 to 48.7		50	45	--
52.9 to 54.1	-- on curves --	55	--	--
77.8 to 126.4	Zone 70	70	50	50
111.2 to 111.4		50	45	40
113.5 to 114.6		40	20	20
115.1 to 116.1	-- on curves --	55	--	40
117.0 to 117.2		30	30	30
125.2 to 126.3		20	20	20
5.2	Tracks and Spurs not otherwise covered	10	10	10
5.3	Mileage 43.9 to 77.8 Movements handling Jumbo tank cars coupled together or with other cars having gross weight over 220,000 lbs.	--	--	20
5.4	Mileage 43.9 to 77.8 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600	--	15	15

CONDITIONAL SPEEDS

Mileage	Description	Miles per Hour		
		Railiner	Passenger except Railiner	Mixed and Freight
5.5	Mileage 0.13 (Oliver Avenue) Westward movements approaching within 450 feet of crossing and until crossing occupied	15	15	15
5.6	Mileage 14.4 (47th Street) Eastward movements proceeding at 10 miles per hour or less within 2300 feet of crossing and until crossing occupied	10	10	10
5.7	Mileage 44.7 (Highway 36) Approaching within 1950 feet of crossing and until crossing occupied	65	--	--
5.8	Mileage 57.0 (49th Street) Westward movements approaching within 1450 feet of crossing and until crossing occupied	45	45	45
5.9	Mileage 57.1 (50th Street) Approaching within 350 feet of crossing and until crossing occupied	10	10	10
5.10	Mileage 110.4 (Industrial Access Road) Eastward movements proceeding at 10 miles per hour or less within 1800 feet of crossing and until crossing occupied	10	10	10
5.11	Mileage 111.4 (Forrest Road) Westward movements approaching within 2100 feet of crossing and until crossing occupied	55	--	--
	Eastward movements proceeding at less than 15 miles per hour within 1500 feet of crossing until crossing occupied	10	10	10
5.12	Mileage 111.7 (Municipal Road) Westward movements proceeding at less than 15 miles per hour within 1500 feet of crossing until crossing occupied	10	10	10
5.13	Mileage 112.3 (108th St.) Mileage 112.4 (106th St.) Mileage 112.5 (104th St.) Mileage 112.55 (103rd St.) Mileage 112.6 (102nd St.) Mileage 112.7 (101st St.) Approaching within 500 feet of crossing and until crossing occupied	10	10	10
5.14	Mileage 125.0 (50th St.) Eastward movements approaching within 1400 feet of crossing and until crossing occupied	40	40	40
5.15	Mileage 126.0 (129th Ave.) Approaching within 500 feet of crossing and until crossing occupied	10	10	10

(Continued on Page 38)

(Continued from Page 37)

VEGREVILLE SUBDIVISION FOOTNOTES

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 57.0 (49th Street) automatically protected. Equipped with push button. Movements over the crossing from elevator track which are to return westward on main track must not restore main track switch to normal position until entire movement is taken 50 feet east of the crossing.
- 6.2 Mileage 57.1 (50th Street) automatically protected. Equipped with push button. STOP sign located on other than the main track.
- 6.3 Mileage 70.9 (Main Street) automatically protected. Equipped with push button. STOP sign located on other than the main track.
- 6.4 Mileage 99.0 (Highway 45) automatically protected. Movements over the crossing on elevator spur must be protected by a flagman.
- 6.5 Mileage 110.4 (Industrial Access Road) automatically protected. Eastward movements proceeding at 10 miles per hour or less within 1800 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.
- 6.6 Mileage 110.8 (North-South County Road) automatically protected. Movements proceeding at 15 miles per hour or less within 1000 feet of crossing must not obstruct crossing until protection has been in operation for at least 20 seconds.
- 6.7 Mileage 111.4 (Forrest Road) automatically protected. Equipped with push button.

7 SPURS AND OTHER TRACKS

- 7.1 Dow Chemical Co.—
Mileage 110.8—Capacity 7560 feet. Switch points face west. Engines must not move onto nor over the scale track. Road crossing inside Plant Area must not be blocked by standing equipment. All movements over this crossing must be protected. Cars must not be "kicked" or running switches made on this trackage.
- 7.2 Thio-Pet. Chemicals Ltd.
Mileage 110.9—Capacity 810 feet. Switch points face east and west. Engines must not move onto nor over the scale track.
- 7.3 Sherritt Gordon Mines Ltd.—
Mileage 111.0—Capacity 7250 feet. Switch points face west.

- 7.4 Inland Chemical Co.—
Mileage 111.0 (off Sherritt Gordon Mines Ltd.) — Capacity 900 feet. Switch points face west. Engines may use only a distance of 2500 feet of spur. Cars must not be "kicked" or running switches made on this trackage.
- 7.5 Canadian Johns-Manville Co. Ltd.—
Mileage 111.2—Capacity 770 feet. Switch points face west.
- 7.6 Sherritt Gordon Mines Ltd.—
Mileage 111.7—Extends northward, capacity 6750 feet. Switch points face west. Engines must not pass through Bag Loadout shed on Tracks 1 and 2, except for the handling of phosphate rock trains. Engines must not move through Loadout Shed on Track 5, Concentrate Shed on Track 6 nor Warming Shed on Track 7 at Sulphate Storage Building. Engines must not use cross-over between Tracks 7 and 8 to Urea Storage No. 1 Building nor between Tracks 7 and 9 to the Reduction Building. Movements using north end of Track 4 must use extreme caution account sharp curvature. Engines must not move onto nor over the track scale on Track 4 and Track 7 except as may be authorized by Sherritt Gordon Mines Ltd. supervisor or weighmaster and only then if the engine's total weight is less than 250,000 lbs. Movements over the track scale must be made in accordance with Item 13, Page 4, General Instruction (Form 696). Cars must not be "kicked" or running switches made on Sherritt Gordon Mines Ltd. trackage.
- 7.7 Beamer Spur (Imperial Oil Limited)—
Mileage 114.6—Extends 11.2 miles northward. Switch points face west. Maximum Speed ----- 15 m.p.h. Trains must not enter Imperial Oil Ltd. plant site without first obtaining permission from Imperial Oil Ltd. personnel. Trains or engines may pass the Administration Building which is located on west side of plant trackage near Guard House on plant instructions only. Units and cabooses must not enter Phosphate Rock unloading shed on Track 74. The cupola of a caboose will not clear the loading rack catwalks on tracks 68 and 69 in the Anhydrous Ammonia loading area at Beamer. Protection of impassable or slow track on Beamer Spur may be as prescribed by U.C.O.R. Rule 41.

Equated Tonnage Ratings (Single Unit)

Unit Series	Car Factor	Westward	Eastward	Car Factor
5000-5299	7	3800	3400	5
4108-4599	7	2300	2100	5
1200-1399	7	1750	1570	5

- 7.8 Storage Track—
Mileage 109.6—Capacity 4410 feet. Switch points face east and west.

HAIGHT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 Special Instructions Apply—
SYSTEM 8.1

2 EQUIPMENT RESTRICTIONS

- 2.1 Only units in 1000-1076 series permitted, except that units in 1200-1399 and 4100-4500 series may use Wye at Vegreville Jct. to turn units or double over portion of train when required. A speed of 5 miles per hour must not be exceeded in such cases.
- 2.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

3 SPEEDS

- 3.1 Mileage 0.0 to 8.8 Zone Miles per Hour All Trains 15
- 3.2 Sidings and Other Tracks ----- 10

NORTHWARD TRAINS	Miles from Vegreville Jct.	Yard Limits	HAIGHT SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS
			STATIONS				
↓	8.8	7.5 1.1	END OF TRACK			1540	↑
	7.9		INLAND Z				
	0.0		VEGREVILLE JCT. PYZ Jct. with Vegreville Sub.				
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

DEMAY SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 Special Instructions Apply—
SYSTEM 8.1

2 GENERAL FOOTNOTES

- 2.1 Unless authorized by the Superintendent Operations, movements must not be operated between mileage 1.3 and mileage 12.0.
- 2.2 Ryley—Demay Sub. connects with siding at Ryley. Switch is in normal position when lined for through movement in siding. *Mileage terminates at switch connecting the siding with Demay Sub., 0.6 miles west of station at Ryley.

3 EQUIPMENT RESTRICTIONS

- 3.1 Only units in 1000-1076 series permitted between mileages 1.3 and 25.0.
- 3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions between mileages 1.3 and 25.0.

4 SPEEDS

- 4.1 Mileage 0.0 to 25.0 Zone Miles per Hour All Trains 15
- 4.2 Sidings and Other tracks ----- 10

CONDITIONAL SPEEDS

- 4.3 Mileage 13.0 (First Street)—
Approaching within 500 feet of crossing until crossing occupied ----- 10

NORTHWARD TRAINS	Miles from Camrose Jct.	Yard Limits	DEMAY SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS
			STATIONS				
↓	0.0	1.3	CAMROSE JCT. PYZ Jct. with Camrose Sub.			1540	↑
	7.4		DEMAY				
	12.9		ROUNDHILL				
	18.8		DODDS				
	25.0		RYLEY P				
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

5 SPURS AND OTHER TRACKS

- 5.1 Mileage Capacity Points in Feet Face
E. H. Brown ----- 24.7 230 N

WESTWARD TRAINS				Miles from St. Paul Jct.	Yard Limits	CORONADO SUBDIVISION	Office Signals	Siding Capacity In Feet	EASTWARD TRAINS			
FOURTH CLASS	FIRST CLASS		STATIONS						FIRST CLASS	FOURTH CLASS		
583 Freight	698 Passenger Railer	697 Passenger Railer	STATIONS						699 Passenger Railer	696 Passenger Railer	836 Freight	584 Freight
Monday, Wednesday, Friday	Daily	Daily	STATIONS						Passenger Railer	Passenger Railer	Freight	Freight
0500	-----	-----	160.0	↓	HEINSBURG	PRYZ	-----	-----	-----	1350		
0529	-----	-----	149.4	159.5	10.6	LINDBERGH	P	-----	-----	1320		
0550	-----	-----	139.6	9.8	ELK POINT	-----	-----	-----	-----	1250		
0630	-----	-----	120.2	121.2	19.4	ST. PAUL	PRWYZ	AU	-----	1220		
-----	F 2024	F 0858	112.8	↑	7.4	OWLSEYE	P	-----	-----	1200		
-----	F 2029	F 0903	108.5	119.5	4.3	ABILENE	Z	-----	-----	1150		
-----	2031	0905	108.1	109.0	0.4	ABILENE JCT.	PRYZ	-----	-----	1149		
-----	To Bonnyville Sub.	F 0910	104.7	↑	3.4	ASHMONT	P	-----	-----	1143		
-----	-----	F 0918	98.2	107.6	6.5	SPEDDEN	-----	-----	-----	-----		
-----	-----	F 0928	89.8	8.4	VILNA	P	-----	-----	-----	1120		
-----	-----	F 0939	80.0	109.0	9.8	BELLIS	P	-----	-----	1100		
-----	-----	F 0945	74.7	30.3	5.3	EDWARD	P	-----	-----	1045		
-----	-----	S 0958	64.6	28.6	10.1	SMOKY LAKE	PW	SM	-----	1025		
-----	-----	F 1008	57.0	7.6	WARSPITE	-----	-----	-----	-----	1008		
-----	-----	F 1017	50.1	6.9	WASKATENAU	P	-----	-----	-----	0940		
-----	-----	F 1025	43.1	7.0	RADWAY	P	-----	-----	-----	0925		
-----	-----	1035	34.9	8.2	KERENSKY	-----	-----	-----	-----	0905		
-----	-----	S 1043	29.6	5.3	REDWATER	PZ	R	-----	-----	0850		
-----	-----	F 1053	20.6	9.0	CORONADO	P	-----	-----	-----	0830		
-----	-----	F 1100	15.6	5.0	GIBBONS	P	-----	-----	-----	0818		
-----	-----	1110	7.2	8.4	DUAGH	-----	-----	-----	-----	0800		
-----	-----	1119	0.0	7.2	ST. PAUL JCT.	PR	-----	-----	-----	0740		
Rules 41 and 44 applicable between St. Paul and Heinsburg.												
583	698	697					699	696	836	584		

CORONADO SUBDIVISION FOOTNOTES ON PAGE 41

CORONADO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—
St. Paul Jct.—Unless otherwise provided, No. 836 and No. 584 must obtain clearance at Calder and may then leave St. Paul Jct. without obtaining clearance.
St. Paul—No. 698 may leave without clearance provided schedule is assumed by crew arriving St. Paul on No. 696.
All other trains must obtain clearance.

Heinsburg—No. 583 may leave without clearance provided schedule is assumed by crew arriving Heinsburg on No. 584.

1.2 TRAIN REGISTER MODIFICATIONS—
St. Paul Jct.—Trains will register only when directed by train order.

1.3 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 1.9—St. Paul Jct.
SYSTEM 8.1—between Elk Point and Heinsburg.

1.4 OTHER MODIFICATIONS—
RULE 5—St. Paul—Time of first class trains applies at the station.

2 GENERAL FOOTNOTES

2.1 Ashmont—When necessary, trains must be cut at the temporary private crossing east of station to permit school children to cross the tracks. When train is so cut, it must not be recoupled until all children are clear of the crossing.

3 EQUIPMENT RESTRICTIONS

3.1 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 prohibited.
3.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Mixed and Freight
0.0 to 119.5	70	50	40
Zone on curves	60	---	---
* 2.2 bridge	---	---	10
* 3.1 bridge	---	---	10
* 12.7 to 13.1	10	10	10
** 14.1 to 15.0	55	---	---
16.0 to 17.4	55	---	---
* 17.7 bridge	10	10	10
17.8 to 18.1	45	40	35
19.5 to 19.8	40	35	30
29.3 to 31.9	45	40	35
33.1 to 34.7	55	---	---
* 42.4 bridge	---	---	10
* 42.6 bridge	---	---	10
61.8 to 64.0	45	40	30
65.4 to 67.0	45	40	35
68.8 to 71.0	45	40	35
* 71.6 bridge	---	---	10
73.2 to 74.0	45	40	35
* 77.3 bridge	---	---	10
* 77.6 bridge	---	---	10
* 80.1 bridge	---	---	10
86.8 to 87.0	40	35	30
95.7 to 96.6	45	40	30
104.5 to 105.8	40	35	30
106.5 to 106.7	55	---	---

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Mixed and Freight
112.3 to 112.6	45	40	35
119.5 to 160.0	Zone 40	40	30
125.6 to 126.4	35	30	25
152.5 to 153.0	5	5	5
154.1 to 154.2	15	15	15

* Not marked with speed restriction signs.
** Advance speed restriction sign governing westward trains approaching the permanent slow order between mileages 15.0 and 14.1 located to left of main track.

4.2 Sidings and Other tracks	10	10	10
4.3 Over east and west legs of wye at Abilene Jct.	25	25	25

CONDITIONAL SPEEDS

4.4 Mileage 64.3 (Highway 855)	45	45	---
4.5 Mileage 120.1 (51st Street)	10	10	10

5 PUBLIC CROSSINGS AT GRADE

5.1 Mileage 29.5 (Main Street) automatically protected. Push button governing westward movements will not function if main track is occupied within 50 feet of crossing.
STOP sign erected on other than the main track.
5.2 Mileage 89.9 (Main Street) automatically protected. STOP sign erected on other than main track.

6 SPURS AND OTHER TRACKS

6.1 Armco Canada Ltd.—			
Mileage 28.8—Capacity 320 feet. Switch points face east. All cars left on this spur must have hand brakes applied at all times.			
6.2	Mileage	Capacity in Feet	Points Face
Imperial Oil Ltd.	29.8	6210	E
Smoky Lake Processors Ltd.	65.1	2120	W
Canadian Salt Co.	151.5	1490	E W
Run Around Track	151.5	270	E W

WESTWARD TRAINS				BONNYVILLE SUBDIVISION						EASTWARD TRAINS		
FIRST CLASS	Miles from Abilene Jct.	Yard Limits	Office Signals	Siding Capacity In Feet	FIRST CLASS	FOURTH CLASS						
699					698	836	Passenger Railiner	Freight				
Passenger Railiner												
Daily												
0710	61.1	↓ 59.5	NC	YARD	S 2150	1135	GRAND CENTRE	PRYZ	3.9			
0715	57.2			1230	2140	1124	BEAVER RIVER		9.0			
F 0726	48.2		P	1570	F 2129	1104	ARDMORE		5.3			
F 0732	42.9			1570	F 2123	1053	FORT KENT		6.3			
S 0740	36.6		PW	1710	S 2115	1040	BONNYVILLE	N	12.5			
0754	24.1			1570	2101	1015	FRANCHERE		5.3			
F 0800	18.8		P	1570	F 2055	1004	GLENDON		4.1			
F 0805	14.7			1700	F 2049	0955	THERIEN		4.9			
F 0811	9.8	↑ 0.6	P	1510	F 2043	0945	MALLAIG		9.8			
0823	0.0		PRYZ		2031	0920	ABILENE JCT.		Jct. with Coronado Sub.			
					Daily	Daily ex. Saturday, Sunday						
					698	836						

BONNYVILLE SUBDIVISION FOOTNOTES

1 EQUIPMENT RESTRICTIONS

- 1.1 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 prohibited.
- 1.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

2 SPEEDS

2.1 Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Mixed and Freight
0.0 to 61.1	Zone 65	40	30
	on curves	60	20
0.0 to 0.3	25	25	20
2.8 to 3.0	55		
3.7 to 4.0	45		
5.1 to 8.0	50		
22.0 to 22.2	50		
27.2 to 27.5	55		
31.3 to 32.4	45		
37.1 to 37.4	55		
40.7 to 40.9	55		
* 51.8 bridge			20
* 53.2 bridge			20
57.2 to 58.1	45		
60.5 to 60.8	40		

- 2.2 Sidings and Other tracks 10 10 10

* Not marked with speed restriction signs.

3 SPURS AND OTHER TRACKS

3.1	Mileage	Capacity in Feet	Points Face
CFB Spur	59.6	6080	E
CFB Airport Trackage	60.4	14630	connected to Tail of Wye

BODO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1.

2 GENERAL FOOTNOTES

- 2.1 Unity—Bodo Sub. connects with siding at Unity. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Bodo Sub. *Mileage commences at the switch connecting the siding with Bodo Sub. 0.4 miles west of station Unity.

3 EQUIPMENT RESTRICTIONS

- 3.1 Only units in 1000-1076 series permitted.
- 3.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour All Trains
0.0 to 4.0	Zone 15	15
4.0 to 15.0	Zone 10	10
15.0 to 26.0	Zone 15	15
26.0 to 51.5	Zone 20	20
4.2 Sidings and Other tracks		10

WESTWARD TRAINS		BODO SUBDIVISION			EASTWARD TRAINS	
*Miles from Connecting switch	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet		
0.0	↓ 0.9	UNITY	PWZ	NI		
11.2		11.2 SUNNYGLEN			1570	
14.6		3.4 REWARD			1570	
20.7		6.1 DONEGAL			1570	
26.3		5.6 SALVADOR				
31.6		5.3 HEARTS HILL			1610	
39.5		7.9 CACTUS LAKE			1650	
44.8		5.3 COSINE			1600	
51.1	↑ 50.9	6.7 BODO	Y	Z	YARD	
51.5						
RULES 41 and 44 APPLICABLE Rule 105A not applicable						

PORTER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 SPECIAL INSTRUCTIONS APPLY SYSTEM 8.1.

2 INTERLOCKING

- 2.1 Railway Crossing at Grade: C.P. Rly. Mileage 0.7 Mechanical Trains must not exceed 15 miles per hour while passing the governing approach signal (B.T.C. 86456). Rule 605A not applicable. Section foreman at Biggar operates interlocking at milege 0.7. Whenever trains are to be operated, Roadmaster at Biggar must be advised so that arrangements may be made to have section foreman available to operate interlocking.

3 EQUIPMENT RESTRICTIONS

- 3.1 Only units in 1000-1076 series permitted.
- 3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour All Trains
0.0 to 18.0	Zone 15	15
4.2 Sidings and Other Tracks		10

NORTHWARD TRAINS		PORTER SUBDIVISION			SOUTHWARD TRAINS	
Miles from Oban Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet		
0.0		OBAN JCT.				
		Jct. with Wainwright Sub.				
5.8		5.8 LETT			1930	
11.4		5.6 SALTER			1950	
17.5	↑ 17.0	6.1 CANDO	Z		1930	
18.0		0.5 END OF TRACK				
RULES 41 and 44 APPLICABLE Rule 105A not applicable						

WESTWARD TRAINS		Miles from Kindersley	Yard Limits	OYEN SUBDIVISION		Office Signals	Siding Capacity In Feet	EASTWARD TRAINS	
FOURTH CLASS	MOUNTAIN TIME			FOURTH CLASS					
707 Freight Daily	STATIONS			806 Freight					
1600	0.0	2.6	↓	KINDERSLEY CKPWZ	KY		0310		
	0.7			0.7	ELROSE JCT. Z				
	1.9			7.6	Jct. with Elrose Sub. Y				
1612	8.3			FAIRMOUNT		1460	0255		
1621	15.0			PINKHAM		2820	0246		
1631	22.6			FLAXCOMBE		2190	0236		
1642	30.9			MARENGO	P	2110	0225		
1651	36.8			MERID	P	2010	0216		
1702	43.7	42.9	↑	Jct. with Mantario Sub.	Y				
	44.0	44.2	↓	ALSASK	PRZ	2420	0205		
1711	50.9			SIBBALD	P	2200	0156		
1723	60.7			BENTON		2190	0144		
1731	66.7			OYEN	P	3020	0136		
1737	71.6			EXCEL		2030	0130		
1744	77.0			LANFINE		2530	0123		
1752	83.0			CEREAL	P	1930	0115		
1800	88.8			CHINOOK	P	1910	0107		
1816	102.3			YOUNGSTOWN		3560	0051		
1823	108.3			SCOTFIELD		2470	0044		
1833	116.2			STANMORE		2000	0034		
1837	120.7			RICHDALE	P	2500	0028		
1852	131.1			BONAR		2440	0014		
1854	131.8	135.0	↑	BATTER JCT. PR			0012		
				Jct. with Sheerness Sub.					
1905	136.4			HANNA CKPWZ	HN	YARD	0005		
							Daily		
	707						806		

OYEN SUBDIVISION FOOTNOTES

- RULE MODIFICATIONS**
 - TRAIN REGISTER MODIFICATIONS—**
Alsask } Trains will register only when directed
Batter Jct. } by train order.
- GENERAL FOOTNOTES**
 - Except for the train dispatching function, the territory between Kindersley and mileage 1.9 is under the jurisdiction of the Saskatchewan area.
- EQUIPMENT RESTRICTIONS**
 - With the exception of yard tracks 3 and 4 at Hanna, units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on sidings or other tracks.
 - Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- SPEEDS**

4.1 Mileage	Zone	Miles per Hour All Trains
0.0 to 5.2	Zone	50
5.2 to 8.1	Zone	40
8.1 to 30.9	Zone	55
15.0 to 18.0	-----	30
30.9 to 43.7	Zone	40
43.7 to 59.5	Zone	55
49.0 to 49.3	-----	50
59.5 to 66.6	Zone	50
*66.6 to 75.2	Zone	55
75.2 to 84.5	Zone	50
79.2 to 79.7	-----	40
84.5 to 136.4	Zone	55

*Zone speed sign governing westward movements between mileages 66.6 and 75.2 located to left of main track.

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(Continued from Page 44)

OYEN SUBDIVISION FOOTNOTES

- | | | | |
|------------------------------------|---------------------------|---|---------------------------|
| | Miles per Hour All Trains | | Miles per Hour All Trains |
| 4.2 Sidings and Other tracks ----- | 10 | 4.8 Mileage 136.07 (Highway 36) | |
| 4.3 Mileage 0.0 to 136.4 | | Approaching within 1500 feet of crossing and until crossing occupied ----- | 50 |
| Movements handling ballast ----- | 40 | | |
| | | 5 PUBLIC CROSSINGS AT GRADE | |
| | | 5.1 Mileage 43.7 (Highway 44) automatically protected. Equipped with push button. | |
| | | 5.2 Mileage 83.1 (First Street West) automatically protected. Equipped with pushbuttons. Movements proceeding at 10 miles per hour or less within 1850 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds. Movements on elevator track must not obstruct crossing until automatic protection has been actuated manually and operating for at least 7 seconds. STOP signs erected on Elevator track. | |
| | | 5.3 Mileage 136.1 (Highway 36) automatically protected. Equipped with push button. | |
| | | 6 SPURS AND OTHER TRACKS | |
| | | 6.1 Imperial Oil Ltd. | |
| | | Mileage 101.9—Capacity 320 feet. Switch points face east. | |
- CONDITIONAL SPEEDS**
- | | | | |
|---|----|--|--|
| 4.4 Mileage 0.91 (Highway 30) | | | |
| Approaching within 1050 feet of crossing and until crossing occupied ----- | 25 | | |
| Westward movements proceeding at less than 10 miles per hour within 1050 feet of crossing, until crossing occupied -- | 10 | | |
| 4.5 Mileage 22.36 (Highway 7) | | | |
| Approaching within 1600 feet of crossing and until crossing occupied ----- | 50 | | |
| 4.6 Mileage 83.1 (First Street West) | | | |
| Movements proceeding at 10 miles per hour or less within 1850 feet of crossing and until crossing occupied ----- | 10 | | |
| 4.7 Mileage 132.89 (Highway 36) | | | |
| Approaching within 1650 feet of crossing and until crossing occupied ----- | 50 | | |

ENDIANG SUBDIVISION FOOTNOTES

- RULE MODIFICATIONS**
 - SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 8.1.
- GENERAL FOOTNOTES**
 - Unless authorized by the Superintendent Operations, movements must not be operated beyond mileage 64.3.
- EQUIPMENT RESTRICTIONS**
 - Only units in 1000-1076 and 1200-1399 series permitted.
 - Cars exceeding 177,000 lbs. gross must be covered by handling instructions.
- SPEEDS**

4.1 Mileage	Miles per Hour All Trains
0.0 to 75.2 -----	25
4.2 Siding and Other tracks --	10
4.3 Mileage 25.1 to 75.2	
Units other than 1000-1076 series -----	20
- SPURS AND OTHER TRACKS**
 - Gulf Oil Canada Ltd.
Mileage 65.4—Capacity 230 feet. Switch points face south.

NORTHWARD TRAINS		Miles from Endiang Jct.	Yard Limits	ENDIANG SUBDIVISION		Office Signals	Siding Capacity In Feet	SOUTHWARD TRAINS	
				STATIONS					
		0.0	0.9	ENDIANG JCT. PYZ					
				Jct. with Drumheller Sub.					
		11.2		DOWLING			1560		
		18.2		SCAPA			1900		
		28.0		ENDIANG			1540		
		34.3		BYEMOOR			1520		
		47.1		HACKETT			1510		
		55.6		SABINE			1510		
		62.2	61.6	WARDEN JCT. Z					
			↑	South Jct. with Stettler Sub.					
				0.7 SEE STETTLER SUBDIVISION					
		62.9	64.3	WARDEN YZ					
			↓	North Jct. with Stettler Sub.					
		70.4		OBERLIN			1540		
		75.2	74.7	NEVIS Z					
			↑						
				RULES 41 and 44 APPLICABLE Rule 105A not applicable					

ACADIA VALLEY SUBDIVISION FOOTNOTES		WESTWARD TRAINS	ACADIA VALLEY SUBDIVISION		EASTWARD TRAINS
		Miles from Eyre Jct.	Yard Limits	STATIONS	Office Signals
				Siding Capacity In Feet	
1 RULE MODIFICATIONS		0.0	0.9	EYRE JCT. YZ Jct. with Mantario Sub.	
1.1 TRAIN REGISTER MODIFICATIONS— Acadia Valley—Trains will register only when directed by train order.		7.7		CUTHBERT	1520
1.2 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1.		16.2		ARNESON	1520
		23.7		ACADIA VALLEY RY	YARD
RULES 41 and 44 APPLICABLE Rule 105A not applicable					
2 EQUIPMENT RESTRICTIONS		3 SPEEDS			
2.1 Only units in 1000-1076 and 1200-1399 series permitted.		3.1 Mileage		Miles per Hour	
2.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.		0.0 to 6.5	23.7	Zone	All Trains
				over bridge	20
					10
		3.2 Sidings and Other tracks		10	

MANTARIO SUBDIVISION FOOTNOTES		WESTWARD TRAINS	MANTARIO SUBDIVISION		EASTWARD TRAINS
		Miles from Glidden	Yard Limits	MOUNTAIN TIME	Office Signals
				STATIONS	
1 RULE MODIFICATIONS		0.0	0.9	GLIDDEN RYZ Jct. with Elrose Sub.	
1.1 TRAIN REGISTER MODIFICATIONS— Glidden } Eyre } Trains will register only when Alsask } directed by train order.		5.3		DANKIN	1510
1.2 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1.		10.1		EATONIA	1280
		16.4		LAPORTE	1030
2 GENERAL FOOTNOTES		25.6		MANTARIO	1550
2.1 Except for the train dispatching function, the territory between Glidden and Mileage 0.3 is under the jurisdiction of the Saskatchewan Area.		31.5	31.5	EYRE RZ	1560
		32.1	32.9	EYRE JCT YZ Jct. with Acadia Valley Sub.	
		38.2		ALSASK PRZ SK	
		43.8	43.1	Jct. with Oyen Sub.	
		44.1			
RULES 41 and 44 APPLICABLE Rule 105A not applicable					
3 EQUIPMENT RESTRICTIONS		5 SPURS AND OTHER TRACKS			
3.1 Only units in 1000-1076 and 1200-1399 series permitted.		5.1 Sodium Sulphate (Sask.) Ltd.		Mileage	Capacity
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.				38.2	3.2 Miles
					Points Face
					E W
4 SPEEDS					
4.1 Mileage				Miles per Hour	
0.0 to 43.8				All Trains	
Zone				25	
4.2 Sidings and Other tracks				10	

SHEERNESS SUBDIVISION FOOTNOTES		NORTHWARD TRAINS	SHEERNESS SUBDIVISION		SOUTHWARD TRAINS
		Miles from Batter Jct.	Yard Limits	STATIONS	Office Signals
				Siding Capacity In Cars and Feet	
1 RULE MODIFICATIONS		53.7		WARDLOW Y	Yard
1.1 REGISTER MODIFICATIONS— Batter Jct.—Trains will register only when directed by train order.		46.3	46.8 } 45.3 }	CESSFORD Z	1530
1.2 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1.		39.2	40.0 } 38.5 }	POLLOCKVILLE Z	2940
		25.6		SUNNYNOOK	1530
2 GENERAL FOOTNOTES		11.5		SHEERNESS	1550
2.1 Unless authorized by the Superintendent Operations, movements must not be operated beyond mileage 46.8.		6.1		TAPLOW	1530
2.2 Pollockville—Siding is located between south switch and crossover north of station.		0.0		BATTER JCT. PR Jct. with Oyen Sub.	
		RULES 41 and 44 APPLICABLE Rule 105A not applicable			
3 EQUIPMENT RESTRICTIONS		5 SPURS AND OTHER TRACKS			
3.1 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 prohibited.		5.1 Battle River Coal Co. Ltd.		Mileage	Capacity
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.		Ipex Oil & Gas Ltd.		34.1	630
		Ballast Pit		39.8	3960
		Murphy Oil Co. Ltd.		46.0	900
					Points Face
					N S
					S
					N
					S
4 SPEEDS					
4.1 Mileage				Miles per Hour	
0.0 to 53.7				All Trains	
Zone				25	
4.2 Sidings and Other tracks				10	

WESTWARD TRAINS				DRUMHELLER SUBDIVISION				EASTWARD TRAINS				
FOURTH CLASS	FIRST CLASS	Miles from Hanna	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	Siding Capacity In Feet	FIRST CLASS	FOURTH CLASS	Office Signals	Siding Car Capacity	Siding Capacity In Feet
707 Freight	694 Passenger Railer							695 Passenger Railer	844 Freight			
Daily ex. Saturday	Daily											
1940		0.0		HANNA CKPWZ	HN		YARD		2250			
		0.8		0.8 ENDIANG JCT. YZ Jct. with Endiang Sub.								
1951		7.7	1.6	6.9 WATTS P			2470		2238			
2001		14.5		6.8 CRAIGMYLE P			2350		2230			
2011		21.9		7.4 DELIA P			2380		2222			
2021		29.9		8.0 MICHICHI P			2000		2211			
2026	From Stettler Sub.	32.9		3.0 GARTLY			1990	To Stettler Sub.	2206			
2038	2110	40.3	39.2	7.4 DINOSAUR PRYZ Jct. with Stettler Sub.			2330	0750	2155			
2040	2113	41.1	41.8	0.8 MUNSON Z			2280	0747	2153			
2105	s 2130	52.4	51.1	11.3 DRUMHELLER BCPWZ	YD		2970	0730	2130			
2118		56.8	54.2	4.4 ROSEDALE			3220		2118			
2125		57.0		0.2 ROSEDALE JCT. PR					2117			
2132		60.4		3.4 WAYNE P			1010		2111			
2204		66.2		16.0 ROSEBUD P			2370		2038			
2210		79.0		2.6 REDLAND P			1550		2032			
2223		87.1		8.1 ROCKYFORD			2760		2018			
2239		93.5		6.4 BAINTREE P			1540		2009			
2252		102.9		9.4 ARDENODE P			1490		1958			
2303		111.1		8.2 LYALTA P			2140		1948			
2312		118.4		7.3 NORFOLK			1590		1938			
2323		126.6		8.2 JANET			1790		1928			
2335		131.9	129.0	5.3 SARCEE YARD CKPWYZ	SJ		YARD		1920			
Main track Drumheller Sub. ends at Mileage 130.7.												
Rule 105 applies between Mileages 130.7 and 131.9.												
707	694							Daily	Daily ex. Saturday, Sunday			
								695	844			

DRUMHELLER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 TRAIN REGISTER MODIFICATIONS—

Dinosaur—Register station for Nos. 694 and 695 only. Other trains will register only when directed by train order.

Drumheller—Register station for trains originating and terminating only, and other trains will register only when directed by train order.

Rosedale Jct.—Trains will register only when directed by train order.

1.2 ABS SPECIAL FEATURES—

ABS between mileage 57.3 and 58.5 governs eastward movements only.

1.3 OTHER MODIFICATIONS—

RULE 5—Dinosaur—Time of No. 694 and No. 695 applies at the Junction switch.

Drumheller—Time of No. 694 and No. 695 applies at the station.

2 GENERAL FOOTNOTES

2.1 Drumheller—Siding is located on Track 1 between crossover at mileage 51.4 and switch mileage 52.12.

C.P. Rly. Langdon Sub. (Kneehill) connects with Track 1 at Drumheller. The connecting switch is in normal position when lined for movements to and from Track 1 and against through movements on C.P. Rly. Langdon Sub. C.P. Rly. movements will use Track 1 between this connection and main track switch mileage 52.12.

2.2 Wayne—When setting out or picking up cars, at least 5 reachers must be used at Pioneer elevator and at least 10 reachers must be used at the U.G.G. and Alberta Pool elevators.

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DRUMHELLER SUBDIVISION FOOTNOTES

3 INTERLOCKINGS

3.1 Railway Crossing at Grade—
C.P. Rly. Mileage 96.4 Mechanical Trains must not exceed 30 miles per hour while passing the governing approach signal (B.T.C. 51383). Rule 605A not applicable.

3.2 Railway Crossing at Grade—
C.P. Rly. Mileage 114.5 Automatic Westward trains must not exceed 40 miles per hour while passing the governing approach signal.

4 EQUIPMENT RESTRICTIONS

4.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4.2 With the exception of sidings at Craigmyle, Delia, Munson, Drumheller, Rosedale and Rockyford, elevator track Delia and other tracks at Sarcee Yard, units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on sidings or other tracks.

5 SPEEDS

Mileage	Miles per Hour	
	Railiner	Other Trains
0.0 to 32.0 Zone	—	50
32.0 to 40.3 Zone	—	40
37.6 to 38.0	—	35
40.3 to 52.3 Zone	50	35
41.1 to 42.1	45	—
43.3 to 44.2	40	—
45.5 to 45.8	40	—
48.3 to 50.4	40	—
52.3 to 60.1 Zone	—	40
57.0 to 57.5	—	30
60.1 to 66.9 Zone	—	35
60.3 to 60.6	—	25
* 63.2 bridge	—	20
* 64.9 bridge	—	20
66.9 to 72.3 Zone	—	30
* 68.5 bridge	—	20
* 69.5 bridge	—	20
* 76.0 bridge	—	20
76.9 to 79.9 Zone	—	40
79.9 to 87.8 Zone	—	20
87.8 to 130.0 Zone	—	55
92.0 to 92.7	—	40
92.7 to 94.9	—	20
* 98.6 bridge	—	20
* 98.8 bridge	—	20
* 98.9 bridge	—	20
99.2 to 102.7	—	20
* 103.8 bridge	—	20
114.4 to 114.6	—	30
115.6 to 115.8	—	40
122.9 to 123.2	—	40
124.7 to 125.7	—	35
130.0 to 131.7 Zone	—	40

* Not marked with Speed Restriction signs.

5.2 Sidings and Other tracks	10	10
5.3 0.0 to 130.0 movements handling ballast	—	40

CONDITIONAL SPEEDS

5.4 Mileage 0.71
Westward movements approaching within 550 feet of crossing and until crossing occupied 15 15

5.5 Mileage 18.9 (Highway 9)
Approaching within 1500 feet of crossing and until crossing occupied -- 45

5.6 Mileage 40.4 (Highway 9)
Westward movements approaching within 400 feet of crossing and until crossing occupied -- 10 10

Westward movements which have stopped between register booth Dinosaur and the crossing and movements from Stettler Sub., until crossing occupied 5 5

Eastward movements approaching within 1250 feet of crossing and until crossing occupied -- 40 --

5.7 Mileage 52.3 (First Street West)
Approaching within 500 feet of crossing and until crossing occupied 10 10

5.8 Mileage 52.8 (Highway 9)
Westward movements approaching within 850 feet of crossing and until crossing occupied -- 15 15

5.9 Mileage 116.7 (Highway 9)
Approaching within 1450 feet of crossing and until crossing occupied -- 45

6 PUBLIC CROSSINGS AT GRADE

6.1 Mileage 52.8 (Highway 9) automatically protected. STOP signs erected on other than main track. STOP sign governing eastward movements on spur track located to left of track.

6.2 Mileage 76.2 (First Avenue) automatically protected. Equipped with push button.

7 SPURS AND OTHER TRACKS

7.1 Shale Pit—
Mileage 49.4. Capacity 860 feet. At least 10 reachers must be used when switching shale pit track.

	Mileage	Capacity In Feet	Points Face
Grain Spur	61.2	320	W
Taylor	66.2	900	E W
Grain Spur	68.4	230	E W
Hart Spur	70.3	450	E
Calgary Power Ltd.	127.7	540	W

CALGARY TERMINAL

Unless otherwise specified, maximum speed on trackage in the Calgary Terminal is 10 miles per hour.

1 CALGARY INDUSTRIAL LINE

Extends from mileage 131.9 Drumheller sub.

1.1 GENERAL FOOTNOTES—

When switching in Calgary Yard, movement must be brought to a stop before cars are detached.

1.2 SPEEDS—

Mileage	Miles per Hour
0.0 to 4.9	25
0.41 (Barlow Trail)	
Approaching within 300 feet of crossing until crossing occupied	10
Through crossover east of Calgary station	5

1.3 PUBLIC CROSSING AT GRADE—

Mileage 0.41 (Barlow Trail)—automatically protected. Circuit sign located 300 feet east of crossing. Movements switching at west end of Sarcee Yard should not move west of this sign if it can be avoided. To avoid unnecessary delays to highway traffic, movements between the Calgary Industrial Line and G.T.P. Industrial Branch must take the rear of their movement clear of the center line of crossing before reversing direction.

Grace Construction Spur—off mileage 4.0 Calgary Industrial Line (Briggs Avenue)—Movements over the crossing must first stop at the STOP sign and then be protected by a flagman.

2 FOOTHILLS INDUSTRIAL BRANCH

Extends from mileage 0.31 Calgary Industrial Line.

2.1 PUBLIC CROSSING AT GRADE—

Mileage 0.1 (Barlow Trail)—automatically protected. Eastward movements from Foothills Industrial Branch approaching within 100 feet of crossing must not exceed 5 miles per hour until crossing occupied. To avoid unnecessary delays to highway traffic, movements to and from the Foothills Industrial Branch must take the rear of their movement clear of the center line of the crossing before reversing direction.

3 G.T.P. INDUSTRIAL BRANCH

Extends from mileage 0.46 Calgary Industrial Line.

3.1 EQUIPMENT RESTRICTIONS—

Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 are prohibited on G.T.P. Industrial Branch.

3.2 PUBLIC CROSSINGS AT GRADE—

Mileage 2.68 (Blackfoot Trail)

Mileage 2.71 (17th Avenue S.E.)

Mileage 2.71 (17A Street S.E.)

Regional Special Instruction M-15(c) applies at all 3 crossings when switching at Chevron Asphalt Plant (mileage 2.68) or Simpson Sears Ltd. and Russell Steel Spur (mileage 2.77).

4 EAST INDUSTRIAL BRANCH

Extends from mileage 2.2 Calgary Industrial Line.

4.1 PUBLIC CROSSING AT GRADE—

Mileage 1.3 (26th Avenue and 11th Street S.E.)—Automatically protected.

STOP sign erected east of crossing on C.P. private spur and on each side of crossing on East Industrial Branch. Push button governing westward movements from C.P. private spur installed adjacent to stop sign on this track. Instrument case located just west of crossing is equipped with lunar white light which when illuminated will indicate that traffic signals are at stop. After stopping at stop sign and operating push button where provided movements may proceed over crossing when lunar white light indicates that traffic signals have cycled to stop. In the event that lunar white light fails to operate movement over crossing must be protected by a member of the crew. To avoid unnecessary delay to highway traffic, cars and engines must not be left foul of crossing circuit.

5 McLEOD INDUSTRIAL BRANCH

Extends from mileage 2.27 Calgary Industrial Line.

5.1 GENERAL FOOTNOTES—

STOP sign located at crossover connecting C.N. Rly. track with C.P. Rly. track at mileage 1.8 McLeod Industrial Branch. Before entering the crossover or when switching Consolidated Concrete Plant, movements must stop at STOP sign and be assured that no C.P. Rly. movement is working in that area.

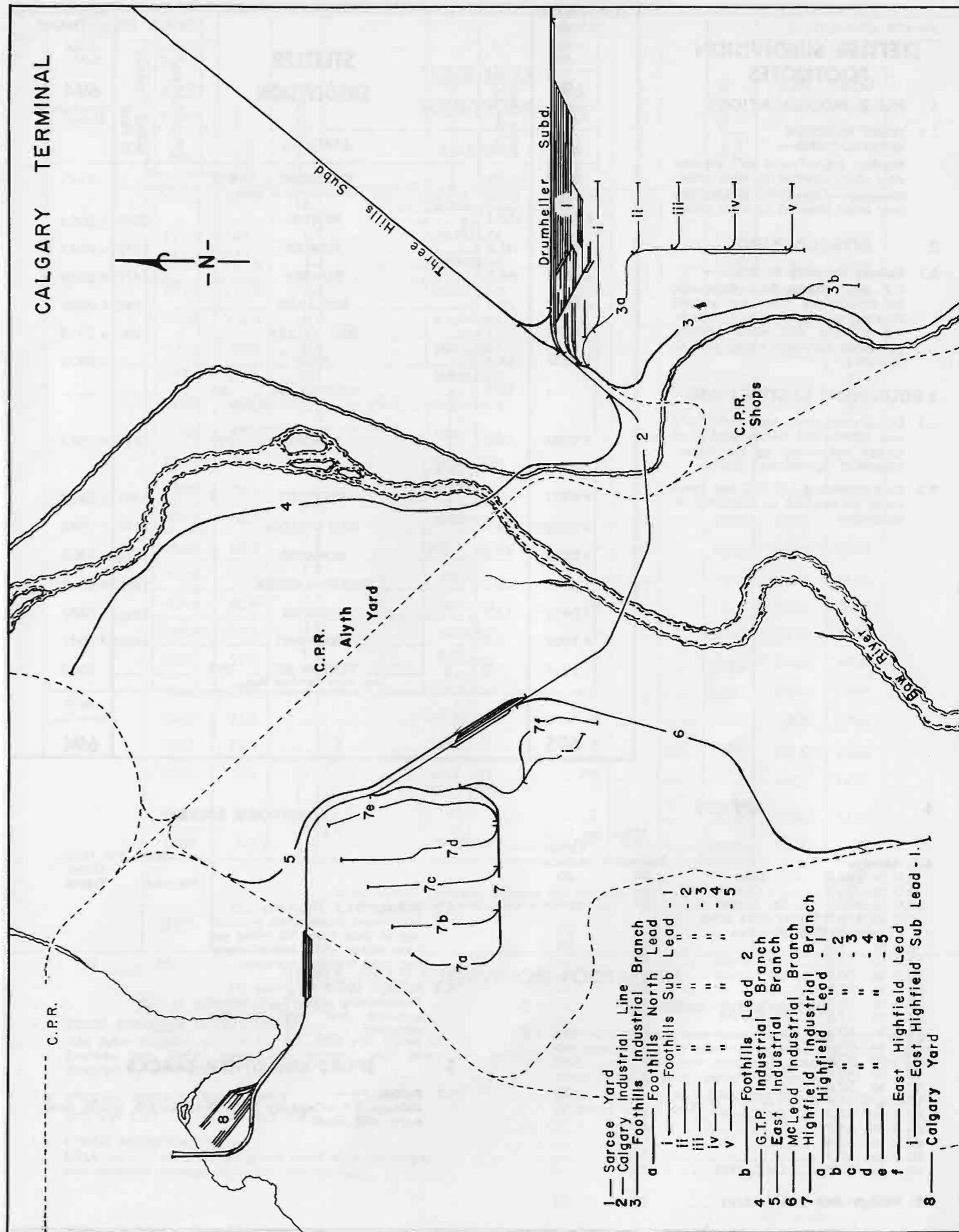
6 HIGHFIELD INDUSTRIAL BRANCH

Extends from mileage 3.03 Calgary Industrial Line.

6.1 PUBLIC CROSSING AT GRADE

Mileage 0.76

Account restricted view lines, all movements must not exceed 5 miles per hour until crossing occupied.



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THREE HILLS SUBDIVISION FOOTNOTES

3 INTERLOCKING

3.1 **Railway Crossing at Grade—**
C.P. Rly. Mileage 5.7 Automatic
Timing circuit extends from mileage 7.3 (3700 feet south of approach signal 65) to a point 460 feet south of interlocking signal 57. These locations are marked by crossing circuit signs. Northward movements occupying timing circuit for a period in excess of 5 minutes must proceed prepared to find interlocking signal displaying STOP indication.

4 EQUIPMENT RESTRICTIONS

4.1 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on the following sidings and other tracks unless necessary to set out bad order equipment.
Mirror ----- All except yard tracks 1, 2, 3, 4, Extension Pass and Wye.
Alix ----- Other tracks.
Ardley ----- Siding.
Delburne ----- Siding.
Twining ----- Siding.
Gravel pit mileage 95.9 ----- Other tracks.
Western Canada Steel Ltd. tracks at mileages 123.6 and 124.2.
4.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 111.0	Zone	40
12.6 to 13.2		35
60.0 to 61.6	On Curves	30
111.0 to 126.0	Zone	50
5.2 Sidings and Other tracks		10
5.3 Mileage 0.0 to 126.0		
Trains handling ballast and ore		35

CONDITIONAL SPEEDS Miles per Hour All Trains

5.4 Mileage 0.16 (Highway 50)
Southward movements approaching within 400 feet of crossing and until crossing occupied ----- 10
5.5 Mileage 21.1 (Highway 21)
Northward movements proceeding at less than 10 miles per hour within 2100 feet of crossing, until crossing occupied ----- 10
5.6 Mileage 123.1 (Highway 1A)
Northward movements proceeding at less than 15 miles per hour within 2400 feet of crossing, until crossing occupied ----- 5

6 PUBLIC CROSSINGS AT GRADE

6.1 Mileage 0.16 (Highway 50) automatically protected. STOP sign located on other than the main track.
6.2 Mileage 21.7—Switching movements over the crossing on team track must be protected by a flagman.
6.3 Mileage 106.1 (Municipal Road) automatically protected. Equipped with push button. Northward trains heading into siding Kathryn must reverse siding south switch before passing crossing circuit sign located 50 feet south of switch.

7 SPURS AND OTHER TRACKS

	Mileage	Capacity in Feet	Points Face
7.1 Gravel Pit	95.9	5400	S

WESTWARD TRAINS		Miles from Alix South Jct.	Yard Limits	BRAZEAU SUBDIVISION		Office Signals	Siding Capacity In Feet	EASTWARD TRAINS	
				STATIONS					
		0.0	↓	ALIX JCT. ----- PRZ					
			0.8	Jct. with Three Hills Sub. 10.0					
		10.0		HAYNES -----			1500		
		17.2		7.2 JOFFRE -----			1490		
		22.4		5.2 PRENTISS -----			1520		
		34.2		14.1					
		36.5	↑	RED DEER JCT. ----- RYZ			1520		
		51.5	37.3	15.0 SYLVAN LAKE -----			2330		
		57.6		6.1 ELSPETH -----					
		65.7		8.1 ECKVILLE -----			7480		
		72.7		7.0 WITHROW -----					
		77.0		4.3 LESLIEVILLE -----			1480		
		85.5		8.5 CODNER -----					
		89.5		5.4 OTWAY ----- KPZ	WA	360			
		90.8		Jct. with C.P. Rly. 0.9					
		91.1		ROCKY MT. HOUSE ----- RYZ			1240		
		91.7		2.2					
		93.9		LOCHEARN ----- Z			1880		
		95.4		1.5 ULLIN ----- Z					
		95.9		End of Joint Section 0.5					
		96.0		ULLIN JCT. ----- Z					
		108.6		12.7 HORBURG -----			1520		
		126.5		17.9 ANCONA -----			1520		
		131.7		5.2 SAUNDERS -----			1040		
		142.5		10.8 HARLECH -----			1500		
		149.6	↑	7.1 BRAZEAU ----- RYZ			YARD		
RULES 41 and 44 APPLICABLE Rule 105A not applicable									

BRAZEAU SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **TRAIN REGISTER MODIFICATIONS—**
Red Deer Jct.—Trains will register only when directed by train order.
1.2 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 8.1—Between Ullin Jct. and Brazeau.
REGIONAL M-19—Between Alix Jct. and Ullin Jct.
1.3 **OTHER MODIFICATIONS—**
Main track switch at Ullin Jct. when not in use, is to be lined for the diverging route and against through movements on the Brazeau Sub. Second and third paragraphs of U.C.O.R. Rule 104 amended accordingly.

2 GENERAL FOOTNOTES

2.1 Trains between Otway and Ullin operate over C.P. Rly. track and are governed by C.N. Rly. timetable, rules and regulations.
2.2 Trains between North Jct. (C.P. Rly. Leduc Sub.) and South Jct. (C.P. Rly. Red Deer Sub.) will be governed by C.P. Rly. timetable, rules and regulations. Labuma siding on Joint Section must not be used by C.N. Rly. trains or engines.
2.3 Unless authorized by the Superintendent Operations, movements must not be operated beyond mileage 96.0.
2.4 All movements lookout for fallen rocks on track between mileage 108.6 and mileage 149.6.

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BRAZEAU SUBDIVISION FOOTNOTES

3 EQUIPMENT RESTRICTIONS

- 3.1 Only units in 1000-1076 and 1200-1399 series permitted between mileage 96.0 and Brazeau.
- 3.2 Except on Aquitaine of Canada Ltd. Spur and spurs connected to it, units in series 4000-4017, 5000-5299 and 9400-9600 must not be operated on sidings or other tracks unless necessary to set out bad order equipment.
- 3.3 Cars exceeding 263,000 lbs. gross between Alix Jct. and Ullin Jct. must be covered by handling instructions.
- 3.4 Cars exceeding 177,000 lbs. gross between Ullin Jct. and Brazeau must be covered by handling instructions.

4 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 95.9	Zone	40
25.9 to 26.3		30
41.5 to 41.8		30
90.9 to 95.4		30
95.9 to 111.0	Zone	20
111.0 to 149.6	Zone	10

4.2 Tracks and Spurs not otherwise covered ----- 10

5 SPURS AND OTHER TRACKS

- 5.1 **Red Deer North Industrial Spur—**
Mileage 36.5—Extends 5.3 miles southward. Switch points face east. Connects to C.P. Rly. Leduc Sub. at North Jct.
Train register, bulletin book and train order office (office signal "RE") located in terminal building at south end of spur.
Movements entering this spur must only handle cars destined this area, leaving balance, if any, at Red Deer Jct.
General Instruction A-220 (Form 696) applies.
Southward movements to spur must comply with General Instruction T-311 (Form 696) at Red Deer Jct. Protection of impassable or slow track on this spur may be as prescribed by U.C.O.R. Rule 41.
- 5.2 **Red Deer South Industrial Spur—**
Connects to C.P. Rly. at South Jct., mileage 93.1 C.P. Rly. Red Deer Subdivision.
Public Crossing at Grade:
Mileage 0.1 (52nd Avenue)—All movements must stop and then be preceded by a flagman.
Equated tonnage ratings (single unit):

Unit Series	Tonnage	Car Factor
1000-1076	2250	8
1000-1076	1250	5
- 5.3 **Aquitaine of Canada Ltd.** — Extends 27.0 miles southerly from Ullin Jct. Switch points face east. Sulphur plant is located at Ram River, mileage 25.5. Movements on this spur must be made under the provisions of System Special Instruction 2.0. Trackage between mileage 25.0 and mileage 27.0 is used jointly by C.N. trains and Aquitaine Ltd. switch engine. Trains using trackage between these two points can expect it to be occupied by engines and cars at any time.
Maximum permissible speed on spur: 30 miles per hour.

Equated tonnage ratings (single unit):

Unit Series	Tonnage	Car Factor
1000-1076	650	3
1200-1399	895	3
4108-4601	1000	3
5000-5299	1720	3

Northward: Use Brazeau Sub. eastward ratings.

- 5.4 **Ballast Pit** — Off mileage 11.05 Aquitaine of Canada Ltd. Spur. Length 1380 feet. Switch points face south.
- 5.5 **Gulf Oil Canada Ltd.** (Strachan)—Off mileage 11.06 Aquitaine of Canada Ltd. Spur. Switch points face north. Extends 5.15 miles to Strachan Sulphur Plant. Maximum permissible speed on spur: 20 miles per hour.
- 5.6 **Storage Track**—Off mileage 11.5 Aquitaine of Canada Ltd. Spur. Capacity 2570 feet. Switch points face north and south.
- 5.7 **A. A. Fisher Lumber Ltd.**—mileage 90.8 Brazeau Sub. Capacity 630 feet. Switch points face east. Chip loader has restricted clearance on west side. Crews must not spot cars beneath loading device. It will be the industry's responsibility to move cars under loading chute and move them clear when loaded.

	Mileage	Capacity in Feet	Points Face
Imperial Oil Ltd.	26.7	630	E
Ballast Pit	34.7	2250	E
Spur	37.1	360	W
Hudson Bay Oil & Gas	57.6	1670	E W
Texaco Exploration	64.5	810	E W
Withrow	72.7	1650	W
Codner	85.5	1650	W
Industrial Spur	91.2	1620	E
Strong and Parsons	92.1	90	E
Purdis	94.7	770	E
Wood Preservative	94.9	540	E
Spur	141.4	500	E
Revelstoke Building Materials Ltd.	141.7	990	W

6 RADIO SYSTEMS

- 6.1 See Regional Special Instruction M-19, (a), (b) and (c).
- 6.2 Proper Standby Channels are Listed Below:

Mileage	Channel	Base Station
0.0 to 16.0	TW 3	Mirror
16.0 to 91.0	TW 4	Gilbey
Aquitaine Spur	TW 4	Gilbey
- 6.3 To call Operator Mirror, voice call on channel EE between mileage 0.0 and mileage 16.0, and on TW 4 west of mileage 16.0.
- 6.4 To call Operator Otway, voice call on channel EE west of mileage 85.0.

NORTHWARD TRAINS	Miles from N.A. Rly. Jct.	Yard Limits	MANNING SUBDIVISION	Office Signals	Siding Capacity In Feet	SOUTHWARD TRAINS
			STATIONS			
	0.0		N.A. Rly Jct. ----- Z Jct. with N.A. Rly. 0.5			
	0.5	{ 1.6 3.0	ROMA JCT. ----- CKYZ		Yard	
	12.8		LEDDY ----- 14.3		3410	
	27.1		DIXONVILLE ----- 18.2		4430	
	45.3		DEADWOOD ----- 10.0		3390	
	55.3		MANNING ----- 13.8		4440	
	69.1		HOTCHKISS ----- 15.0		3380	
	84.1		HAWKHILLS ----- 25.6		4510	
	109.7		KEMP RIVER ----- 18.6		4430	
	128.3		KEG RIVER ----- 9.6		4370	
	137.9		PADDLE PRAIRIE ----- 21.6		3420	
	159.5		METIS ----- 23.4		4410	
	182.9	181.0 ↑	HIGH LEVEL ----- BCYZ		Yard	
			Rule 105A not applicable. Rules 321 to 323 applicable. Main track commences at yard north switch mileage 1.6. Rule 105 applies between mileages 0.0 and 1.6.			

MANNING SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **TRAIN REGISTER MODIFICATIONS—**
Roma Jct.—Standard Clock and Bulletins only.
High Level—Bulletins only.
- 1.2 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 2.0: applicable between mileage 3.0 and mileage 181.0.
SYSTEM 8.1 applicable on yard limit signs.
REGIONAL M-16, M-17, and M-19.

2 EQUIPMENT RESTRICTIONS

- 2.1 Unless authorization received from Office of General Supt. Transportation, the following will apply:
Heaviest car permitted
263,000 lbs. gross mileage 0.0 to mileage 102.0
220,000 lbs. gross mileage 102.0 to mileage 182.9

3 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 2.0	Zone	15
2.0 to 182.9	Zone	30
73.1 to 74.4		20
3.2 Sidings and Other tracks		10

4 HOT BOX DETECTORS

- 4.1 Located at mileages 43.4, 76.0 and 137.1.

5 SPURS AND OTHER TRACKS

	Mileage	Capacity in Feet	Points Face
Ballast Pit	10.0	1580	N S
Swanson Lumber Co. Ltd.	182.1	1040	N

6 RADIO SYSTEMS

- 6.1 Proper Standby Channels are Listed Below:

Mileage	Channel	Base Station
0.0 to 15.0	TW 3	Peace River
15.0 to 85.0	TW 4	Lone Star
85.0 to 155.0	TW 3	Battle River
155.0 to 182.9	TW 4	Watt Mountain
- 6.2 To call Roma Jct. or High Level, voice call on appropriate channel. For communication in yard switching, use channel CC3 or EE after advising dispatcher.

NORTHWARD TRAINS	Miles from N.A. Ry. Jct.	Yard Limits	MEANDER RIVER SUBDIVISION		Office Signals	Siding Capacity In Feet	SOUTHWARD TRAINS
			STATIONS				
↓	182.9	184.5 ↓ 367.3 ↑ 375.8	-----	HIGH LEVEL ----- BCYZ	-----	Yard	↑
	201.2		-----	HUTCH LAKE -----	-----	3470	
	223.0		-----	MEANDER RIVER -----	-----	3490	
	240.8		-----	SLAVEY CREEK -----	-----	3400	
	259.1		-----	LUTOSE -----	-----	3430	
	271.8		-----	STEEN RIVER -----	-----	3260	
	291.3		-----	INDIAN CABINS -----	-----	3670	
	311.3		-----	GRUMBLER -----	-----	3700	
	331.0		-----	ALEXANDRA FALLS -----	-----	3700	
	349.8		-----	ENTERPRISE -----	-----	3290	
	368.8		-----	PINE JCT. ----- YZ	-----	7120	
	377.0		-----	HAY RIVER ----- BCZ	-----	Yard	

Manual Block System

Rule 105A not applicable.
Rules 321 to 323 applicable.
Main track ends at yard switch mileage 375.8.
Rule 105 applies between mileages 375.8 and 377.0.

MEANDER RIVER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 TRAIN REGISTER MODIFICATIONS—
High Level—Bulletins only.
Hay River—Bulletins only.
- 1.2 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 2.0: applicable between mileage 184.5 and mileage 367.3.
SYSTEM 8.1: applicable on yard limit signs.
REGIONAL M-16, M-17, and M-19.

2 EQUIPMENT RESTRICTIONS

- 2.1 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

3 SPEEDS

- 3.1 Mileage Zone Miles per Hour All Trains
182.9 to 377.0 30
- 3.2 Sidings and Other tracks 10

4 PUBLIC CROSSING AT GRADE

- 4.1 Mileage 350.2—Automatically protected. Movements over the crossing from siding Enterprise must not obstruct the crossing until automatic protection has been in operation for at least 25 seconds. Automatic protection may be started by occupying the main track immediately south of the crossing or by operating start key located on the instrument case.

5 HOT BOX DETECTORS

- 5.1 Located at Mileages 233.3, 294.3 and 350.4.

6 SPURS AND OTHER TRACKS

	Mileage	Capacity in Feet	Points Face
Pacific Petroleums Ltd.	184.2	270	N
Ballast Pit	226.0	1800	S
Spur	300.0	680	N

7 RADIO SYSTEMS

- 7.1 Proper Standby Channels are Listed Below:
Mileage Channel Base Station
182.9 to 260.0 TW 4 Watt Mountain
260.0 to 325.0 TW 3 Indian Cabins
325.0 to 377.0 TW 4 Enterprise
- 7.2 To call High Level or Hay River, voice call on appropriate channel. For communication in yard switching, use channel CC3 or EE after advising dispatcher.

WESTWARD TRAINS	Miles from Pine Jct.	Yard Limits	PINE POINT SUBDIVISION		Office Signals	Siding Capacity In Feet	EASTWARD TRAINS
			STATIONS				
↓	54.3	49.0 ↓ 1.4 ↑	-----	PINE POINT MINES ----- Z	-----	Yard	↑
	50.3		-----	PINE POINT ----- YZ	-----	Yard	
	34.3		-----	MELLOR -----	-----	2670	
	16.6		-----	BIRCH -----	-----	2460	
	0.0		-----	PINE JCT. ----- YZ	-----		
					Jct. with Meander River Sub.		

Manual Block System

Rule 105A not applicable.
Rules 321 to 323 applicable.

PINE POINT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 2.0: applicable between mileage 1.4 and mileage 49.0.
SYSTEM 8.1: applicable on yard limit signs.
REGIONAL: M-16, M-17, and M-19.

1.2 OTHER MODIFICATIONS—

- RULE 111—Westward trains handling ore from Pine Point Mines must stop for standing inspection at Mellor.

2 EQUIPMENT RESTRICTIONS

- 2.1 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

3 SPEEDS

- 3.1 Mileage Zone Miles per Hour All Trains
0.0 to 54.3 30
- 3.2 Sidings and Other tracks 10

4 PUBLIC CROSSING AT GRADE

- 4.1 Mileage 0.5—automatically protected. Movements over the crossing from the south leg of the wye Pine Jct. must not obstruct the crossing until automatic protection has been in operation for at least 25 seconds.

5 HOT BOX DETECTOR

- 5.1 Located at mileage 9.7.

6 RADIO SYSTEMS

- 6.1 Proper Standby Channels are Listed Below:
Mileage Channel Base Station
0.0 to 25.0 TW 4 Enterprise
25.0 to 55.0 TW 3 Pine Point
- 6.2 To call Pine Point, voice call on appropriate channel. For communication in yard switching, use channel CC3 or EE after advising dispatcher.

WESTWARD TRAINS			Miles from Jasper	Switching Zones	ALBRED A SUBDIVISION	Office Signals	Siding Capacity In Feet	EASTWARD TRAINS		
FIRST CLASS								FIRST CLASS		
9	1							2	10	
Passenger	Passenger							Passenger	Passenger	
Tuesday, Thursday, Saturday	Daily									
1550	1340	0.0	0.9	JASPER_CKPWY	GH	2440	s 1455	s 1420		
		3.3		WYND	P	6030				
		8.6		GEIKIE	P	6020				
		13.2		DECOIGNE	P	6070				
		17.6		YELLOWHEAD	P	6060				
1625	1425	21.8		LUCERNE	P	7770	1405	1330		
		27.5		FITZWILLIAM	P	6040				
		32.0		GRANT BROOK	P	6040				
		37.8		RAINBOW	P	6170				
1705	1459	43.9		REDPASS JCT.	PRW	7760	1330	s 1255		
		49.6		FOSTER	P	6200				
	To Tete Jaune Sub.	54.3		MT. ROBSON	P			From Tete Jaune Sub.		
		57.3		MOREY	P	6770				
		65.5		JACKMAN	P	6090				
		72.6		SWIFT CREEK	P	7760				
	s 1600	74.5		VALEMOUNT	PW		s 1235			
		78.3		CEDARSIDE	P					
		82.6		CANOE RIVER	P	6210				
		91.5		ALBRED A	PWY	6050				
		96.9		CLEMINA	P	6060				
		103.2		GOSNELL	P					
	1655	106.3		LEMPRIERE	P	8050	1140			
		114.2		PYRAMID	P	6940				
		122.4		THUNDER RIVER	P	6050				
		127.9		REDSAND	P					
	s 1750	132.3	130.0	BLUE RIVER_CKPWY	BR	7760	1050			
							Daily	Tuesday, Thursday, Saturday		
	9	1					2	10		

ALBRED A SUBDIVISION FOOTNOTES ON PAGE 61

ALBRED A SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 CLEARANCES—
REDPASS JCT.—Trains from Tete Jaune Sub. must obtain clearance.
- 1.2 TRAIN REGISTER MODIFICATIONS—
REDPASS JCT.—Register station for trains to and from Tete Jaune Sub. only.
- 1.3 CTC SPECIAL FEATURES—
No train or engine shall clear the main track at the following locations (RTC R9699, R10724): Mileages 3.1, 17.2, 37.6, 50.9, 55.1, 74.3, 74.5, 77.5, 77.9, 91.3, 91.6, 127.6, 128.2 and 130.5.
Trains must not leave Jasper under authority of Restricting Signal indication on block signals 03 - 03AD - 03BD - 03CD and 03DD. Restricting Signal indications on these signals are for switching purposes only.
RULE 264—Authority to pass westward signals 03 - 03AD - 03BD - 03CD or 03DD at Jasper will be issued by train dispatcher Edmonton after approval of and acknowledgement by train dispatcher Kamloops.
RULE 264—Authority to pass eastward signal 04 at Jasper will be issued by train dispatcher Edmonton.

2 GENERAL FOOTNOTES

- 2.1 Train dispatcher at Edmonton controls CTC between Jasper and mileage 0.4.
- 2.2 Jasper—Passenger siding is located on station track 1 between first switch east of station and first switch west of station.
- 2.3 Redpass Jct.—Tete Jaune Sub. connects with siding at Redpass Jct. Switch leading to Track 2 on west lead is to be left set for movement from lead to Track 2. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.
- 2.4 Valemount—Safety switch point locks on east and west switches.
- 2.5 Albreda—Movement of cars detached from engine on Albreda wye is prohibited and before using wye it must be known that brakes on all equipment being handled are in proper working order.

3 EQUIPMENT RESTRICTIONS

- 3.1 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not enter Canoe River Pit or Oil spur on shop track at Blue River.
- 3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Zone	Miles per Hour	Freight and Passenger	Express
0.0 to 0.4	Zone	20	20	
0.4 to 7.8	Zone	35	30	
7.8 to 16.3	Zone	50	40	
16.3 to 31.0	Zone	40	30	
31.0 to 47.9	Zone	50	40	
47.9 to 63.8	Zone	35	30	
63.8 to 72.0	Zone	45	35	
72.0 to 78.0	Zone	65	50	
78.0 to 86.4	Zone	40	30	
** 86.4 to 89.6	Zone	35	25	
89.6 to 94.9	Zone	50	40	
94.9 to 101.8	Zone	40	35	
101.8 to 107.2	Zone	35	25	
107.2 to 116.8	Zone	35	30	
116.8 to 132.0	Zone	50	40	
122.6 to 125.5		45	35	
132.0 to 132.3	Zone	20	20	

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed except that they may run at Express Train speed where applicable.

*EXPRESS TRAINS: Unless otherwise restricted, trains designated as express extras by clearance may run five (5) m.p.h. in excess of freight train speeds between the following mileages:

16.3 to 31.0
86.4 to 89.2
125.5 to 127.5

**Zone speed sign governing eastward movements at mileage 89.6 located to left of main track.

4.2 Spurs and Other Tracks 10 10

5 CONDITIONAL STOPS

- 5.1 At Redpass Jct. No. 1 will stop on flag to entrain revenue passengers from train No. 10.

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 74.7 (5th Avenue)—Automatically protected. Movements proceeding at 10 miles per hour or less within 2500 feet of crossing must not obstruct crossing until protection has been in operation for 20 seconds.

7 HOT BOX SCANNERS AND DRAGGING EQUIPMENT DETECTORS

- 7.1 Located at mileages 29.1, 75.2 and 96.0.

8 SLIDE DETECTOR FENCES

Mileage	Length
6.43 to 6.87	2330 feet
7.32 to 7.36	220 feet
7.77 to 7.82	260 feet
55.34 to 55.77	2280 feet

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ALBREDA SUBDIVISION FOOTNOTES

9 TUNNELS

9.1	Mileage	Length
	6.6	315 feet
	48.0	1670 feet

10 SNOWSHEDS

10.1	Mileage	Length
	54.9	361 feet

11 SPURS AND OTHER TRACKS

11.1	Mileage	Capacity in Feet	Points Face
Outfit Spur	3.1	1760	W
Outfit Spur	17.2	3060	E
Outfit Spur	37.6	2700	E
Outfit Spur	50.8	1350	E
Outfit Spur	55.1	630	W
Valemount	74.5	900	E W
Canadian Propane, Gas & Oil Ltd. and Kiwa Lumber Ltd.	77.5	360	E
Horse Creek Timber	77.5	1890	E
Bell Pole Ltd.	77.9	590	E
Canyon Creek Sawmills Ltd. off Bell Pole Ltd.	77.9	1350	E
Cedarside	78.3	2660	E W
Gosnell	103.2	2520	E W
Redsand	127.9	2430	W
Mazur Timber Co. Ltd.	130.5	410	W

12 TELEPHONES

12.1 Wayside telephones on "Utility Circuit" located at Mileages 3.1, 17.6, 37.5, 43.7, 53.0, 56.2 and 106.5.

WESTWARD TRAINS				Miles from Blue River	Yard Limits	Switching Zones	CLEARWATER SUBDIVISION			EASTWARD TRAINS	
FIRST CLASS		STATIONS	Office Signals				Siding Capacity In Feet	FIRST CLASS			
---	1 Passenger							2 Passenger	---		
---	Daily	1800	0.0	2.3	BLUE RIVER CKPWY	BR	2570	s 1040	---	---	
---	---	---	4.4	---	4.4 ANGUS HORNE P	---	---	---	---	---	
---	---	---	8.2	---	3.8 WOLFENDEN P	---	6650	---	---	---	
---	---	---	13.6	---	5.4 MESSITER P	---	6080	---	---	---	
---	---	---	18.8	---	5.2 COTTONWOOD FLATS P	---	---	---	---	---	
---	---	1845	24.8	---	6.0 AVOLA PWY	---	7770	0950	---	---	
---	---	---	29.8	---	5.0 WIRE CACHE P	---	---	---	---	---	
---	---	---	34.5	---	4.7 McMURPHY P	---	6620	---	---	---	
---	---	---	41.2	---	6.7 WABRON P	---	6060	---	---	---	
---	---	---	47.1	---	5.9 IRVINE P	---	---	---	---	---	
---	---	1939	53.0	---	5.9 VAVENBY P	---	6280	0852	---	---	
---	---	---	61.6	CTC	8.6 BIRCH ISLAND PWY	---	6100	---	---	---	
---	---	2005	67.7	---	6.1 CLEARWATER P	---	---	0822	---	---	
---	---	---	73.8	---	6.1 BLACKPOOL P	---	7960	---	---	---	
---	---	---	83.0	---	9.2 BOULDER P	---	6060	---	---	---	
---	---	---	90.9	---	7.9 CHU CHUA P	---	6090	---	---	---	
---	---	---	98.1	---	7.2 CHINOOK COVE P	---	---	---	---	---	
---	---	2105	104.4	---	6.3 BARRIERE P	---	6070	0723	---	---	
---	---	---	108.2	---	3.8 EXLOU P	---	---	---	---	---	
---	---	---	116.4	---	8.2 McLURE P	---	7570	---	---	---	
---	---	---	124.7	---	8.3 VINSULLA P	---	6050	---	---	---	
---	---	2155	132.4	136.6	7.7 RAYLEIGH P	---	6070	---	---	---	
---	---	s 2220	137.6	137.6	7.0 KAMLOOPS JCT. CKPWYZ	KA	3980	0625	---	---	
---	---	---	139.4	↑							
---	1								2	---	

CLEARWATER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **RULE 5—**
Kamloops Jct.—the time of all trains applies at block signal 1376 mileage 137.6.
- 1.2 **CTC SPECIAL FEATURES—**
No train or engine shall clear the main track at the following switches (RTC R-10684, R-11245):
Mileages 4.1, 4.7, 18.7, 19.0, 29.7, 30.3, 37.7, 47.0, 47.6, 67.4, 67.5, 67.8, 102.9, 103.1, 104.0, 104.5, 104.9, 106.4, 106.8, 107.0, 107.3, 107.8, 108.4, 128.6, 128.7, 128.9 and 130.1.

Block signal 133 governing westward movements is located on left side of main track at siding east switch Messiter.

2 GENERAL FOOTNOTES

- 2.1 Lookout for fallen rock between mileages 19.8 and 20.4.
- 2.2 Kamloops Jct.—Siding is located between crossover mileage 138.8 and yard west switch.

3 EQUIPMENT RESTRICTIONS

- 3.1 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not use Oil Spur on Shop track at Blue River.
- 3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

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CLEARWATER SUBDIVISION FOOTNOTES

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour	
		Freight	Passenger *Express
0.0 to 0.4	Zone	20	20
0.4 to 8.5	Zone	45	35
8.5 to 12.0	Zone	45	30
12.0 to 22.8	Zone	35	25
22.8 to 30.3	Zone	50	40
30.3 to 66.7	Zone	45	35
33.7 to 54.8	-----	35	25
66.7 to 70.0	Zone	35	30
70.0 to 78.6	Zone	50	40
74.3 to 75.3	-----	35	25
78.6 to 84.6	Zone	35	30
84.6 to 88.4	Zone	35	30
88.4 to 93.5	Zone	45	35
93.5 to 99.3	Zone	50	40
99.3 to 101.7	Zone	45	35
101.7 to 113.5	Zone	35	30
113.5 to 124.5	-----	65	50
117.7 to 119.7	-----	45	35
124.5 to 129.2	Zone	40	30
129.2 to 132.6	Zone	55	45
132.6 to 137.6	Zone	65	50
137.6 to 139.4	Zone	20	20

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed except that they may run at Express Train speed where applicable.

*EXPRESS TRAINS: Unless otherwise restricted, trains designated as express extras by clearance may run five (5) m.p.h. in excess of freight train speeds between the following mileages:

- 8.5 to 12.0
- 33.7 to 54.8
- 78.6 to 84.6
- 124.5 to 129.2

4.2 Spurs and Other Tracks ----- 10 10

5 CONDITIONAL STOPS

- 5.1 At Avola, Vavenby and Clearwater, No. 1 will stop to detrain revenue passengers from Jasper and beyond and will stop on flag to entrain revenue passengers for Kamloops Jct. and beyond where train is scheduled to stop.
- 5.2 At Clearwater, Vavenby and Avola, No. 2 will stop to detrain revenue passengers from Kamloops Jct. and beyond and will stop on flag to entrain revenue passengers for Jasper and beyond where train is scheduled to stop.

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 53.0 (Vavenby Road) — Automatically protected. STOP sign located on back track.
- 6.2 Mileage 116.4 (McLure Ferry Road) — Automatically protected. Equipped with push buttons.
- 6.3 Mileage 129.1 (Heffley Station Road)—Automatically protected. Push button cut-out is to be used by trains performing switching. After protection has been re-started, crossing must not be obstructed until protection has been in operation for 20 seconds.

7 HOT BOX AND DRAGGING EQUIPMENT DETECTOR

7.1 Located at Mileages 28.2, 71.1 and 107.4.

8 SLIDE DETECTOR FENCE

8.1 Mileage Length
17.50 to 17.72 ----- 1150 feet

9 TUNNEL

9.1 Mileage
12.4 ----- 135 feet

10 SPURS AND OTHER TRACKS

10.1	Mileage	Capacity in Feet	Points Face
Angushorne -----	4.4	2430	E W
Cottonwood Flats -----	18.8	900	E W
Wire Cache -----	29.8	2430	E W
Outfit Spur -----	37.75	2660	W
Irvine -----	47.1	2700	E W
Weyerhauser Can. Ltd. -----	55.2	8100	E W
Clearwater Timber Products Ltd. -----	67.4	1170	E
Pacific Petroleum -----	67.5	320	E
Clearwater -----	67.7	2480	E W
Clearwater Timber Products Ltd. -----	67.8	1130	W
Rock Pit Spur -----	81.6	2120	E
Chinook Cove -----	98.1	2430	E W
Industrial Spur -----	103.0	990	E W
Gilbert Smith Forest Products Ltd. -----	104.1	680	E
Spur -----	104.6	230	E
Nehaliston Lbr. Co. Ltd. -----	104.9	360	E
Fadear Creek Lbr. Co. Ltd. -----	106.5	2480	E W
Louis Creek -----	107.3	810	E W
Exlou -----	108.2	2480	E W
Heffley Pit -----	128.7	1080	W
Heffley -----	128.9	860	E W
Balco Forest Products -----	129.7	630	E
Balco Forest Products -----	130.1	1670	E

NORTHWARD TRAINS		Miles from Kamloops Jct.	Yard Limits	OKANAGAN SUBDIVISION		Office Signals	Siding Car Capacity	Siding Capacity In Feet	SOUTHWARD TRAINS	
				STATIONS					FOURTH CLASS	C.P. Rly. Freight
		118.9	↓ 116.0	-----	KELOWNA	CKPWZ	CA	-----	YARD	
		113.7		-----	RUTLAND	-----	P	-----	2260	0210
		109.5		-----	POSTILL	-----	P	-----	-----	0202
		105.9		-----	WINFIELD	-----	P	-----	1360	0155
		99.2		-----	OYAMA	-----	P	-----	1130	0140
		92.3		-----	KALAMALKA	-----	P	-----	1790	0123
		87.6	↑ 87.8	-----	LUMBY JCT.	-----	PZ	-----	-----	0110
		85.4		-----	VERNON	-----	PRZ	NO	-----	0100
Trains and Engines between Vernon and Armstrong Jct. will be governed by C.P. Rly. Time Table, Rules and Regulations. 14.6										
		70.8	↓ 70.3	-----	ARMSTRONG JCT.	-----	Z	MS	-----	-----
		61.5		-----	O'KEEFE	-----	P	-----	1390	-----
		52.4		-----	SWEETSBRIDGE	-----	-----	-----	1320	-----
		47.3		-----	FALKLAND	-----	P	-----	1670	-----
		37.8		-----	WESTWOLD	-----	P	-----	1280	-----
		30.9		-----	MONTE LAKE	-----	P	-----	3060	-----
		26.5		-----	DUCKS MEADOW	-----	P	-----	1350	-----
		18.9	↑ 15.2	-----	ROBBINS	-----	-----	-----	1500	-----
		14.5		-----	CAMPBELL CREEK	-----	PZ	-----	1430	-----
Trains and Engines between Campbell Creek and Can. Pac. Jct. will be governed by C.P. Rly. Time Table, Rules and Regulations 11.0										
		3.5	↑ 3.5	-----	CAN. PAC. JCT.	-----	Z	-----	-----	-----
		2.8		-----	KAMLOOPS	-----	PZ	-----	Yard	-----
		0.0		-----	KAMLOOPS JCT.	CKPWZ	KA	-----	Yard	-----
Rules 41 and 44 applicable										Daily ex. Sunday 91

OKANAGAN SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES

Kamloops Jct.—Unless otherwise provided, extra trains created at Campbell Creek must obtain clearance at Kamloops Jct. and may then leave Campbell Creek without obtaining clearance. They must also obtain C.P. Rly. clearance at Kamloops Jct.

Armstrong Jct.—Northward trains must obtain clearance at C.P. Rly. train order office at Armstrong.

2 GENERAL FOOTNOTES

2.1 General Instruction (Form 696) A-220 applicable to northward freight trains between Ducks Meadow and Campbell Creek. Northward freight trains at Ducks Meadow must comply with General Instruction T-311. When pressure retaining valves are used, stop must be made at Robbins for inspection and air brake test and movement must not proceed until wheels sufficiently cooled to travel safely. When air brakes have been cut out of any car and hand brakes applied, care must be taken to not overheat the wheels.

2.2 Block Indicators are located at Campbell Creek and Can. Pac. Jct.

2.3 All trains keep sharp lookout for fallen rocks between Mileages 89.0 and 94.9.

2.4 Kamloops—While approaching and passing warehouse just south of station Kamloops, all movements must look out for and be prepared to stop short of vehicles standing foul of main track.

2.5 Falkland — Train dispatchers telephone is located adjacent to siding north switch.

2.6 Mileage 31.3—Movement of cars detached from engine on Crown Zellerbach Ltd. spur is prohibited.

2.7 Vernon—C.P. Rly. siding at Vernon is located immediately east of main track and extends from north switch located 55 feet south of 37th Avenue public crossing at grade C.P. Rly. timetable Mileage 45.9 to south switch located 207 feet south of 30th Avenue public crossing at grade C.N. Rly timetable Mileage 85.5.

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OKANAGAN SUBDIVISION FOOTNOTES

2.8 Mileage 107.2 (Hiram Walkers and Sons Ltd.)—Due to 2% grade on this spur, cars must not be left unattended south of sign located 2400 feet from main track switch.

Track 5, capacity 1220 feet, extends into warehouse, with a restricted clearance at warehouse door.

South switch to run-around track located on Hiram Walker lead.

3 EQUIPMENT RESTRICTIONS

3.1 Unless authorized by Superintendent Operations, units in series 4000-4017, 5000-5299, 9400-9600 prohibited.

3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

3.3 Kelowna—Road engines must not enter S.M. Simpson Ltd. chip and log spur. If necessary to switch this track with a road engine, sufficient reachers must be used.

4 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 2.7	Zone	20
2.7 to 3.5	Zone	15
14.5 to 70.8	Zone	35
16.5 to 22.9	On Curves	25
22.9 to 23.1	On Curves	15
23.1 to 26.5	On Curves	25
55.3 to 58.2	On Curves	20
61.9 to 65.5	On Curves	25
85.4 to 104.0	Zone	35
88.8 to 91.6	On Curves	15
91.6 to 104.0	On Curves	25
104.0 to 118.9	Zone	40
107.8 to 118.9	On Curves	35
Sidings and Other tracks		10

CONDITIONAL SPEEDS

4.2 Mileage 3.3 (Lorne Street)	
Approaching within 500 feet of crossing and until crossing occupied	10
4.3 Mileages	
85.5 (30th Avenue),	
85.6 (28th Avenue),	
85.62 (27th A Avenue),	
85.65 (27th Avenue)	
Approaching within 500 feet of crossing and until crossing occupied	5
4.4 Mileage 118.0 (High Road)	
Northward movements approaching within 1350 feet of crossing and until crossing occupied	30
4.5 Mileage 118.1 (Glenmore Street)	
Approaching within 500 feet of crossing and until crossing occupied	25
4.6 Mileage 118.9 (Ellis Street)	
Southward movements approaching within 350 feet of crossing and until crossing occupied	10
Northward movements approaching within 190 feet of crossing and until crossing occupied	5

5 PUBLIC CROSSINGS AT GRADE

5.1 Mileage 103.8 (Woodsdale Road)—automatically protected.

Movements over crossing on spur must first stop at STOP sign and then be protected by a flagman.

5.2 Mileage 113.2 (Sexsmith Road) — automatically protected.

Northward trains standing on the main track at Rutland meeting or waiting for an opposing train, must stop clear of crossing circuit sign located on west side of main track 350 feet south of siding north switch.

5.3 Mileage 118.0 (High Road)—automatically protected. Equipped with push button.

5.4 Mileage 118.9 (Ellis Street)—automatically protected. Equipped with push button for southward movements.

6 TUNNEL

Mileage	Length
20.4	475 feet

7 SPURS AND OTHER TRACKS

Mileage	Capacity in Feet	Points Face
7.1		
Rockgas Propane Ltd. and Industrial Track	114.5	2160 N S
Kelowna Growers and Industrial Track	113.3	1260 N S
Lakeside Holdings Ltd.	113.25	140 N
McLean & Fitzpatrick and Industrial Track	113.0	2030 N S
Ellison Sawmills Ltd.	109.5	630 N S
Hiram Walkers & Sons Ltd.	107.2	7200 S
Run-Around Track	106.9	990 N S
Fibreplast Products Ltd.	105.5	270 N
Woodsdale	103.7	590 N S
Ballast Pit	99.7	1760 N S
Vernon Fruit Union	99.1	680 N
Vernon Fruit Union	86.3	360 N
Mount Rose Mining Co. Ltd.	65.5	180 S
Buff Lbr. Co.	33.4	360 N
Crown Zellerbach Ltd.	31.3	1310 N

LUMBY SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 Special Instructions Apply—System 8.1

2 GENERAL FOOTNOTES

2.1 General Instruction (Form 696) A-220 applicable to westward trains between Coldstream and Lumby Jct. Westward freight trains at Coldstream must comply with General Instruction T-311.

2.2 Mileage 8.6 (Consumers Glass Co.)—Due to 3% grade from main track to Consumers Glass Co. spur, cars must not be left unattended between main track switch and derail located 1800 feet from main track.

3 EQUIPMENT RESTRICTIONS

3.1 Units in series 4000-4017, 5000-5299, 9400-9600 prohibited.

3.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 14.4	Zone	25
0.1	(Bridge)	10
4.2	Sidings and Other tracks	10
4.3 Mileage 0.0 to 14.4		
Units in series 5500-5699		15

5 PUBLIC CROSSING AT GRADE

5.1 Mileage 2.01 (Aberdeen Road)—Automatically protected. Equipped with START push button. STOP sign located on other than the main track.

WESTWARD TRAINS		LUMBY SUBDIVISION				EASTWARD TRAINS	
Miles from Lumby Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet			
14.4	↓ 10.8	LUMBY PRYZ	MU	YARD			
7.9		LAVINGTON		1580			
4.1		COLDSTREAM					
0.0	↑ 0.2	LUMBY JCT. PZ					
Jct. with Okanagan Sub.							
Rules 41 and 44 applicable Rule 105A not applicable							

5.2 Mileage 14.34 (Whitevale Road)—Movements over the crossing must be protected by a member of the crew.

6 SPURS AND OTHER TRACKS

Mileage	Capacity in Feet	Points Face
6.1		
McGillis & Gibbs	11.9	230 E
R. V. Schmidt & Sons		
Lbr. Co. Ltd.	11.74	230 W
Fishers Planing Mill	11.0	180 W
Consumers Glass Co.	8.6	1710 E
Coldstream Ranch Co.	3.3	320 W

WESTWARD TRAINS

WESTWARD TRAINS		RAWLISON SUBDIVISION				EASTWARD TRAINS	
Miles from Hydro	STATIONS	Office Signals	Siding Capacity In Feet				
0.0	HYDRO	P					
	Jct. with Yale Sub.						
1.6	RAWLISON	P	6840				
	Jct. with B.C. Rly.						
2.5	LIVINGSTONE	P					

RAWLISON SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CTC Special Features
Signal 00 at Hydro, signals 07, 08 and D 08 at siding east switch Rawlison are controlled by CN Rly. train dispatcher at Kamloops.
Signals at siding west switch Rawlison and at Livingstone are controlled by BC Rly. train dispatcher at North Vancouver.
Signal 221 governing westward movements is located on left side of main track at siding west switch Rawlison.

2 EQUIPMENT RESTRICTIONS

2.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

3 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 2.5	Zone	45
Rawlison Siding		30

4 PUBLIC CROSSING AT GRADE

4.1 Mileage 0.17 (River Road)—Automatically protected. Push button control located 200 feet west of crossing. Eastward movements observing a STOP indication on eastward block signal 00 at Hydro must stop at the push button control and de-activate crossing protection. Before the train again proceeds, protection must be restarted by pushing 'start' button. Telephone to CN train dispatcher located adjacent to push button control.

WESTWARD TRAINS				EASTWARD TRAINS					
FIRST CLASS		Miles from Kamloops Jct.	Yard Limits	Switching Zones	ASHCROFT SUBDIVISION STATIONS	Office Signals	Siding Capacity In Feet	FIRST CLASS	
1								2	
Passenger	Daily							Passenger	Daily
	2305	0.0	↓ 0.7	0.7	KAMLOOPS JCT CKPWYZ Jct. with Okanagan Sub.	KA	3980	s 0540	
		0.7	0.7	3.4	6.3				
		6.3			KISSICK	P	6050	0520	
		13.8			FREDERICK	P	6810		
		20.8			COPPER CREEK	P			
	2350	25.7			SAVONA	P	6360	0445	
		32.6			WALHACHIN	P	6080		
		40.0			McABEE	P	6110		
	0026	48.7			ASHCROFT	PW	6370	0406	
		57.0			BASQUE JCT. Connection with CP Rly.	P			
		58.4			BASQUE	P	6370		
		68.4			MARTEL	P	6310		
	0116	74.8			SPENCES BRIDGE	PWY	7790	0315	
		79.1			SKOONKA	P			
		82.8			SEDDALL	P	6070		
		89.5			PITQUAH	P	6490		
	0208	97.7			LYTTON	PW		0225	
		101.0			CISCO	P	6240		
		110.2			FALLS CREEK	P	6430		
		114.7			INKITSAPH	P	6750		
		122.8			MARTINSON	P	6150		
	s 0320	125.5		↑ 124.5	BOSTON BAR	KPW	6180	0125	
								Daily	
									2

ASHCROFT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **RULE 5—**
Kamloops Jct.—the time of all trains applies at block signal 07, mileage 0.7.
- 1.2 **TRAIN REGISTER MODIFICATIONS—**
Boston Bar—passenger trains may register by register ticket.
- 1.3 **CTC SPECIAL FEATURES**
CTC commences at westward block signal 07 mileage 0.7.
Westward block signal 03 at yard west switch Kamloops Jct. is the approach to CTC. Westward trains may leave Kamloops Jct. when signal 03 displays CLEAR indication, but must obtain train dispatcher's authority before proceeding on other than CLEAR indication.

No train or engine shall clear the main track at the following locations (RTC R-15219): Mileages 0.9, 1.1, 1.2, 1.6, 2.2, 7.7, 19.9, 20.2, 25.8, 48.7, 48.9, 50.3, 86.0, 91.2, 97.2, 98.6 and 104.0.

Following signal located to the left of direction of movement:
Martinson—westward signal 1233.

2 GENERAL FOOTNOTES

- 2.1 Kamloops Jct.—Siding is located between crossover mileage 138.8 Clearwater Sub. and yard west switch.

3 EQUIPMENT RESTRICTIONS

- 3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

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ASHCROFT SUBDIVISION FOOTNOTES

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour Freight and Passenger *Express	
		Passenger	Express
0.0 to 0.7	Zone	20	20
0.7 to 6.8	Zone	50	40
6.8 to 9.8	Zone	40	30
9.8 to 27.2	Zone	35	25
27.2 to 34.1	Zone	35	30
34.1 to 85.0	Zone	40	30
45.7 to 61.0		35	
66.6 to 80.7		35	
85.0 to 121.7	Zone	35	25
121.7 to 123.5	Zone	40	30
123.5 to 125.5	Zone	20	20

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed except that they may run at Express Train speed where applicable.

*EXPRESS TRAINS: Unless otherwise restricted, trains designated as express extra by clearance may run five (5) m.p.h. in excess of freight train speeds between the following mileages:

- 5.2 and 27.2
- 34.1 and 45.7
- 85.0 and 121.7

4.2 Spurs and Other Tracks	10	10
----------------------------	----	----

CONDITIONAL SPEEDS

4.3 Mileage 97.56 (Lillooet Road)	Miles per Hour Freight and Passenger Express	
	Passenger	Express
Approaching within 1400 feet of crossing, until crossing occupied	30	
Eastward movements proceeding at less than 10 miles per hour within 1300 feet of crossing, until crossing occupied	10	10
4.4 Mileage 125.5 (Ferry Road)		
Eastward movements proceeding at less than 10 miles per hour within 1600 feet of crossing, until crossing occupied	10	10

5 CONDITIONAL STOPS

- 5.1 At Ashcroft and Lytton No. 1 will stop to detain revenue passengers from Kamloops Jct. and beyond and will stop on flag to entrain revenue passengers for Vancouver or where train is scheduled to stop.
- 5.2 At Lytton and Ashcroft No. 2 will stop to detain revenue passengers from Vancouver and will stop on flag to entrain revenue passengers for Kamloops Jct. and beyond where train is scheduled to stop.

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 3.4 (Gulf Oil Canada Ltd. Spur)—Movements over public crossing at grade on spur must be protected by a flagman.
- 6.2 Mileage 97.56 (Lillooet Road)—Automatically protected. STOP signs erected on other than the main track.
- 6.3 Mileage 125.5 (Ferry Road)—Automatically protected. Equipped with push button for westward movements.

7 TELEPHONES

- 7.1 Wayside telephones on "Utility Circuit" located at mileages 91.2, 93.7 and 94.1.

8 HOT BOX AND DRAGGING EQUIPMENT DETECTOR

- 8.1 Located at mileages 28.4, 71.1 and 97.6.

9 SLIDE DETECTOR FENCES

9.1 Mileage	Length
9.65 to 9.83	970 ft.
10.41 to 10.56	795 ft.
38.46 to 38.97	2700 ft.
80.18 to 80.22	225 ft.
80.26 to 80.29	150 ft.
80.38 to 80.41	174 ft.
86.58 to 87.11	2810 ft.
93.23 to 93.85	3305 ft.
118.62 to 118.91	1560 ft.

10 TUNNELS

10.1 Mileage	Length	Mileage	Length
9.1	217 ft.	80.4	428 ft.
10.2	2831 ft.	80.5	579 ft.
20.3	759 ft.	91.3	216 ft.
51.5	934 ft.	93.1	276 ft.
54.8	1366 ft.	94.0	742 ft.
67.5	292 ft.	94.7	301 ft.
67.6	237 ft.	109.3	458 ft.
80.2	271 ft.	120.0	186 ft.

11 ROCK SHEDS

11.1 Mileage	Length
91.4	44 ft.
93.7	43 ft.
93.8	51 ft.
93.9	43 ft.
94.3	24 ft.
94.4	36 ft.
109.4	60 ft.

12 SPURS AND OTHER TRACKS

12.1	Mileage	Capacity in Feet	Points Face
Reichold Chemicals Ltd.	0.9	450	W
Interior Produce Co. Ltd.	1.1	410	E
Hassler Bros. Supplies Ltd.	1.2	180	E
North Kamloops	1.3	2340	E W
Frolek Sawmills	1.6	1260	W
Peter Kiewit & Sons Co.	2.2	230	E
Gulf Oil Canada Ltd.	3.4	4950	E
Tranquille	7.9	1130	E
Rock Pit	20.2	1260	E W
Copper Creek	20.8	2840	E W
Weyerhaeuser Canada Limited	50.4	450	E
Skoonka	79.1	5000	E W
Ballast Pit	86.0	720	W
Outfit Spur	91.2	1620	W
Stock Yard and Imperial Oil	97.2	410	E
Lytton	97.7	1890	E W
Winch	98.6	500	W
Spur	104.0	1310	E
Boothroyd	119.2	2610	E W

WESTWARD TRAINS				YALE SUBDIVISION				EASTWARD TRAINS			
FIRST CLASS		Miles from Boston Bar	Yard Limits	Switching Zones	STATIONS	Office Signals	Siding Capacity In Feet	FIRST CLASS			
1	2							Passenger	---		
---	Passenger	---	---	---	---	---	---	---			
---	Daily	---	---	---	---	---	---	---			
---	0335	0.0	---	1.5	BOSTON BAR --- KPW	B	6180	s 0110	---		
---	---	3.1	---	---	HICKS --- P	---	6090	---	---		
---	---	10.2	---	---	KOMO --- P	---	6040	---	---		
---	---	12.7	---	---	STOUT --- P	---	6840	---	---		
---	---	18.3	---	---	YALE --- P	---	6050	---	---		
---	---	26.7	---	---	TRAFALGAR --- P	---	6060	---	---		
---	0505	36.0	---	---	HOPE --- PWY	---	---	2335	---		
---	---	40.2	---	---	FLOODS --- P	---	5850	---	---		
---	---	44.0	---	---	CHEAM VIEW --- P	---	6380	---	---		
---	---	54.1	---	---	ROSEDALE --- P	---	5560	---	---		
---	---	65.1	---	---	CHILLIWACK --- PW	---	2750	s 2250	---		
---	s 0555	71.8	---	---	ARNOLD --- P	---	5640	---	---		
---	---	76.5	---	---	MATSQUI --- P	---	5450	F 2216	---		
---	F 0625	87.4	---	---	PAGE --- P	---	---	---	---		
---	---	89.8	---	---	GLEN VALLEY --- P	---	7560	---	---		
---	---	98.0	---	---	HYDRO --- P	---	---	---	---		
---	---	101.7	---	---	FORT LANGLEY --- P	---	---	F 2145	---		
---	F 0658	103.2	---	---	WESTLANG --- P	---	7400	---	---		
---	0704	107.1	---	---	PORT MANN --- CKPWZ	AN	YARD	---	---		
---	---	113.8	113.8	112.5	GYPROC --- Z	---	---	---	---		
---	---	115.5	---	113.8	FRASER RIVER JCT. --- P	---	---	2111	---		
---	---	116.1	---	---	---	---	---	---	---		
---	---	117.5	---	---	---	---	---	---	---		
---	0728	118.2	---	---	---	---	---	---	---		

1.9
Trains and engines between Fraser River Jct. and North End Fraser River Bridge will be governed by Interlocking Signals, Interlocking Rules and Time Table Instructions, and between North End Fraser River Bridge and Vancouver Jct. will be governed by B.N. Rly. Time Table, Rules and Regulations.

---	s 0745	120.1	---	---	*NEW WESTMINSTER --- P	MN	---	s 2103	---
---	---	131.1	---	---	VANCOUVER JCT. --- P	---	---	2033	---
---	0810	131.1	---	---	---	---	---	---	---
---	0830	131.8	---	---	VANCOUVER --- CKPWY	DI	YARD	2030	---
CTC between Boston Bar and Mileage 113.8.									
★Times shown at New Westminster are for convenience only.									
Main track Yale Sub. ends at Mileage 131.1.									
Rule 105 applies between Mileages 131.1 and 131.8.									
---	1	---	---	---	---	---	---	2	---

YALE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 Clearances
Vancouver—Eastward passenger extra trains originating at Vancouver destined beyond Port Mann must obtain clearance at Vancouver and may then leave Port Mann without obtaining clearance.

1.2 Train Register Modifications
Boston Bar—First class trains and passenger extra trains may register by register ticket.

Port Mann—First class trains and passenger extra trains may register by register ticket.

1.3 Train Signals
Port Mann—Passenger extra trains arriving or leaving CTC at Port Mann must display or continue to display white signals while operating on C.N. Rly. trackage between the end of CTC and Vancouver.

1.4 CTC Special Features
Trains and engines must not clear the main track at the following locations: (B.T.C. 96433, 98192, 112744 and R-13452)

Spur mileage 7.4. (Gorge)
East and west switches at mileage 31.5. (Squeah)
Spur mileage 42.0.
East and west switches at mileage 49.6. (Laidlaw)
East and west switches at mileage 60.6. (Popkum)
East and west switches at mileage 68.4. (Smithvale)
Spur mileage 71.5, 71.7, 74.1. (Chilliwack)
East and west switches at mileage 83.9. (Rock Pit)
East and west switches at mileage 92.3. (Mount Lehman)
Spur mileage 98.9, 103.1, 108.4, 108.7, 109.9.

Following signals located to the left of direction of movement:
Hicks—westward signal 35.
Stout—eastward signal 190.
Chilliwack—eastward signal 720.

1.5 Special Instructions Apply—
System 1.4(b) applicable to yard enginemen and yard foremen commencing duty at Vancouver Waterfront Yard, North Vancouver and Lynn Creek Yard. Correct time to be obtained from the yardmaster at Vancouver Main Yard.

1.6 Other Modifications
Rule 296B—as shown on page 9, applies at westward block signal 1017 at Hydro.

2 GENERAL FOOTNOTES

2.1 Local telephone—located at mileages 19.4 and 21.0.

2.2 Chilliwack—Switch leading to interchange track at west end of siding is to be left set and locked for through movement on siding. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

2.3 Fort Langley—Movement of cars detached from engine on Langley Sawmills Spur is prohibited. All movements on this spur must be made with all brakes cut in and operative.

2.4 Port Mann—East yard limit sign located on south side of main track.

Westward movements which are to operate on the Fraser River Bridge must not leave Port Mann until the bridge signalman has been notified of their approximate arrival time at the bridge.

Westward movements which are to operate on B.N. Rly. west of the Fraser River Bridge must not leave Port Mann until permission has been received from the B.N. Rly. operator at New Westminster.

There is no superiority of trains between mileage 116.1 and Fraser River Jct. That part of Rule 93 reading "clearing the time of first and second class trains at the next station where time is shown" does not apply between these points. Within these limits first class trains will move at restricted speed.

2.5 Vancouver — Account restricted overhead clearances, Tri-level, Auto transporter (720000-730000 series) and cars loaded with Piggy-backs must not be moved under shelters on any tracks, nor at repair pits, in the coach yard.

Trackage between Vancouver Jct. and Vancouver is used jointly by C.N. Rly. and B.N. Rly.

B.N. Rly. No. 794 terminates at Vancouver.

B.N. Rly. No. 793 originates at Vancouver and is due as follows:

No. 794—Vancouver Jct. 2230 Vancouver 2245

No. 793—Vancouver 0650

Judgment to be used by yard crews to prevent delay to passenger trains.

3 INTERLOCKINGS

3.1 Railway Crossing at Grade:
C.P. Rly. Mileage 88.1 --- Controlled
Train dispatcher Kamloops controls interlocking signals. If necessary to pass an interlocking signal indicating STOP in accordance with Rule 264 or 265 or when the STOP indication is considered suspended in accordance with Rule 104B, the requirements of Rule 672 must be observed.

Timing circuit extends from mileage 83.2 to a point 700 feet east of interlocking signal 881. These locations are marked by crossing circuit signs. Westward movements occupying timing circuit for a period in excess of 8 minutes must proceed prepared to find interlocking signal displaying STOP indication.

3.2 Drawbridge
Fraser River --- New Westminster --- Controlled
Drawbridge is controlled by employees of the Department of Public Works Canada and all movements over the bridge are governed by interlocking signals, interlocking rules and the following instructions:

(a) Trains or engines must not exceed 8 miles per hour approaching interlocking signals and within interlocking limits (B.T.C. 101841).

(b) Engine bell must be rung within interlocking limits to warn bridge employees of approaching movements.

(c) Trains and engines approaching interlocking signals will use train radio to contact bridge signalman for route line-up. If radio contact cannot be made, the following engine whistle signals will be sounded:
Eastward movements from Vancouver, 3 short, 1 long.
Eastward movements from New Westminster Shed, 3 long.

Movements from New Westminster Shed onto bridge and thence westward, 3 long, 1 short.

Westward movements enroute Vancouver, 4 short.

Westward movements enroute New Westminster Shed, 4 long, 1 short.

Clear signals must be acknowledged by 2 short.

(d) Any hand or lamp signal received, or the explosion of one or more torpedoes while within interlocking limits is a signal to stop.

(Continued from Page 71) **YALE SUBDIVISION FOOTNOTES**

- (e) When informed that CTC between north end Fraser River Bridge and New Westminster is inoperative, northward trains and engines must stop at south end of the bridge mileage 117.71, contact operator at New Westminster by telephone, comply with Rule 269 of the Consolidated Code of Operating Rules and in addition, before proceeding, obtain bridge clearance Form "A".
- (f) A train or engine must not pass a STOP indication of an interlocking signal without clearance Form A and must not then make a facing point movement over a dual control switch protected by the signal until same has been placed on hand throw by the signalman and the engineman so informed. Dual control switches so placed must not be restored to power until entire movement has passed over them.
- (g) No hand car, push car or motor car shall cross the bridge without first obtaining permission from the signalman by telephone located at each end of bridge and must not exceed 10 miles per hour while within interlocking limits.

4 EQUIPMENT RESTRICTIONS

4.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

5.1 Mileage		Zone	Miles per Hour Passenger	Miles per Hour Other Move- ments
0.0 to 1.1		Zone	20	20
1.1 to 12.0		Zone	25	25
12.0 to 26.7		Zone	35	25
26.7 to 34.5		Zone	50	40
34.5 to 41.0		Zone	45	35
41.0 to 45.0		Zone	60	45
45.0 to 47.3		Zone	50	40
47.3 to 51.5		Zone	65	50
51.5 to 63.3		Zone	50	40
53.0 to 57.5			40	30
61.5 to 61.8			35	30
63.3 to 77.3		Zone	70	60
77.3 to 80.0		Zone	50	40
80.0 to 81.6		Zone	35	30
81.6 to 85.0		Zone	45	35
85.0 to 90.0		Zone	65	55
90.0 to 93.3		Zone	45	40
93.3 to 94.5		Zone	30	30
94.5 to 99.5		Zone	65	55
99.5 to 101.0		Zone	50	40
101.0 to 113.8		Zone	55	50
113.8 to 118.2		Zone	20	20
5.2 Spurs and Other Tracks			10	10

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed.

CONDITIONAL SPEEDS

5.3 Mileage 64.5				
Approaching within 2000 feet of crossing and until crossing occupied	60	--		
5.4 Mileage 71.9 (Young Street)				
Eastward movements approaching within 2000 feet of crossing and until crossing occupied	60	--		

	Miles per Hour Passenger	Miles per Hour Other Movements
5.5 Mileage 72.2 (Yale Road)		
Approaching within 2000 feet of crossing and until crossing occupied	60	--
5.6 Mileage 88.15 (Mission Highway)		
Westward movements approaching within 1500 feet of crossing and until crossing occupied	50	50
5.7 Mileage 102.98 (Glover Road)		
Eastward movements proceeding at less than 10 miles per hour within 2300 feet of crossing, until crossing occupied	10	10
5.8 Mileage 103.5 (Wilson Townline Road)		
Westward movements proceeding at less than 25 miles per hour within 2900 feet of the crossing, until crossing occupied	25	25

6 SPRING SWITCHES

6.1 Spring switch located at mileage 116.3 on west lead to Westward track and at each end of Two Tracks between mileages 116.1 and 117.5. Low color light signal protects facing point movements over each spring switch at these locations. Yellow aspect indicates that switch is lined in normal position. Trains or engines receiving other than a Yellow aspect must comply with the requirements of Rule 104A before proceeding over spring switch.

Trains other than wayfreights, switchers and work trains must not be headed in at the spring switch of a siding or other track except in cases of emergency.

7 CONDITIONAL STOPS

7.1 At Hope, No. 1 will stop to detrain revenue passengers from Kamloops Jct. and beyond and will stop on flag at Hope to entrain revenue passengers for New Westminster and Vancouver.

7.2 At Hope, No. 2 will stop to detrain revenue passengers from New Westminster and Vancouver and will stop on flag to entrain revenue passengers for Kamloops Jct. and beyond where train is scheduled to stop.

8 PUBLIC CROSSINGS AT GRADE

8.1 Mileage 40.05 (6th Avenue) automatically protected. Equipped with push button.

8.2 Mileage 71.9 (Young Street) automatically protected. Westward: Special Instruction M-15(b) applicable.

9 HOT BOX AND DRAGGING EQUIPMENT DETECTOR

9.1 Located at Mileages 13.8, 58.2 and 84.9.

(Continued on Page 73)

(Continued from Page 72)

YALE SUBDIVISION FOOTNOTES

10 SLIDE DETECTOR FENCES

10.1 Mileage	Length
6.95 to 7.11	850 ft.
7.15 to 7.22	400 ft.
8.10 to 8.25	780 ft.
8.51 to 8.63	625 ft.
8.88 to 8.92	210 ft.
11.24 to 11.35	600 ft.
21.45 to 21.50	250 ft.
22.49 to 22.59	500 ft.

11 TUNNELS

11.1 Mileage	Length	Mileage	Length
5.5	749 ft.	17.5	326 ft.
7.2	602 ft.	18.8	200 ft.
8.5	500 ft.	19.7	150 ft.
8.7	330 ft.	21.7	1902 ft.
9.0	800 ft.	23.2	399 ft.
9.2	277 ft.	26.0	2104 ft.
11.4	548 ft.	35.0	496 ft.
12.3	500 ft.		

12 SPURS AND OTHER TRACKS

12.1	Mileage	Capacity in Feet	Points Face
Gorge	7.4	860	W
Chapmans	12.7	2120	E W
Rock Pit	22.5	860	W
Squeah	31.5	1220	E W
Hope	40.2	4050	E W
Giant Mascot Mines Ltd.	42.0	1220	E
Laidlaw	49.6	1080	E W
Popkum	60.6	2250	W
Smithvale	68.4	410	E W
Frazier Hardwood Lbr. Co.	74.1	320	W
Cox Spur	83.2	1130	W
Rock Pit	83.9	950	W
Mt. Lehman	92.3	1080	E W
Lakewood Lbr. Co. Ltd.	98.9	320	E
Spur	103.1	410	E
Texada Lime Ltd.	106.4	4050	E
Parker Cedar Products	108.2	810	W
McKerlich Lbr. Co.	108.4	360	E
S & R Sawmills Ltd. & Winde Pacific Forest Products Ltd.	108.7	770	E
Teal Cedar Products Ltd.	109.9	500	E

GREATER VANCOUVER TERMINALS

1 THORNTON INDUSTRIAL LINE

Mileage 151.76 BN Rly. 2nd Subdivision. Extends north-westerly for 6.1 miles from Willingdon Jct. to BC Rly. Interchange.

1.1 SPECIAL INSTRUCTIONS APPLY—

System 8.2—in the City of North Vancouver, at public crossing at grade, mileage 5.95 (Chesterfield Avenue) —RTC-20866.

1.2 CTC SPECIAL FEATURES—

CTC between Willingdon Jct. and southward block signals 32AD, 32BD, 32CD and 32DD at mileage 3.2, and signals 34AD and 34BD at mileage 3.4 is controlled by Control Operator at Second Narrows Bridge. When a route has been lined to leave Lynn Creek Yard, it must not be changed until the movement has been stopped and member of the crew has been advised of the change of route. Telephones are located in the vicinity of signals 13D, 25D, 28D and at Willingdon Jct. Northward movements failing to receive a signal indication to proceed from Willingdon Jct. to Thornton Branch must obtain permission to pass the signal from Control Operator at Second Narrows Bridge and from BN Rly. Operator at New Westminster. Southward movements destined beyond Willingdon Jct. must receive BN Rly. clearance from Control Operator at Second Narrows Bridge and will be governed by BN Rly. time table, rules and regulations at Willingdon Jct. Permission to pass southward signal at Willingdon Jct. in STOP indication must be obtained from Operator at New Westminster. Movements against the current of traffic must not be made without train order authority on BN Rly. double track.

1.3 INTERLOCKINGS—

Second Narrows Bridge (Lift Span), mileage 2.7—Controlled. When a movement is stopped by a STOP indication on interlocking signals 25D or 28D, a member of the crew must contact Control Operator for instructions. When authorized to pass such signals in accordance with Rule 264, the requirements of Rule 663 may be considered fulfilled. Control Operator must not issue such authority without first obtaining Bridge Operator's signature on prescribed form that movements are authorized to proceed over the bridge.

1.4 SPEEDS—

Mileage	Miles Per Hour
0.0 to 3.2	30
3.2 to 6.1 Tracks N51, N52, N300, N301	15
Tracks and Spurs not otherwise covered	10

1.5 TUNNELS—

Mileage	Length
0.36	11,235 Ft.
5.60 (Lonsdale Tunnel)	1,584 Ft.

At Lonsdale Tunnel, single aspect color light signal located 460 ft. east of tunnel east portal and single aspect color light signal 58 located 30 ft. west of tunnel west portal govern movements through the tunnel. If there is no movement between the signals and no movement is closely approaching the opposite signal, the governing signal will display a GREEN (Proceed) aspect when approaching within 600 ft. When a RED (Stop) aspect is displayed, no movement may be made beyond the signal for at least 10 minutes, and then only after a flagman has been placed at the opposing signal to stop opposing movements. If necessary, arrangements must be made for opposing movements to clear each other.

1.6 RESTRICTED CLEARANCES—

Neptune Terminals—Restricted clearance inside potash unloading shed. Awnings and wind deflectors on locomotives, when extended, will not clear Coal Dumper.

2 SEYMOUR INDUSTRIAL BRANCH

Diverges from north track at mileage 3.68 Thornton Industrial Line and extends easterly for 1.6 miles. Maximum Speed—10 miles per hour.

3 BROWNSVILLE INDUSTRIAL LINE

Mileage 117.6 Yale sub.—extends westerly for 7.2 miles to Tilbury Island. Maximum Speed—10 miles per hour.

3.1 RAILWAY CROSSING AT GRADE—

B.C.H. Rly. ----- mileage 1.2 ----- non-interlocked

4 LULU ISLAND INDUSTRIAL LINE

Extends from just west of Fraser River Bridge to the South Arm of the Fraser River, and then easterly to Canada Rice Mills mileage 17.2.

4.1 RULE MODIFICATIONS—

Protection of impassable track may be provided as prescribed by Rule 41, UCOR.

4.2 RAILWAY CROSSING AT GRADE—

B.C.H. Rly. ----- mileage 0.79 ----- non-interlocked (Freight Shed Spur)
 B.C.H. Rly. ----- mileage 1.42 ----- non-interlocked (Queensboro Branch)
 C.P. Rly. ----- mileage 1.65 ----- non-interlocked (B.C. Cement Spur)
 B.C.H. Rly. ----- mileage 1.99 ----- non-interlocked (Rayonier Spur)

4.3 DRAWBRIDGES—

Swing Span Bridge mileage 4.88 ----- non-interlocked Movements must stop at STOP sign located just short of swing span and there be governed by instructions of the bridge tender.

4.4 PUBLIC CROSSINGS AT GRADE—

Mileage 9.05 (No. 6 Road)—Automatically protected. Equipped with STOP-START pushbutton. Movements must not obstruct the crossing until protection devices have been operating for at least 20 seconds.
Mileage 0.07 Industrial Spur off mileage 9.07 (Vulcan Way)—All movements over crossing must be protected by a member of the crew.
Mileage 10.12 (No. 5 Road)—Westward movements must first stop immediately clear of crossing and may then proceed.

4.5 MAXIMUM SPEED—

Mileage	Miles Per Hour
0.0 to 15.6	15
4.88 Swing Span Bridge	10
10.12 (No. 5 Road) Eastward movements, until crossing occupied	10
Spurs and tracks not otherwise covered	10

5 SUSSEX AVENUE INDUSTRIAL BRANCH

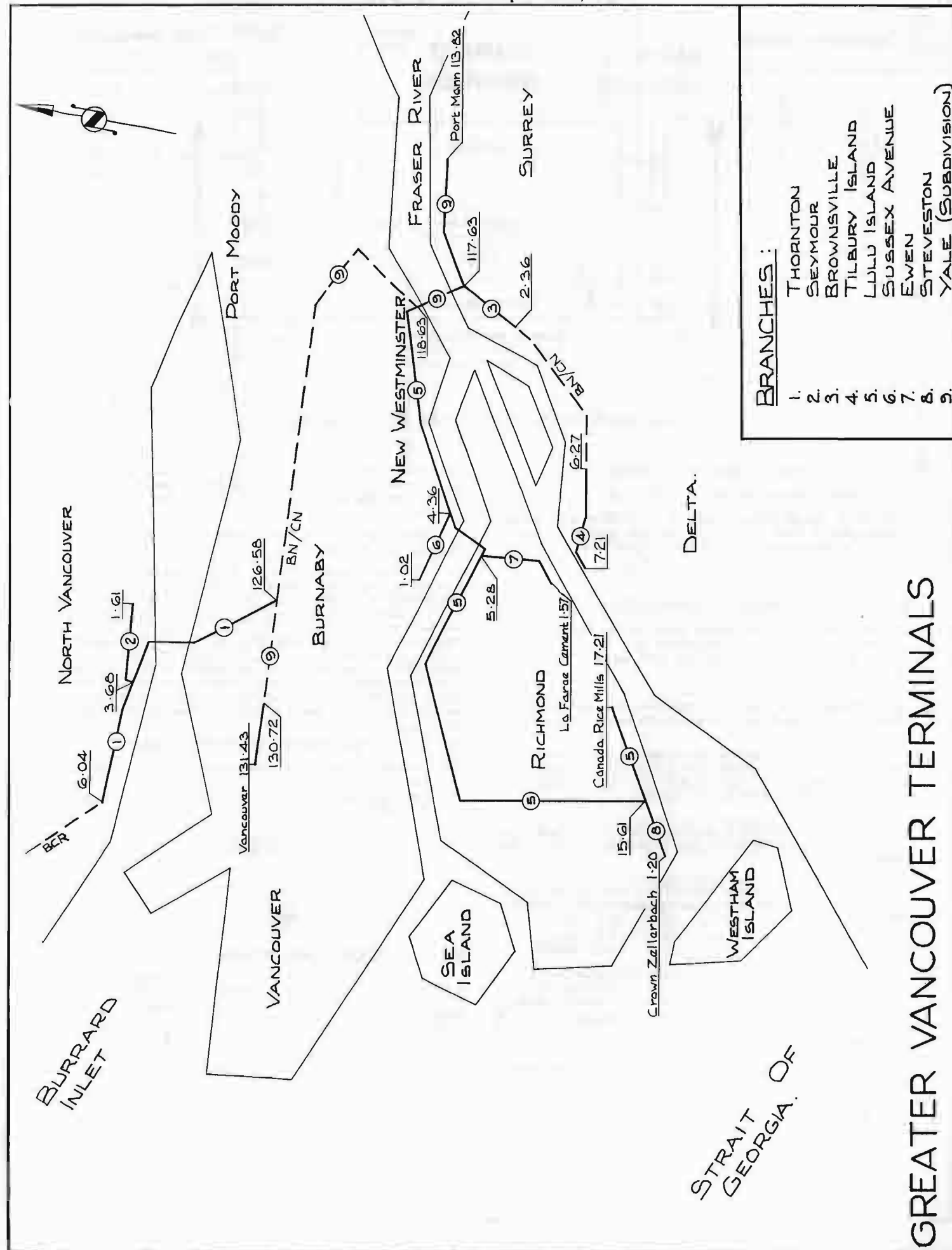
Mileage 4.36 Lulu Island Industrial Line—Diverges on North Arm of Fraser River and extends westerly for 1.0 miles. Maximum Speed—10 miles per hour.

6 EWEN INDUSTRIAL BRANCH

Mileage 5.28 Lulu Island Industrial Line—Extends southerly for 1.57 miles to LaFarge Cement Co. Maximum Speed—10 miles per hour.

7 STEVESTON INDUSTRIAL BRANCH

Mileage 15.6 Lulu Island Industrial Line — extends westerly for 1.2 miles to Crown Zellerbach Co. Maximum Speed—10 miles per hour.



- BRANCHES:**
- 1. THORNTON
 - 2. SEYMOUR
 - 3. BROWNSVILLE
 - 4. TILBURY ISLAND
 - 5. LULU ISLAND
 - 6. SUSSEX AVENUE
 - 7. EWEN
 - 8. STEVESTON
 - 9. YALE (SUBDIVISION)

GREATER VANCOUVER TERMINALS

NORTHWARD TRAINS		TIDEWATER SUBDIVISION				SOUTHWARD TRAINS	
Miles from Deerholme	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet			
0.0	0.0	DEERHOLME --- CBYZ Jct. with Cowichan Sub. 4.8		1267			
4.8		TYUP --- WZ 2.5		2899			
5.3							
7.3	7.3	COWICHAN BAY --- Z					

Manual Block System

Rules 41 and 44 applicable
Rules 321 to 323 applicable
Rule 105A not applicable

TIDEWATER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 Special Instructions Apply. SYSTEM 8.1

1.2 Other Modifications—Rule 3—The third and fourth paragraphs of Rule 3, U.C.O.R., are not applicable, and it is the responsibility of train and engine crews to have correct time when on duty.

2 GENERAL FOOTNOTES

2.1 General Instruction A-220 (Form 696)—Applicable to northward trains between Deerholme and Tyup. Northward trains at Deerholme must comply with General Instruction T-311.

2.2 Manual Block System in operation between Cowichan Bay and main track derail at wye north switch Deerholme.

All movements will be governed by the following instructions which supersede the superiority of trains and permits movement in both directions. Flag protection in accordance with Rule 99 is not required.

Derails are secured in derailing position with yale lock. When block is not occupied, key is located in box at the derail.

After using the derail, movements entering the block, must restore and lock it in derailing position and retain the key.

When key is not in the box, it will indicate the block is occupied, or that the key is at the opposite end of the block, and the block must not be entered until key is obtained.

When not in use, key boxes must be closed and secured with a switch lock.

After commencing each day's duty, and before entering the block, conductors must give or telephone Transportation Supervisor at Victoria particulars of their movement, including expected departure time, destination and information relative to their return trip. Such information must be recorded in writing and when given by telephone, repeated to ensure understanding. Conductors must not then leave in advance of times stated nor go beyond destination specified. When necessary, in cases of extreme emergency, movement may be made only by frequently sounding engine whistle signal 14L, keeping sharp lookout for track motor cars.

3 EQUIPMENT RESTRICTIONS

- 3.1 Heaviest power permitted—units in series 991-992, 1000-1076.
- 3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 7.3		15
4.2	Sidings and Other tracks	10

5 SPURS AND OTHER TRACKS

Spur	Mileage	Capacity in Feet	Points Face
	6.0	1220	N S

COWICHAN SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 Special Instructions Apply—SYSTEM 8.1

1.2 Other Rule Modifications

Rule 3 — The third and fourth paragraphs of Rule 3, U.C.O.R., are not applicable, and it is the responsibility of train and engine crews to have correct time while on duty.

2 GENERAL FOOTNOTES

2.1 Manual Block System in operation between main track derail at east yard limit sign Deerholme and main track derail at mileage 7.9 and between Youbou and main track derail at west yard limit sign Deerholme.

All movements will be governed by the following instructions which supersede the superiority of trains and permits movement in both directions. Flag protection in accordance with Rule 99 is not required.

Derails are secured in derailing position with yale lock. When block is not occupied, key is located in box at derail.

After using the derail, movements entering the block, must restore and lock it in derailing position and retain the key.

When key is not in the box, it will indicate the block is occupied, or that the key is at the opposite end of the block, and the block must not be entered until key is obtained.

When not in use, key boxes must be closed and secured with a switch lock.

After commencing each day's duty, and before entering the block, conductors must give or telephone Transportation Supervisor at Victoria particulars of their movement, including expected departure time, destination and information relative to their return trip. Such information must be recorded in writing and when given by telephone, repeated to ensure understanding. Conductors must not then leave in advance of times stated nor go beyond destination specified. When necessary, in cases of extreme emergency, movement may be made only by frequently sounding engine whistle signal 14L, keeping sharp lookout for track motor cars and in no case exceeding 15 miles per hour.

2.2 Movements between mileages 2.3 and mileages 57.5 must not be made without written authority of the Superintendent Operations.

3 NON-INTERLOCKED

3.1 Drawbridge: Selkirk Waters ----- Mileage 0.4

4 EQUIPMENT RESTRICTIONS

- 4.1 Heaviest power permitted—units in series 991-992, 1000-1076.
- 4.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 81.9		20
0.4	(Drawbridge)	10
6.9	(On Curve)	10

WESTWARD TRAINS		COWICHAN SUBDIVISION				EASTWARD TRAINS	
Miles from Victoria	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet			
0.0		VICTORIA (Point Ellice) --- Z					
1.6	1.6	WYE --- YZ					
7.9	2.3						
8.2		COLWOOD ---		1123			
14.8		METCHOSIN ---					
18.2		ROCKY POINT ---		1123			
24.5		SASEENOS ---					
26.5		MILNE'S LANDING ---		1219			
33.8		LEECHTOWN ---		1363			
42.0		LAKEND ---		1219			
58.2	57.5	DEERHOLME --- CBYZ					
58.3		Jct. with Tidewater Sub.		1843			
66.7	58.7	CULCHILLUM ---		931			
72.8		LAKE COWICHAN ---		1267			
81.9	81.5	YOUBOU --- RZ					

Manual Block System

Rules 41 and 44 applicable
Rules 321 to 323 applicable
Rule 105A not applicable

Main track Cowichan Sub. commences at Mileage 1.6 Rule 105 applies between Mileages 0.0 and 1.6

Mileage	Miles per Hour All Movements
21.0	(Bridge) 10
27.1	(Bridge) 10
51.1	(Bridge) 10
59.7	(Bridge) 10
5.2	Sidings and Other tracks 10

CONDITIONAL SPEEDS

- 5.3 Mileage 1.7 (Island Highway) Approaching within 500 feet of crossing and until crossing occupied 5
- 5.4 Mileage 73.38 (North Shore Road) Westward movements approaching within 500 feet of crossing and until crossing occupied 15

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 7.4 (Highway 14)
- Mileage 8.05 (Sooke Highway)
- Mileage 9.8 (Jacklin Road)
- Mileage 10.4 (Sooke Highway)

Movements over these crossings must first stop and then be protected by a member of the crew (B.T.C. 111935, 111949 and R-15299)

7 SPURS AND OTHER TRACKS

Spur	Mileage	Capacity in Feet	Points Face
Storage Spur	2.7	900	E W
Ballast Pit	9.4	990	W
R. Antrobus	9.7	360	W
R. C. Hughes	25.3	230	W
Victoria Plywood Ltd.	33.6	320	E
Baine Logging Ltd.	67.2	360	E
Western Forest Industries Ltd.	75.1	270	E
B.C. Forest Products	82.0	1170	E
B.C. Forest Products	82.6	1670	E

FRASER SUBDIVISION FOOTNOTES

(Continued from Page 79)

3 INTERLOCKING

3.1 **Railway-Highway Bridge** -- Mileage 99.1 -- Controlled

Signalman located in bridge control tower. Telephones connected to control tower are located adjacent to Interlocking signals 989 and 992.

Movements that have been stopped by a STOP indication on eastward approach signal 1012 may then proceed at Restricted speed to the next signal. Rule 292 modified accordingly.

Red over Yellow indications on westward Interlocking signal 989 and eastward approach signal 1012 will indicate "Track occupied, Proceed". Rule 290 modified accordingly.

Rule 605A not applicable.

Track cars or other similar equipment must not enter bridge unless authorized by signalman.

4 EQUIPMENT RESTRICTIONS

4.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

Mileage	Zone	Miles per Hour	
		Passenger	Mixed and Freight
0.0 to 50.0		40	35
4.0 to 8.8		35	25
15.4 to 16.0		30	25
18.0 to 19.1		25	20
48.0 to 49.9		25	20
50.0 to 87.0		45	40
59.6 to 59.9		40	35
68.6 to 68.9		40	35
73.0 to 73.4		40	35
87.0 to 116.0		50	40
107.7 to 107.8		20	20
109.9 to 111.0		20	20
116.0 to 143.0		50	45
129.6 to 129.9		40	35
143.0 to 146.1		40	30

5.2 Sidings and Other tracks ----- 10 10

5.3 All zone speeds and permanent slow orders reduced by 5 miles per hour for Designated Units.

CONDITIONAL SPEEDS

5.4 Mileage 122.74 (Highway 16) Westward movements proceeding at less than 30 miles per hour within 1800 feet of the crossing, until crossing occupied -----	30	30
5.5 Mileage 126.62 (Highway 16) Eastward movements proceeding at less than 10 miles per hour within 1950 feet of the crossing, until crossing occupied -----	10	10
5.6 Mileage 144.7 (Highway 16) Eastward movements approaching within 1850 feet of crossing and until crossing occupied ----	40	--

	Miles per Hour	
	Passenger	Mixed and Freight
5.7 Mileage 145.3 (Highway 16) Eastward movements approaching within 440 feet of crossing and until crossing occupied ----	15	15
Eastward movements proceeding at less than 10 miles per hour within 440 feet of crossing, until crossing occupied -----	5	5
5.8 Mileage 145.4 (London St.) Approaching within 500 feet of crossing and until crossing occupied -----	10	10

6 CONDITIONAL STOPS

6.1 Nos. 9 and 10 will stop on flag at Crescent Spur mileage 33.7, Sinclair Mills mileage 90.7 and McGregor mileage 98.9.

6.2 Nos. 297 and 298 will stop on flag at Maurice Balcaen mileage 25.5, Crescent Spur mileage 33.7, Rock Pit mileage 47.0 and McGregor mileage 98.9.

7 PUBLIC CROSSING AT GRADE

7.1 Mileage 145.5 (First Avenue)—All movements over this crossing on Industrial Lead must be protected by a member of the crew.

8 SPURS AND OTHER TRACKS

8.1	Mileage	Capacity in Feet	Points Face
Zeidler Forest Ind. Ltd. -----	2.7	1940	E W
Timberman Ltd. -----	5.4	320	W
Spur -----	6.9	720	E
Spur -----	16.6	950	E
Sylva Lore Wood Products ----	33.7	590	E
Rock Pit -----	47.0	8910	W
Northwood Pulp & Timber Ltd. --	98.4	5040	E
Upper Fraser Sawmills -----	104.1	3650	E W
Ballast Pit -----	121.7	2250	E
Rock Pit -----	130.0	2030	E
Shelley Sawmills -----	136.0	1940	E

9 TUNNEL

9.1 Mileage ----- Length
18.1 ----- 819 ft.

WESTWARD TRAINS				NECHAKO SUBDIVISION					EASTWARD TRAINS			
FIRST CLASS	9	Miles from Prince George	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet	FIRST CLASS		FOURTH CLASS			
							10	858	720	866		
Passenger	Passenger						Passenger	Freight	Freight	Freight		
Tuesday, Thursday, Saturday												
2355	0.0		2.2 ↓	PRINCE GEORGE - CKPWYZ	GO	2540	s 0620	0310	1000	1820		
0003	5.0			5.0 OTWAY		2540	0608	0257	0946	1808		
0009	7.9			3.9 MIWORTH	P	2250	0603	0251	0940	1801		
0017	8.9			5.0 CHILAKO		2610	0557	0241	0931	1752		
0025	13.9			6.1 BEDNESTI		1880	0549	0232	0922	1743		
0035	20.0			8.0 NICHOL		6120	0538	0220	0910	1730		
0042	28.0			4.4 ISLE PIERRE		2460	0532	0212	0904	1721		
0051	32.4			6.4 HUTCHISON		2460	0523	0202	0855	1711		
0059	38.8			6.0 WEDGWOOD		2050	0514	0153	0846	1701		
0107	44.8			5.4 FINMOORE		2460	0506	0143	0837	1650		
0116	50.2			6.1 HULATT		6250	0457	0137	0826	1639		
0126	56.3			6.9 SINKUT		2360	0448	0126	0815	1628		
s 0138	63.2		68.4 ↓	6.2 VANDERHOOF	PWZ	2500	s 0437	0113	0805	1618		
0149	69.4		71.1 ↓	6.8 McCALL	VN	2400	0423	0103	0754	1607		
F 0157	76.2			6.2 ENGEN		6030	F 0414	0053	0744	1556		
0204	82.4			5.5 MARTEN LAKE		2460	0405	0045	0736	1547		
F 0212	87.9			6.4 FORT FRASER		1440	F 0355	0035	0726	1537		
0221	94.3			7.4 ENCOMBE		2500	0344	0023	0714	1525		
0228	101.7			6.0 FRASER LAKE			0334					
s 0240	107.7		114.4 ↑	7.7 ENDAKO	KP WYZ	5160	0325	0001	0650	1500		
	115.4											
							Tuesday, Thursday, Saturday	Daily	Daily	Daily		
9							10	858	720	866		

NECHAKO SUBDIVISION FOOTNOTES ON PAGE 82

NECHAKO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 Clearances—
Prince George—No. 9 will obtain clearance in Train Dispatcher's Office.
- 1.2 Train Register Modifications—
Prince George—Nos. 9 and 10 will register on train register located in Train Dispatcher's Office.
- 1.3 Other Modifications—
RULE 5—Prince George—The time of all trains applies at the yard lead west switch which is the first switch east of Cameron Street public crossing at grade.

2 GENERAL FOOTNOTES

- 2.1 Prince George—Siding is located between yard east switch and crossover switch east of station.
- 2.2 Otway—Siding west switch equipped with safety switch point lock.
- 2.3 Miworth—Siding east switch equipped with safety switch point lock.
- 2.4 Mileage 106.9—All trains lookout for fallen rocks in this vicinity.
- 2.5 Endako—Siding is located between east and west switches.

3 EQUIPMENT RESTRICTIONS

- 3.1 Units in series 4000-4017, 5000-5299 prohibited.
- 3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Miles per Hour	
	Passenger	Freight
0.0 to 2.0	40	40
2.0 to 50.0	50	45
9.6 to 10.0	30	25
12.8 to 12.9	35	30
23.0 to 23.6	30	25
47.0 to 49.0	30	25
50.0 to 115.4	50	40
53.4 to 53.8	40	35
*57.6 to 59.2	40	35
67.3 to 67.6	40	35
74.7 to 75.0	40	35
77.1 to 77.5	35	30
98.7 to 100.6	40	35
106.8 to 107.1	40	35

4.2 Sidings and Other tracks 10 10

*Advance speed restriction sign governing westward movements at the permanent slow order between mileages 57.6 and 59.2 is located to left of main track.

CONDITIONAL SPEEDS

- 4.3 Mileage 69.3 (Burrard Street)
Eastward movements proceeding at less than 10 miles per hour within 1800 feet of crossing and until crossing occupied 10
- 4.4 Mileage 114.8 (Francois Lake Road)
Eastward movements proceeding at less than 10 miles per hour within 2000 feet of crossing and until crossing occupied 10

5 CONDITIONAL STOPS

- 5.1 Nos. 9 and 10 will stop on flag at Lejac mileage 103.8.

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 1.0 (Cameron Street) automatically protected. STOP sign governing westward movements from Team track is located to left of track.
- 6.2 Mileage 69.3 (Burrard Street) automatically protected. Crossing circuit sign located 525 feet west of crossing. To avoid unnecessary operation of crossing signals, equipment must not be left foul of crossing circuit during switching operations. Eastward trains on main track when required to stop at Vanderhoof should stop west of crossing circuit sign.

7 SPURS AND OTHER TRACKS

	Mileage	Capacity in Feet	Points Face
Prince George Gravel Ltd.	5.9	900	W
Gravel Pit	7.9	5760	E W
Dupont of Canada Ltd.	16.1	180	E W
Takla Forest Products Ltd.	29.9	1440	E W
Rock Spur	37.6	1940	E
Gravel Pit	42.5	2880	E
L & P Timber Ltd.	68.8	900	E
Nechako Lumber Ltd.	70.9	680	E
Bond Bros. Ltd.	72.4	950	E
Plateau Mills Ltd.	84.3	6890	E W
Fraser Lake Sawmills Ltd.	93.9	1980	E W
Fraser Lake Sawmills Ltd.	107.6	2790	E W

WESTWARD TRAINS	FIRST CLASS	9	Miles from Endako	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet	EASTWARD TRAINS						
								FIRST CLASS		FOURTH CLASS				
								10	720	876	878			
	Passenger							Passenger	Freight	Freight	Freight			
	Sunday, Wednesday, Friday													
0250		0.0		↓ 1.3	ENDAKO	KPWYZ	KO	---	5160	s0315	---	0510	1340	1910
0306		6.2			SAVORY			---	2280	0306	---	0458	1325	1858
0316		14.8			PRIESTLY			---	2130	0254	---	0446	1313	1846
0323		20.8			SHERATON			---	2480	0246	---	0438	1304	1838
0330		27.1			TINTAGEL			---	2460	0238	---	0429	1255	1829
s 0343		35.0		33.7	BURNS LAKE	PWZ	BK	---	2430	s0225	---	0415	1241	1815
0351		40.3		36.7	DECKER LAKE			---		0211	---			
0357		45.3			PALLING			---	6080	0205	---	0357	1226	1800
0404		51.3			ROSE LAKE			---	3040	0158	---	0330	1216	1753
0413		58.9			FORESDALE			---	2460	0148	---	0317	1203	1741
0422		66.6			TOPLEY			---		0139	---	0305	1151	1729
0429		72.9			PEROW			---	2550	0132	---	0256	1142	1720
0437		80.1			KNOCKHOLT			---	2290	0124	---	0246	1132	1710
s 0445		85.1		83.9	HOUSTON	PZ	HU	---	2430	s0118	---	0239	1125	1703
0450		87.5		86.0	DEREK		Y	---	4650	0113	---	0235	1120	1700
0456		88.4			BARRETT			---	6120	0106	---	0229	1114	1654
0506		98.8			WALCOTT			---	2430	0057	---	0219	1104	1644
0517		107.1			QUICK			---	2460	0045	---	0206	1050	1630
0525		112.8			HUBERT			---	2540	0038	---	0156	1042	1622
F 0530		116.0			TELKWA	P	A	---	1010	F0032	---	0150	1036	1616
0538		119.4			TATLOW			---	2390	0027	---	0140	1030	1610
s 0550		125.2		121.0	SMITHERS	CKPWYZ	WA	---	4280	0020	---	0130	1020	1600
								---		Tuesday, Thursday, Saturday	---	Daily	Daily	Daily
								---		10	---	720	876	878

TELKWA SUBDIVISION FOOTNOTES ON PAGE 84

TELKWA SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **Rule 5—Endako**—the time of eastward regular trains except first class trains applies at the yard west switch.

2 GENERAL FOOTNOTES

2.1 **Endako**—Siding is located between east and west switches.

2.2 **Houston**—Eastward one mile to yard limit sign (mileage 87.0) is located on north side of main track.

2.3 **Smithers**—Siding is located between Shop west lead and yard east lead. Siding switches designated by letter "S" stencilled on switch target.

3 EQUIPMENT RESTRICTIONS

3.1 Units in series 4000-4017, 5000-5299 prohibited.

3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour	
		Passenger	Freight
0.0 to 125.2	55	45	
2.3 to 2.7	40	35	
7.8 to 8.3	40	35	
27.7 to 28.2	40	35	
30.8 to 33.6	35	30	
53.0 to 54.5	40	35	
99.3 to 99.7	45	40	
102.1 to 104.1	35	30	
111.6 to 111.9	40	35	
119.7 to 120.0	45	40	

4.2 Sidings and Other tracks ----- 10 10

CONDITIONAL SPEEDS

4.3 **Mileage 1.0 (Highway 16)**
Approaching within 1750 feet of crossing and until crossing occupied ----- 50 --

4.4 **Mileage 34.8 (Francois Drive)**
Westward movements approaching within 1400 feet of crossing and until crossing occupied --- 35 35
Eastward movements approaching within 1400 feet of crossing and until crossing occupied --- 40 40
Eastward movements proceeding at less than 10 miles per hour within 1400 feet of crossing and until crossing occupied ----- 10 10

4.5 **Mileage 85.2 (Benson Ave.)**
Westward movements proceeding at 10 miles per hour or less within 1800 feet of crossing and until crossing occupied ----- 10 10

5 PUBLIC CROSSING AT GRADE

5.1 **Mileage 34.8 (Francois Drive)**—Automatically protected. Crossing Circuit sign to indicate location of restart circuit located 350 feet west of crossing. To avoid unnecessary operation of crossing signals, equipment must be left west of this sign during switching operations and eastward main track movements requiring to stop at Burns Lake should stop west of this sign.

5.2 **Mileage 85.2 (Benson Ave.)**—Automatically protected. Equipped with push button. Crossing circuit sign 300 feet east of crossing marks location of restart circuit after protection has timed out.

Westward main track movements standing just east of crossing to fulfil meet or wait orders will use push button cutout to de-activate crossing protection. Crossing must then not be occupied until protection has been in operation for at least 20 seconds.

6 SPURS AND OTHER TRACKS

6.1	Mileage	Capacity in Feet	Points Face
Tibbetts (Babine Forest Prods.)	22.0	6080	EW
J. T. Nicholson	34.2	500	E
Cigas Products Ltd.	36.5	770	W
Decker Lake Forest Products Ltd.	40.5	320	W
Granisle Copper Ltd.	67.7	2070	E W
Noranda Mines	68.6	1220	E W
Railway Industrial Lead	85.4	1490	E W
Bulkley Valley Forest Industries Ltd.	88.3	12920	W
Spur	102.8	450	E
Pacific Inland Resources Ltd.	115.8	1130	E W

WESTWARD TRAINS		BULKLEY SUBDIVISION					EASTWARD TRAINS				
FIRST CLASS	9 Passenger	Miles from Smithers	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet	FIRST CLASS		FOURTH CLASS		
10 Passenger							882 Freight	886 Freight	720 Freight		
	0615	0.0	↓	SMITHERS CKPWYZ	WA	4280	S 0005	0945	1755	0100	
	0620	3.6	0.9	LAKE KATHLYN		2440	2356	0934	1745	0049	
	0628	9.1		EVELYN		2400	2346	0926	1737	0041	
	0638	15.5		DOUGHTY		2420	2334	0914	1729	0029	
	0648	21.9		MORICETOWN		6160	2323	0859	1714	0014	
	0655	27.3		SEATON		2490	2315	0848	1703	0003	
	0702	31.9		BEAMENT		2140	2308	0838	1653	2353	
	0713	39.4		BULKLEY CANYON		1300	2257	0826	1641	2341	
	S 0726	45.6	44.9	NEW HAZELTON PWZ	NA	2450	S 2245	0811	1626	2326	
	0732	49.6	47.1	HAZELTON		1650	2236	0801	1616	2316	
	0746	56.7		CARNABY		5990	2223	0746	1601	2301	
	F 0753	62.0		SKEENA CROSSING			F 2216				
	0756	63.8		NASH		2710	2213	0721	1549	2249	
	0804	68.4		ANDIMAU		3000	2205	0712	1540	2240	
	S 0814	73.0	72.0	KITWANGA PZ	KA	2380	S 2159	0701	1531	2231	
	F 0823	80.6	73.9	WOODCOCK		2900	F 2148	0649	1519	2219	
	F 0830	86.1		CEDARVALE		2530	F 2141	0641	1511	2211	
	F 0842	94.5		RITCHIE		2750	F 2130	0629	1459	2159	
	F 0852	100.9		DORREEN		2400	F 2122	0619	1449	2149	
	F 0902	107.1		PACIFIC		5850	F 2114	0610	1440	2140	
	F 0910	112.6		PITMAN		2130	F 2107	0601	1431	2131	
	F 0920	119.3		USK		2500	F 2057	0552	1422	2122	
	0929	126.1		KITSELAS		2460	2048	0539	1409	2109	
	S 0940	131.9	130.7	TERRACE CKPWYZ	ON	2740	2040	0530	1400	2100	
							Monday, Wednesday Friday	Daily	Daily	Daily	
	9						10	882	886	720	

BULKLEY SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **Rule 5—Smithers**—the time of eastward regular trains except first class trains applies at the siding west switch.

2 GENERAL FOOTNOTES

2.1 All trains lookout for fallen rocks between Mileages 30.8 and 31.4, 42.0 and 43.0, 52.2 and 52.8, 66.8 and 66.9, 69.8 and 70.5, 83.4 and 83.5, at Mileage 86.7, in tunnel Mileage 90.8, between Mileages 104.0 to 104.3, between Mileages 107.6 and 108.6, and at Mileages 114.6, 116.5 and 119.9.

2.2 **Smithers**—Siding is located between Shop west lead and yard east lead. Siding switches designated by letter "S" stencilled on switch target.

2.3 **Bridge Mileage 50.5**—Engines must work light throttle and brakes must not be applied on bridge mileage 50.5, except in case of emergency.

2.4 **Main track switches** between and including Hazelton and Kitselas equipped with safety switch point lock.

2.5 **Terrace**—Siding is located between yard east switch and yard west switch.

Kitimat Sub, connects with yard lead at Terrace. The connecting switch is in normal position when lined for movement to and from Kitimat Sub.

Employees are prohibited from riding on the south side of equipment while using Ocean Cement Spur leading off the south lead Terrace Yard account open pit extends out from under south side of this track. Keep sharp lookout for this pit while walking in this area.

3 EQUIPMENT RESTRICTIONS

3.1 Units in series 4000-4017, 5000-5299 prohibited.

3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour	
		Passenger	Freight
0.0 to 36.0	Zone	45	35
27.9 to 29.2	-----	40	35
30.8 to 31.4	-----	35	25
36.0 to 55.3	Zone	40	30
41.8 to 43.1	-----	25	20
50.4 to 50.6	-----	25	25
51.3 to 52.9	-----	30	25
55.3 to 74.2	Zone	45	35
62.0 to 63.4	-----	30	25
65.5 to 66.7	-----	25	20
69.8 to 70.7	-----	40	30
74.2 to 131.9	Zone	55	45
75.2 to 75.4	-----	45	35
79.2 to 79.6	-----	50	40
82.6 to 83.8	On Curves	45	35
86.4 to 88.3	On Curves	45	35
93.1 to 93.4	-----	45	35
102.0 to 102.8	-----	45	35
110.5 to 111.4	-----	45	35
116.3 to 116.6	-----	45	35
119.7 to 123.3	On Curves	45	35

4.2 Sidings and Other tracks ----- 10 10

5 CONDITIONAL AND OTHER STOPS

5.1 No. 9 will stop at Dorreen and Usk each Wednesday to exchange royal mail.

5.2 No. 9 and No. 10 will stop on flag at mileage 125.7.

6 TUNNELS

6.1 Location	Length	Location	Length
Mileage 13.4	--- 395 ft.	Mileage 90.8	--- 135 ft.
Mileage 40.8	--- 2069 ft.	Mileage 121.9	--- 1238 ft.
Mileage 41.9	--- 479 ft.	Mileage 122.1	--- 201 ft.
Mileage 43.3	--- 349 ft.	Mileage 122.3	--- 555 ft.
Mileage 78.9	--- 655 ft.	Mileage 122.8	--- 931 ft.

7 SPURS AND OTHER TRACKS

7.1	Mileage	Capacity in Feet	Points Face
S. H. Forsyth, Imperial Oil Ltd.	46.3	450	E
Sigelet Pole Co. Ltd.	46.5	270	E
Bell Pole Co. Ltd. and Shell Canada Ltd.	46.6	360	W
CanCel Ltd.	46.8	2520	E W
Spur	49.8	810	W
Skeena Forest Products Ltd. ...	50.2	950	E W
Rim Forest Products Ltd.	51.4	2700	E
Skeena Crossing	61.9	630	E W
CanCel Ltd.	72.7	1620	E W
CanCel Ltd.	72.75	270	E W
CanCel Ltd.	72.8	450	W
Rock Pit Spur	110.1	2480	W

WESTWARD TRAINS		SKEENA SUBDIVISION										EASTWARD TRAINS				
FIRST CLASS	9 Passenger	Miles from Terrace	Yard Limits	STATIONS	Office Signals	Siding Capacity In Feet	FIRST CLASS		FOURTH CLASS		Siding Capacity In Feet	FIRST CLASS		FOURTH CLASS		
10 Passenger							-----	892 Freight	720 Freight	10 Passenger		-----	892 Freight	720 Freight		
	0950	0.0		TERRACE CKPWYZ	ON	2740	s 2030	-----	0745	1635						
		3.5	↓	KALLUM -----Z												
	1001	9.6	4.0	AMSBURY		2570	2010	-----	0728	1620						
	1011	17.7		SHAMES		2420	2000	-----	0714	1606						
	1019	24.6		EXSTEW		5330	1951	-----	0704	1556						
	1033	36.5		SALVUS		2460	1937	-----	0647	1539						
F	1048	48.2		KWINITSA -----P	KW	5740	F 1924	-----	0630	1522						
	1103	61.8		SKEENA		1730	1905	-----	0609	1501						
F	1111	68.1		TYEE -----W		2900	F 1857	-----	0559	1450						
F	1115	71.1		HAYSPORT			F 1853	-----								
	1126	78.3		SOCKEYE		5450	1844	-----	0545	1436						
	1136	83.9		PHELAN		1840	1833	-----	0535	1426						
F	1140	86.0	85.6	PORT EDWARD -----Z			F 1829	-----								
		86.4	↑	WATSON ISLAND -----PZ		1450		-----								
	1150	89.2	88.1	KAIEN		2170	1824	-----	0510	1401						
	1205	94.6	92.0	PRINCE RUPERT CKPWYZ	GS	YARD	1815	-----	0500	1350						
				Main track Skeena Sub. ends at Mileage 94.5.							Monday, Wednesday Friday	-----	Daily	Daily		
				Rule 105 applies between Mileages 94.5 and 94.6.								-----	Daily	Daily		
	9											10	-----	892	720	

SKEENA SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **Rule 5—Terrace**—The time of eastward regular trains except first class trains, applies at the siding west switch.

2 GENERAL FOOTNOTES

2.1 **Telephones**—Watchman's telephone located at Mileage 13.5.

2.2 **All Trains** lookout for fallen rocks between Mileages 8.2 and 8.7, between Mileages 13.2 and 14.7, at Mileages 30.7, 39.5, 40.0 and 50.0 and between Mileages 80.8 and 84.0.

2.3 **Train Order Delivery Device**—at Kwinitsa.

2.4 **Safety Switch Point Locks**—installed on all main track switches between and including west switch Pohle Lumber Chip Spur mileage 1.1 and Nelson Bros. Fisheries Spur mileage 86.04.

2.5 **Terrace**—Siding is located between yard east switch and yard west switch.

Employees are prohibited from riding on the south side of equipment while using Ocean Cement Spur leading off the south lead Terrace Yard account open pit extends out from under south side of this track. Keep sharp lookout for this pit while walking in this area.

2.6 **Canadian Cellulose Co. Ltd. Yard**, mileage 86.4—Keep sharp lookout for drainage ditches at various locations in this area.

2.7 **Prince Rupert**—At Prince Rupert Ferry Slip, before coupling to a car on the barge, movements must stop within 6 feet of the car to be coupled, and movements must not exceed 5 miles per hour until all cars are clear of apron.

3 EQUIPMENT RESTRICTIONS

3.1 Units in series 4000-4017, 5000-5299 prohibited.

3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

3.3 Engines must not be operated over log track trestle at Watson Island.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour	
		Passenger	Freight
0.0 to 46.1	Zone	55	45
3.8 to 5.4	-----	45	35
13.9 to 14.7	-----	50	40
*20.3 to 20.7	-----	50	40
*26.6 to 28.2	-----	45	35
*38.0 to 38.2	-----	50	40
46.1 to 52.6	Zone	50	40
52.6 to 79.2	Zone	55	45
*65.0 to 65.2	-----	50	40
*67.0 to 67.1	-----	50	40
71.0 to 72.4	-----	45	35
76.7 to 77.2	-----	40	35
79.2 to 87.2	Zone	35	30
86.2 to 87.8	-----	20	20
87.2 to 93.0	Zone	45	40
93.0 to 94.6	Zone	25	25

4.2 Sidings and Other tracks ----- 10 10

(Continued from Page 87)

SKEENA SUBDIVISION FOOTNOTES

* SIGNS LOCATED TO LEFT OF MAIN TRACK AS FOLLOWS:
 Governing westward movements: Advance speed sign to permanent slow order mileage 26.6 and restricting speed sign at mileage 38.0.
 Governing eastward movements: Restricting speed sign at mileage 67.2, advance and restricting speed sign at permanent slow order between mileages 65.2 and 65.0, zone speed sign at mileage 54.3 and restricting speed sign at mileage 20.7.

5.3 Mileage 2.9—Little, Haughland & Kerr Spur (Highway 16)—Automatically protected. STOP sign located at crossing. Movements must not obstruct crossing until protection has been in operation for 20 seconds.
 5.4 Mileage 3.5—Twin River Timber Ltd. (Highway 16)—Automatically protected. STOP sign located at crossing. Movements must not obstruct crossing until protection has been in operation for 20 seconds.

CONDITIONAL SPEEDS

	Miles per Hour	
	Passenger	Freight
4.3 Mileage 92.68 (Highway 16) Approaching within 1200 feet of crossing and until crossing occupied	35	35
4.4 Mileage 92.9 (Ferry Access) Approaching within 1950 feet of crossing and until crossing occupied	35	35
Eastward movements over crossing from Ferry Slip Lead, until crossing occupied	15	15

5 PUBLIC CROSSINGS AT GRADE

5.1 Mileage 1.15 (Kenny Street)—automatically protected. Equipped with push button cut-out devices.
 5.2 Mileage 1.8—Skeena Forest Products Spur (Highway 16)—automatically protected. STOP sign governing eastward movements on south track located to left of this track. Movements must not obstruct crossing until protection devices have been operating for at least 20 seconds.

6 TUNNEL
 Mileage 39.9 ----- 400 ft.

7 SPURS AND OTHER TRACKS

	Mileage	Capacity in Feet	Points Face
Outfit Spur	32.2	180	E
Nelson Bros. Fisheries Ltd.	86.0	590	E W
Canadian Cellulose Co. Ltd.	86.4	YARD	E W
Hooker Chemicals Ltd.	87.1	540	W

NORTHWARD TRAINS		Miles from Terrace	Yard Limits	KITIMAT SUBDIVISION			Office Signals	Siding Capacity In Feet	SOUTHWARD TRAINS	
				STATIONS					FOURTH CLASS	
		38.5	↓	KITIMAT	RWYZ	KI	YARD	0900	896	Freight
		32.1	37.7	WEDEENE						
		21.5		DUBOSE			1200	0750		
		13.4		LAKELSE						
		7.5		THUNDERBIRD						
		0.0	↑	TERRACE	CKPWY	ON	YARD	0600		
RULES 41 and 44 APPLICABLE									Daily	896

KITIMAT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 Special Instructions Apply—
 SYSTEM 8.J

2 GENERAL FOOTNOTES

2.1 All Trains lookout for fallen rocks between mileages 15.0 and 17.0 and between mileages 27.6 and 30.0.
 2.2 Terrace—Kitimat Sub. connects with yard lead at Terrace. The connecting switch is in normal position when lined for movement to and from Kitimat Sub.
 Employees are prohibited from riding on the south side of equipment while using Ocean Cement Spur leading off the south lead Terrace Yard account open pit extends out from under south side of this track. Keep sharp lookout for this pit while walking in this area.
 2.3 Kitimat—Use extreme caution when switching Eurocan trackage because of sharp curvature. One unit only is to be worked and balance of consist must be isolated.

3 EQUIPMENT RESTRICTIONS

3.1 Units in series 4000-4017, 5000-5299 prohibited.
 3.2 Heaviest car permitted—220,000 lbs. gross.

4 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 38.5		15
* 4.2	Over bridges mileage 0.8, 1.6, 2.0, 4.2, 6.6, 8.3, 8.6, 8.8, 21.8, 24.6, 32.6, 32.8, 36.6, 37.1 and 38.2	10
4.3	Sidings and Other tracks	10

* Not marked with Speed Restriction signs.

CONDITIONAL SPEEDS

4.4 Kitimat (Alcan Highway)
 Approaching within 500 feet and until crossing occupied ----- 5
 Miles per Hour All Movements

5 SPURS AND OTHER TRACKS

	Mileage	Capacity in Feet	Points Face
Spur	5.1	720	N S
CanCel Ltd.	7.2	720	N

6 RADIO SYSTEMS

6.1 Communication on Kitimat Sub., except Kitimat station, is by means of radio only.

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EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

Trains handling Equated tonnages shown in the following Equated Tonnage Rating tables will operate at drag (continuous) speed on ruling grades.

Trains without designated weight-to-power ratios operating between Biggar and Calder and between Calder and Jasper will use 90% of tonnage shown. Tonnages shown in the tables are to be used as reference only when calculating tonnage reduction which may be necessary due to traction motor or unit failure.

Rating for 2-unit engine is twice rating for single unit. Rating for 3-unit engine is three times rating for a single unit, etc.

When units of different tonnage ratings are combined, the tonnage rating applicable will be the total of the rating for each unit in the consist; except that when a 1000 series unit is within the consist, the tonnage rating will be that of the 1000 series unit multiplied by the number of units in the consist.

Under certain circumstances, diesel units may be operated with one or two traction motors cut out, in which case the tonnage rating for the unit affected will be reduced as follows:

- (a) Montreal Locomotive Works or Alco Units. One or two motors cut out: reduce rating 50%. On series 2000-2300, cutting out a traction motor cuts out entire truck: reduce rating 50%.
- (b) General Motors Diesel or E.M.D. Units. One motor cut out: reduce rating 50%. If necessary, 5000-5299 series units may be operated with one pair of traction motors cut out, in which case tonnage rating for the affected unit will be reduced by one-third.

Fair Weather

Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

WESTWARD OR NORTHWARD							Between Station — Station
Single Unit Ratings							
Car Factor	991-992 1000-1076	4100-4107 6500-6637	1204-1399 1500-1519 1900-1917	4108-4707 5500-5699 9150-9199	4000-4017 9400-9699	Designated Units 5000-5299	
10	2300	2700	3150	3450	4500	5850	WAINWRIGHT SUBDIVISION Biggar and Calder
5 9	1200 1950	----	----	----	----	----	DODSLAND SUBDIVISION Biggar and Loverna Loverna and Hemaruka
8	1700	----	----	----	----	----	PORTER SUBDIVISION Oban Jct. and Cando
12	2800	----	----	----	----	----	BODO SUBDIVISION Unity and Bodo
12	2800	----	----	----	----	----	DEMAY SUBDIVISION Camrose Jct. and Ryley
15	3500	----	----	----	----	----	KINGMAN SUBDIVISION Kingman and Tofield
7 10 10	1500 2200 2200	1700 2450 2450	2100 3000 3000	2300 3300 3300	3000 4300 4300	3900 5550 5550	BLACKFOOT-VEGREVILLE SUBDIVISIONS North Battleford and Highgate Highgate and Vermilion Vermilion and Calder
15 5	3500 1200	----	4750 ----	----	----	----	CUTKNIFE-BATTLEFORD SUBDIVISIONS Battleford Jct. and Battleford Cut Knife Jct. and Rosemound
15	3500	----	----	----	----	----	HAIGHT SUBDIVISION Inland and Vegreville Jct.
7 5 6 6 8	1500 1200 1350 1400 1700	1650 1350 1500 1550 1900	2050 1650 1900 1950 2350	2250 1850 2050 2100 2550	----	----	BONNYVILLE-CORONADO SUBDIVISIONS Grand Centre and Bonnyville Bonnyville and Abilene Jct. Heinsburg and Abilene Jct. Abilene Jct. and Redwater Redwater and St. Paul Jct.
10 15	2300 3500	----	3150 4750	----	----	----	ATHABASCA SUBDIVISION N.A.R. Jct. and Morinville Morinville and Athabasca

Fair Weather

Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

Between Station — Station		EASTWARD OR SOUTHWARD						
		Single Unit Ratings						
		Designated Units 5000-5299	4000-4017 9400-9699	4108-4707 5500-5699 9150-9199	1204-1399 1500-1519 1900-1917	4100-4107 6500-6637	991-992 1000-1076	Car Factor
WAINWRIGHT SUBDIVISION Calder and Biggar		7050	5450	4150	3800	3100	2800	12
DODSLAND SUBDIVISION Hemaruka and Loverna Loverna and Ruthilda Ruthilda and Biggar		----	----	----	----	----	2300 1200 1700	10 5 8
PORTER SUBDIVISION Cando and Oban Jct.		----	----	----	----	----	2200	10
BODO SUBDIVISION Bodo and Unity		----	----	----	----	----	2800	12
DEMAY SUBDIVISION Ryley and Camrose Jct.		----	----	----	----	----	1950	9
KINGMAN SUBDIVISION Tofield and Kingman		----	----	----	----	----	1600	7
BLACKFOOT-VEGREVILLE SUBDIVISIONS Calder and Vermilion Vermilion and North Battleford		5550 5550	4300 4300	3300 3300	3000 3000	2450 2450	2200 2200	10 10
CUTKNIFE-BATTLEFORD SUBDIVISIONS Battleford and Rosemound Rosemound and Battleford Jct. Cut Knife Jct.		----	----	----	3800 ----	----	2800 2400	12 10
HAIGHT SUBDIVISION Vegreville Jct. and Inland		----	----	----	----	----	2300	10
BONNYVILLE-CORONADO SUBDIVISIONS St. Paul Jct. and Redwater Redwater and Abilene Jct. Abilene Jct. and Heinsburg Abilene Jct. and Bonnyville Bonnyville and Grand Centre		----	----	2550 1850 1850 1700 2400	2350 1650 1350 1550 2150	1900 1350 1350 1250 1750	1700 1200 1200 1100 1600	8 5 5 5 7
ATHABASCA SUBDIVISION Athabasca and Morinville Morinville and N.A.R. Jct.		----	----	----	3000 3800	----	2200 2800	10 12

Fair Weather

Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

WESTWARD OR NORTHWARD							Between Station — Station
Single Unit Ratings							
Car Factor	991-992 1000-1076	4100-4107 6500-6637	1204-1399 1500-1519 1900-1917	4108-4707 5500-5699 9150-9199	4000-4017 9400-9699	Designated Units 5000-5299	
OYEN-DRUMHELLER SUBDIVISIONS							
10 10 7	2300 2300 1700	2700 2700 1850	3150 3150 2300	3450 3450 2550	4500 4500 3300	5850 5850 4300	Kindersley and Hanna Hanna and Drumheller Drumheller and Sarcee Yard
MANTARIO SUBDIVISION							
10	2200	----	3000	----	----	----	Glidden and Alsask
ACADIA VALLEY SUBDIVISION							
7	1600	----	2200	----	----	----	Eyre and Acadia Valley
SHEERNESS SUBDIVISION							
7 12	1600 2800	----	2200 3800	2400 4150	----	----	Wardlow and Sheerness Sheerness and Batter Jct.
ENDIANG SUBDIVISION							
10 12 15	2300 2800 3500	----	3150 3800 4750	----	----	----	Endiang Jct. and Endiang Endiang and Warden Warden and Nevis
STETTLER SUBDIVISION							
8 7	1700 1600	----	2350 2200	----	----	----	Dinosaur and Warden Warden and Ferlow Jct.
C.P. RLY. LANGDON SUB.							
12	2800	----	3800	4150	----	----	Rosedale and East Coulee
THREE HILLS SUBDIVISION							
7 7 8	1600 1700 1700	1750 1850 1900	2150 2300 2350	2400 2550 2550	3100 3300 3350	4050 4300 4350	Sarcee Yard and Elnora Elnora and Alix Alix and Mirror
BRAZEAU SUBDIVISION							
7 7 5	1600 1600 1000	1750 1750 ----	2200 2200 1400	2400 2400 ----	3150 3150 ----	4050 4050 ----	Alix and Red Deer Jct. Red Deer Jct. and Ullin Jct. Ullin Jct. and Brazeau
CAMROSE SUBDIVISION							
7 9	1650 1950	1850 2200	2250 2650	2500 2950	3250 3850	4250 5000	Mirror and Camrose Camrose and Bretville Jct.
ALLIANCE SUBDIVISION							
10	2300	----	3150	----	----	----	Alliance and Alliance Jct.

Fair Weather

Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

Between Station — Station		EASTWARD OR SOUTHWARD						
		Single Unit Ratings						
Station	Station	Designated Units 5000-5299	4000-4017 9400-9699	4108-4707 5500-5699 9150-9199	1204-1399 1500-1519 1900-1917	4100-4107 6500-6637	991-992 1000-1076	Car Factor
OYEN-DRUMHELLER SUBDIVISIONS								
Sarcee Yard Drumheller Munson Hanna	and and and and	7050 2400 4650 5850	5450 1850 3600 4500	4150 1400 2750 3450	3800 1300 2500 3150	3100 1000 2000 2700	2800 900 1850 2300	12 4 8 10
MANTARIO SUBDIVISION								
Alsask	and	----	----	----	3150	----	2300	10
ACADIA VALLEY SUBDIVISION								
Acadia Valley	and	----	----	----	2350	----	1700	8
SHEERNESS SUBDIVISION								
Batter Jct.	and	----	----	2950	2650	----	1950	9
ENDIANG SUBDIVISION								
Nevis	and	----	----	----	3800	----	2800	12
STETTLER SUBDIVISION								
Ferlow Jct. Warden	and and	----	----	----	2000 2350	----	1450 1700	7 8
C.P. RLY. LANGDON SUB.								
East Coulee	and	----	----	3450	3150	----	2300	10
THREE HILLS SUBDIVISION								
Mirror Alix	and and	5000 4050	3850 3100	2950 2400	2650 2150	2150 1750	1950 1600	9 7
BRAZEAU SUBDIVISION								
Brazeau Ullin Jct. Red Deer Jct.	and and and	4900 5850	3800 4500	2900 3450	2650 2650 3150	2150 2700	1950 1950 2300	8 8 10
CAMROSE SUBDIVISION								
Bretville Jct. Camrose	and and	4350 4050	3350 3150	2550 2400	2350 2200	1900 1750	1700 1600	8 7
ALLIANCE SUBDIVISION								
Alliance Jct.	and	----	----	----	3150	----	2300	10

Fair Weather

Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

WESTWARD OR NORTHWARD							Between Station — Station
Single Unit Ratings							
Car Factor	991-992 1000-1076	4100-4107 6500-6637	1204-1399 1500-1519 1900-1917	4108-4707 5500-5699 9150-9199	4000-4017 9400-9699	Designated Units 5000-5299	
EDSON SUBDIVISION							Calder and Jasper
11	2600	2850	3500	3850	5000	6500	
SANGUDO SUBDIVISION							Calder and Whitecourt Whitecourt and Pass Creek Pass Creek and Kaybob
10	2200	2450	3000	3300	4300	5550	
5	1100	1250	1550	1700	2250	2900	
7	1600	1750	2150	2400	3100	4050	
FOOTHILLS-MOUNTAIN PARK SUBDIVISIONS							Bickerdike and Coalspur Coalspur and Foothills Coalspur and Cadomin
3	650	750	950	1050	1400	1800	
3	550	---	---	---	---	---	
2	450	500	650	750	1000	1250	
GRANDE CACHE SUBDIVISION							Swan Landing and Mileage 60 Mileage 60 and Winniandy Winniandy and Latornell Latornell and Grande Prairie
4	---	---	1050	1150	1550	2000	
15	---	---	4750	5200	6800	8800	
4	---	---	1100	1200	1600	2050	
5	---	---	1650	1850	2400	3100	
MANNING-MEANDER RIVER-PINE POINT SUBS.							Roma Jct. and Leddy Leddy and Dixonville Dixonville and Manning Manning and Hawkhill Hawkhill and Kemp River Kemp River and High Level High Level and Meander River Meander River and Enterprise Enterprise and Pine Jct. Pine Jct. and Pine Point Pine Jct. and Hay River
9	---	---	2650	2950	---	---	
12	---	---	3800	4150	---	---	
15	---	---	4750	5200	---	---	
9	---	---	2650	2950	---	---	
8	---	---	2650	2900	---	---	
15	---	---	4750	5200	---	---	
11	---	---	3500	3850	---	---	
10	---	---	3150	3450	---	---	
15	---	---	4750	5200	---	---	
9	---	---	2650	2950	---	---	
15	---	---	4750	5200	---	---	

Fair Weather

Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

Between Station — Station		EASTWARD OR SOUTHWARD							
		Single Unit Ratings							
		Designated Units 5000-5299	4000-4017 9400-9699	4108-4707 5500-5699 9150-9199	1204-1399 1500-1519 1900-1917	4100-4107 6500-6637	991-992 1000-1076	Car Factor	
EDSON SUBDIVISION		Jasper and Calder	6750	5200	4000	3650	2950	2700	12
SANGUDO SUBDIVISION		Kaybob and Pass Creek Pass Creek and Calder	3100 5550	2400 4300	1850 3300	1650 3000	1350 2450	1200 2200	5 10
FOOTHILLS-MOUNTAIN PARK SUBDIVISIONS		Cadomin and Coalspur Foothills and Coalspur Coalspur and Bickerdike	2600 ---	2000 3850	1550 ---	1400 2650	1100 ---	1000 1650 1950	5 7 9
GRANDE CACHE SUBDIVISION		Grande Prairie and Latornell Latornell and Winniandy Winniandy and Hanlon Hanlon and Swan Landing	3100 7050 3100 8800	2400 5450 2400 6800	1850 4150 1850 5200	1650 3800 1650 4750	---	---	5 12 5 15
MANNING-MEANDER RIVER-PINE POINT SUBS.		Hay River and Pine Jct. Pine Point and Pine Jct. Pine Jct. and Enterprise Enterprise and Meander River Meander River and High Level High Level and Kemp River Kemp River and Hawkhill Hawkhill and Manning Manning and Dixonville Dixonville and Leddy Leddy and Roma Jct.	---	---	4150 2950 2850 2950 4750 2900 2950 3600 2950 3450 5200	3800 2650 2550 2650 4300 2650 2650 3250 2650 3150 4750	---	---	12 9 8 9 14 8 9 10 9 10 15

Fair Weather

Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

WESTWARD OR NORTHWARD

Single Unit Ratings

Car Factor	991-992 1000-1076	4100-4107 6500-6637	1204-1399 1500-1519 1900-1917	4108-4707 5500-5699 9150-9199	4000-4017 9400-9699	Designated Units 5000-5299	Between	
							Station	Station
ALBRED-A-CLEARWATER SUBS.								
10	----	2650	3250	3600	4650	6050	Jasper	and Redpass Jct.
11	----	2850	3500	3850	5000	6500	Redpass Jct.	and Albreda
15	----	3900	4750	5200	6800	8800	Albreda	and Blue River
15	----	3900	4750	5200	6800	8800	Blue River	and Birch Island
15	----	3900	4750	5200	6800	8800	Birch Island	and Kamloops Jct.
ASHCROFT-YALE SUBS.								
12	----	2950	3650	4000	5200	6750	Kamloops Jct.	and Savona
15	----	3900	4750	5200	6800	8800	Savona	and Port Mann
OKANAGAN-LUMBY SUBS.								
5	1100	1250	1550	1700	----	----	Kelowna	and Vernon
3	700	750	950	1050	----	----	Lumby	and Lumby Jct.
5	1050	1200	1500	1650	----	----	Vernon	and Armstrong Jct.
4	900	1000	1300	1400	----	----	Armstrong Jct.	and Monte Lake
15	3500	3900	4750	5200	----	----	Monte Lake	and Kamloops
12	2800	3100	3800	4150	----	----	Kamloops	and Kamloops Jct.
TETE JAUNE-FRASER-NECHAKO-TELKWA-BULKLEY-SKEENA SUBS.								
12	----	2950	3650	4000	5200	6750	Redpass Jct.	and McBride
12	----	3100	3800	4150	5450	7050	McBride	and Prince George
12	----	3100	3800	4150	5450	7050	Prince George	and Terrace
15	----	3900	4750	5200	6800	8800	Terrace	and Prince Rupert
KITIMAT SUB.								
4	----	800	1050	1150	----	----	Kitimat	and Dubose
4	----	850	1050	1200	----	----	Dubose	and Terrace

Fair Weather

Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

EASTWARD OR SOUTHWARD

Single Unit Ratings

Between		Designated Units 5000-5299	4000-4017 9400-9699	4108-4707 5500-5699 9150-9199	1204-1399 1500-1519 1900-1917	4100-4107 6500-6637	991-992 1000-1076	Car Factor
Station	Station							
ALBRED-A-CLEARWATER SUBS.								
Kamloops Jct.	and Birch Island	7050	5450	4150	3800	3100	----	12
Birch Island	and Blue River	6050	4650	3600	3250	2650	----	10
Blue River	and Albreda	4200	3250	2450	2250	1800	----	7
Albreda	and Redpass Jct.	4200	3250	2450	2250	1800	----	7
Redpass Jct.	and Jasper	7050	5450	4150	3800	3100	----	12
ASHCROFT-YALE SUBS.								
Port Mann	and Kamloops Jct.	7050	5450	4150	3800	3100	----	12
OKANAGAN-LUMBY SUBS.								
Kamloops Jct.	and Kamloops	----	----	5200	4750	3900	3500	15
Kamloops	and Monte Lake	----	----	850	750	600	550	3
Monte Lake	and Armstrong Jct.	----	----	2550	2350	1900	1700	8
Armstrong Jct.	and Vernon	----	----	1400	1300	1000	900	4
Lumby Jct.	and Lumby	----	----	900	800	650	550	3
Vernon	and Kelowna	----	----	1700	1550	1250	1100	5
TETE JAUNE-FRASER-NECHAKO-TELKWA-BULKLEY-SKEENA SUBS.								
Prince Rupert	and Terrace	----	6150	4750	4300	3500	----	14
Terrace	and Smithers	----	5450	4150	3800	3100	----	12
Smithers	and Prince George	----	5450	4150	3800	3100	----	12
Prince George	and Tete Jaune	7050	5450	4150	3800	3100	----	12
Tete Jaune	and Redpass Jct.	2900	2250	1700	1550	1250	----	5
KITIMAT SUB.								
Terrace	and Dubose	----	----	1150	1050	800	----	4
Dubose	and Kitimat	----	----	5200	4750	3900	----	15

LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" OR RESTRICTED CLEARANCE SIGNS

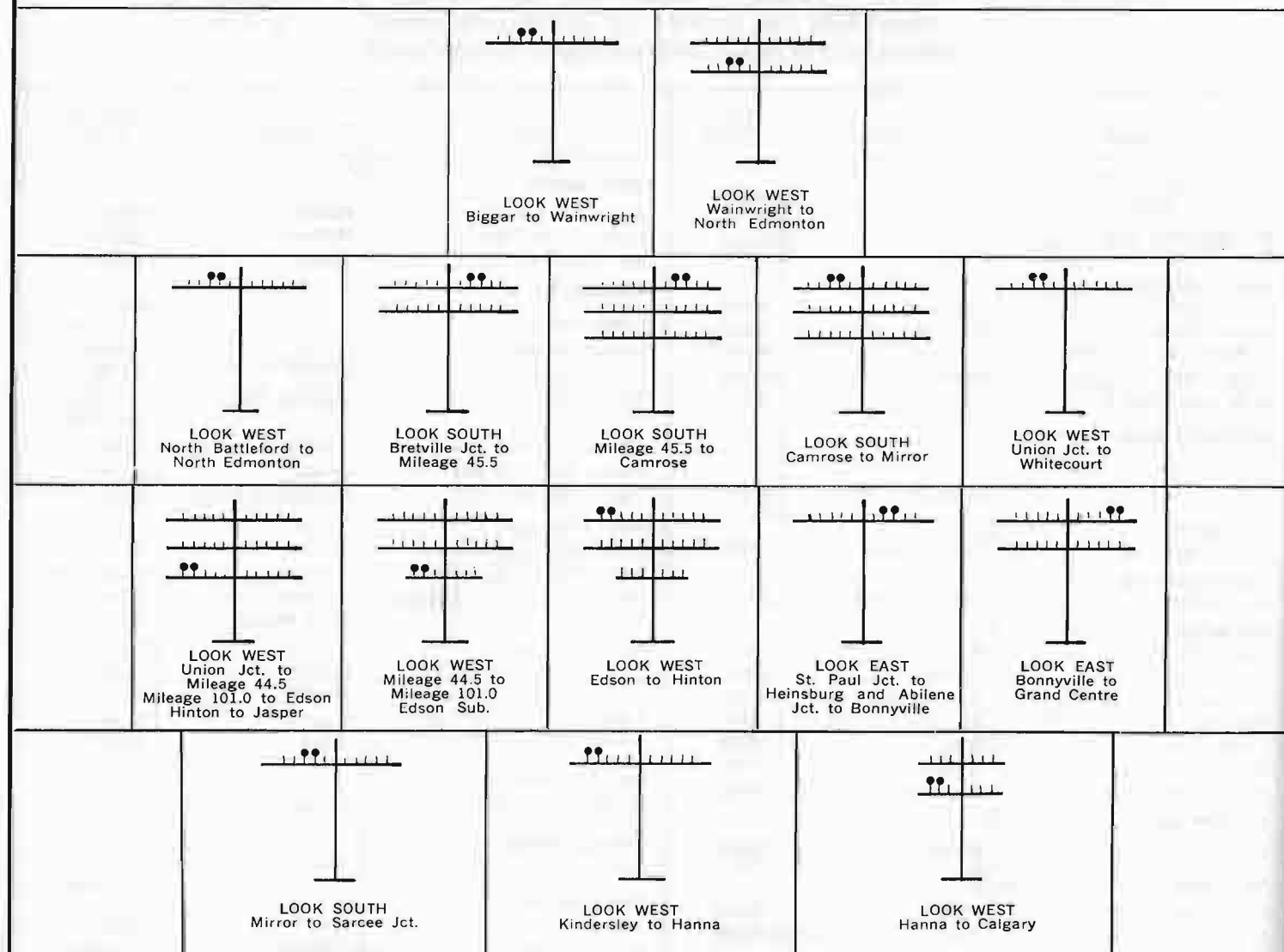
NOTE—See General Instructions (Form 696)

Location	Obstruction	Side of Track	Location	Obstruction	Side of Track
NORTH EDMONTON-EDMONTON Spur X-002 -----	Pole Line	South	HIGH LEVEL Industrial track -----	All shed platforms between and including Baroid of Canada Ltd. and Beaver Lbr. Co.	West
EDMONTON-BISSELL Edmonton Freight Shed Track 1 ----- Tracks 1, 2, 3, 4, 5 ----- Track 5 ----- Track 6 ----- Lane 102½ Street T. Eaton Co. Ltd. -----	Shed Each Other Ramp Ramp Gate	South Both North South Both	Team Track No. 2 ----- Swanson Lbr. Co. Ltd. ----- Consolidated Hydro-Carbons Ltd. -----	Loading Ramp Loading Ramp Gateposts	West South Both
FORESTBURG Forestburg Collieries Ltd. Track 5 -----	Loading Ramp	West	MEANDER RIVER SUB: Enterprise: Team track -----	Loading Ramp Dirk Vos Shed platform	West West
SANGUDO SUB. Texas Gulf Sulphur Co. -----	Stairs and Building	Both	HAY RIVER: Team Track No. 1 ----- Consolidated Hydro-Carbons Ltd. ----- Pacific Petroleums Ltd. ----- Gulf Oil Spur -----	Loading Ramp Gatepost and Retaining Wall Gatepost and Fence Stand Pipes and Hoses	East East West East
SPRUCE GROVE Industrial Track ----- Platform Track -----	Shed Shed	South South	Northern Transportation Co. Ltd. (Shed Spur) ----- Northern Transportation Co. Ltd. (Ramp Spur) -----	Shed Side Ramp Shed	East West East
WABAMUN Building Products of Canada -----	Wood Piles	Both	PINE POINT SUB: Pine Point: Ramp track -----	Loading Ramp	South
CADOMIN Inland Cement Co. Ltd. -----	New Tipple	Overhead	PINE POINT MINES: Main track, Mileage 52.9 ----- Fertilizer Spur ----- Diesel Spur ----- Butane Spur -----	Concentrate Loading Ramp Conveyors Stand Pipes Stand Pipes	South South South South
HINTON Northwest Pulp and Power Co. Ltd. Track 4 ----- Track 6 ----- Track 7 -----	Shed Doors Shed and Stand Pipe Stand Pipe	Both Both North	Track No. 1—Oil Shed ----- —Warehouse -----	Unloading Dock Unloading Dock	West West
BRAZEAU Brazeau Collieries Tracks -----	Track 1—Tipple Tracks 2 and 3—Tipple	South Both	Track No. 2—Lime unloading station ----- —Concentrator ----- Doors 43, 44 and 45 ----- —Grinding Bay -----	Pipe Platform Door Frames	East East Both
ROSEDALE Subway Coal Co. -----	Storage track—Ramp Storage track—Tipple	North North	Zinc tail track -----	Old Loading Ramp	South
HUBALTA Western Rolling Mills Mileage 124.2 -----	Overhead Crane	Overhead			
MANNING SUB: Industrial Track, Manning -----	Loading Ramp	West			

LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" or RESTRICTED CLEARANCE SIGNS
NOTE—SEE GENERAL INSTRUCTIONS (FORM 696)

Location	Obstruction	Side of Track	Location	Obstruction	Side of Track
BLUE RIVER Oil Tank Track -----	Tank	South	PORT MANN South Stores Track ----- North Stores Track ----- Slip Track -----	Platform Platform Towers	Both South North
CLEARWATER SUB. Balco Forest Prod. M. 130.11 -----	Platform	South	VANCOUVER Coach Yard Tracks C3 and C5 ----- Tracks C4 and C6 ----- Track C11 -----	Trainshed Roof Washing Machine	South North Overhead & Both
KAMLOOPS JCT. Coal Track ----- Repair Track 10 ----- Stores Track ----- Scale Track ----- High Line Track 5 -----	Sandhouse Platform Platform Scale Ramp	North South North North North	Tracks C12 and C13 ----- Tracks C16, C17 and C18 ----- Tracks C25 and C27 -----	Platform & Canopy Shelter Platforms & Bldgs.	South Both South
ASHCROFT SUB. Gulf Oil Canada Ltd. track N-20 -----	Buildings & Ramp	North	Main Yard Track M10 ----- Track M13 ----- Track M17 ----- Track M19 -----	Shed Platform Platform Scale House	North South North South
KAMLOOPS Shed Track -----	Freight Shed	West	Waterfront Yard Track W14 (East end) ----- Track W15 (East end) ----- Tracks W36 and W37 ----- Tracks W40 and W41 -----	Switch Switch Crane Crane	South North Both Both
OKANAGAN SUB. Spur mileage 114.5 -----	Fence Post & Platform	East	BULKLEY SUB. CanCel Ltd. mileage 72.75 -----	Platform	North
KELOWNA Industrial Track ----- Dom. Canners ----- Interchange Track ----- Imp. Oil Spur ----- Wharf Spur ----- Slip Tracks ----- Interchange Tracks -----	Can. Canners Platform Dom Canners Spur Rowcliffe Cannery Dock Office Towers Guy Wire	East East East East West Both East	PRINCE RUPERT Repair Tracks 1 and 2 -----	Post	Between Tracks
BOSTON BAR Ice House Track -----	Platform	South	Seal Cove Line Mileage 2.0 ----- Mileage 2.4 -----	Bldg. Platform	South South
YALE SUB. Spur mileage 103.1 ----- Spur mileage 108.5 -----	Platform Platform	South North			

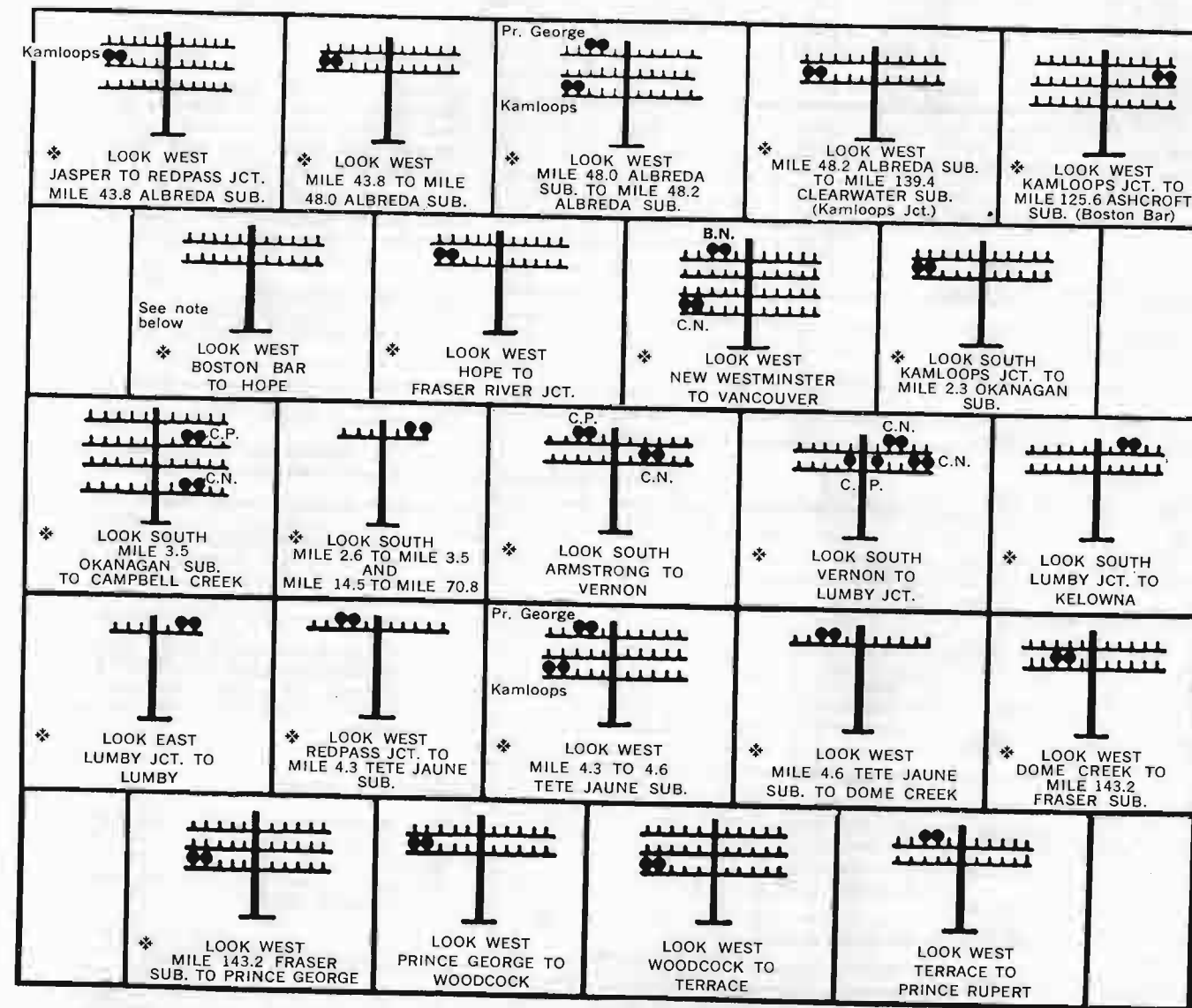
DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES



Face in Direction Named. Count Cross Arms From the Top Down.

Train Phone Wires Marked ●

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES
FACE IN DIRECTION NAMED — COUNT CROSSARMS FROM THE TOP DOWN
TRAIN PHONE WIRES MARKED ● ●



*CN train phone wires have been redesignated "Utility Circuit". Wayside telephones connected to this circuit and portable hang-up telephones are equipped with push button or ringing crank. Contact with train dispatcher may be made by generating a continuous ten second signal with the ringing crank or depressing push button for ten seconds. After push button is released, an answer-back signal will be heard which will indicate that the signal has been received in train dispatcher's office. If train dispatcher does not answer immediately, another signal should not be generated for at least 5 minutes except in case of emergency.

NOTE:— On Yale Sub telephone connections are installed at Mileages 0.2, 0.5, 1.2, 2.0, 2.4, 2.8, 3.0, 3.4, 4.0, 4.6, 5.0, 5.4, 5.8, 6.0, 6.5, 7.0, 7.2, 8.0, 8.3, 8.6, 9.2, 9.4, 10.0, 10.5, 11.2, 11.6, 12.0, 13.1, 14.1, 14.5, 15.0, 16.0, 16.5, 17.2, 17.5, 18.3, 18.5, 19.0, 19.45, 19.7, 20.0, 20.5, 21.05, 22.05, 22.4, 23.0, 24.0, 25.0, 25.7, 26.07, 26.3, 26.7, 27.0, 27.6, 28.0, 28.25, 28.5, 28.75, 29.0, 29.25, 29.75, 30.0, 30.25, 30.4, 30.8, 31.0, 31.25, 31.7, 32.0, 32.25, 32.5, 32.9, 33.25, 33.5, 33.75, 34.0, 34.75, 34.9, 35.2, 35.5, 35.9, 36.5, 37.0, 37.2, 37.3, 37.5, 37.7, 38.2, 38.4, 39.0, 39.25, 39.5, 62.8 and 63.25.

Between Boston Bar and Hope, all wayside telephones, and telephones at siding switches are connected to Dispatcher's circuit. Contact with Dispatcher at siding locations may be made by lifting telephone receiver and at drop locations by connecting portable phone. Phone box doors are to be shut and locked after use. Portable phones are to be removed immediately after use.

RADIO DIRECTORY

These Instructions supplement items 3.2 to 3.13 inclusive of System Special Instructions.

ROAD MOBILE RADIOS	Lens	RADIO CHANNELS					
		EE	TW1	TW2	CC3	TW3	TW4
Revised Lens	1	2	3	4	6	7	
Mainline Engines & Railiners		○	X	X	X	X	X
Train Crew Portables (2 Ch)		○			X		
Train Crew Portables (4 Ch)		○	X	X	X		
On Track Mtce. Equipment (2 Ch)		○	X				
On Track Mtce. Equipment (4 Ch)		○	X	X			
Track Mtce. Portables (2 Ch)		○	X				
Track Mtce. Portables (4 Ch)		○	X	X			
Jasper Yard Engine (4 Ch)		X	X	X	○		
BASE STATION CONTROL							
Biggar Operator		X			○		
Dispatcher WAINWRIGHT EAST SUB.		X	②				
Wainwright Operator		X			○		
Dispatcher WAINWRIGHT WEST SUB.		X	②				
Viking Operator		X			○		
Calder Operator & Diesel Shop		X			○		
Calder Switch Tender, Yardmaster		X			○		
Edson Operator		X			○		
Dispatcher EDSON EAST SUB.		X	①				
Dispatcher EDSON WEST SUB.		X	②				
Hinton Operator		X			○		
Jasper Operator & Yardmaster		X			○		
Whitecourt Operator				②	X		
Dispatcher SANGUDO SUB.		X		①			
Leyland Operator				○			
Dispatcher FOOTHILLS & MTN. PK. SUBS.		X		②			
Fort Saskatchewan Operator		X			○		
Dispatcher VEGREVILLE SUB.		X		①			
Vegreville Operator		X			○		
Vermilion Operator		X			○		
Lloydminster Operator		X			○		
Dispatcher BLACKFOOT SUB.		X		①			
N. Battleford Operator		X			○		
Camrose Operator		X			○		
Dispatcher CAMROSE SUB.		X		②			
Mirror Operator		○					
Red Deer Operator		○					
Dispatcher THREE HILLS SUB.							
Dispatcher BRAZEAU SUB.						②	②
Otway Operator							○
Sarcee Operator & Yardmaster		X			○		
Drumheller Operator		X			○		
Dispatcher DRUMHELLER SUB.		X			○		
Hanna Operator		X			○		
Dispatcher OYEN SUB.		X			○		
Kindersley Operator		X			○		
Winniandy Operator					X	○	
Grande Prairie Operator					X	○	
Dispatcher GRANDE CACHE SUB.						②	②

STANDBY CHANNEL to be assigned locally for use with Yard engines and portables.

LEGEND TO CHART

- standby channel
 ① standby channel with tone 1 call
 ② standby channel with tone 2 call
 X alternate channel

DEFINITIONS

STANDBY CHANNEL is the channel on which a given radio is ready to receive intelligence at any time. (Some offices show more than one standby channel—that means they have access to more than one radio base station.)

ALTERNATE CHANNEL is another channel provided on the equipment other than the standby channel.

HOW TO USE CHART

- Select on the chart the party you desire to call.
- Determine his standby channel (i.e. ○).
- Select his standby channel on your radio.
- If his standby channel does not show a tone number (i.e. ○) voice call.
- If his standby channel shows a tone number (i.e. 1) depress the appropriate tone button (Disp. 1 or 2) for approximately 3 seconds, then voice call party if other than dispatcher. If calling dispatcher wait for him to reply after depressing tone button unless you have an emergency situation.
- In case of emergency begin immediately by repeating the word "MAYDAY" three times followed by your own identification, location, nature of distress, and assistance required.

PORTABLE RADIOS

Train or yard portable radios (caboose or hand-talkie type) must be signed in and out at train register or yard office locations whether in a radio pool or specifically assigned, except where card system is used.

MAINTENANCE OF WAY RADIOS

Channel "EE" is the standby channel only when radio-equipped track units are operating on-track or under train order protection provided by Example (2) of Form Y, otherwise normal standby channel is "MW1".

RADIO DIRECTORY

These Instructions supplement items 3.2 and 3.13 inclusive of System Special Instruction.

ROAD MOBILE RADIOS	Lens	RADIO CHANNELS				
		EE	TW1	TW2	CC3	
Revised Lens	1	2	3	4		
Mainline engines (4 Ch)		○	X	X	X	
Train Crew Portables (2 Ch)		○	X			
Train Crew Portables (4 Ch)		○	X	X	X	
On-Track Mtce. Equipment (2 Ch)		○	X			
On-Track Mtce. Equipment (4 Ch)		○	X	X		
Track Mtce. Portables (2 Ch)		○	X			
Track Mtce. Portables (4 Ch)		○	X	X		
BASE STATION CONTROL						
Jasper Operator		X			○	
Jasper Yardmaster		X			○	
Redpass Jct. Operator		X			○	
Dispatcher ALBREDA SUB.		X	①			
Blue River Operator		X			○	
Dispatcher CLEARWATER SUB.		X	②			
Kamloops Jct. Operator		X	○			
Kamloops Jct. Yardmaster		X			○	
Dispatcher ASHCROFT SUB.		X	①			
Boston Bar Operator		X			○	
Chilliwack Operator		X			○	
Dispatcher YALE SUB.		X	②			
Port Mann Operator		X			○	
Port Mann Yardmaster		X		X	○	
Redpass Jct. Operator		X			○	
McBride Operator		X			○	
Dispatcher TETE JAUNE SUB.		X	②			
Dispatcher FRASER SUB.		X	②			
Prince George Operator		X			○	
Prince George Yardmaster		X			○	
Dispatcher NECHAKO SUB.		X	②			
Dispatcher TELKWA, BULKLEY, SKEENA SUBS.		X	①			
Vanderhoof Operator		X			○	
Endako Operator		X			○	
Burns Lake Operator		X			○	
Houston Operator		X			○	
Smithers Operator		X			○	
New Hazelton Operator		X			○	
Kitwanga Operator		X			○	
Terrace Operator		X			○	
Kwinitsa Operator		X	○			
Prince Rupert Operator and Yardmaster		X			○	
Dispatcher KITIMAT SUB.		X	①			
YARD ENGINE RADIOS						
Lens	EE	TW1	TW2	CC2	CC3	GT1
Kamloops Jct.		X	X		○	X
Prince George	X	X	X		○	
Vancouver Terminals			X		○	
Thornton Tunnel only	○					
Smithers	X				○	
Terrace	X				○	
Prince Rupert	X				○	

LEGEND TO CHART

- standby channel
 ① standby channel with tone 1 call
 ② standby channel with tone 2 call
 X alternate channel

DEFINITIONS

STANDBY CHANNEL is the channel on which a given radio is ready to receive intelligence at any time. (Some offices show more than one standby channel—that means they have access to more than one radio base station.)

ALTERNATE CHANNEL is another channel provided on the equipment other than the standby channel.

HOW TO USE CHART

- Select on the chart the party you desire to call.
- Determine his standby channel (i.e. ○).
- Select his standby channel on your radio.
- If his standby channel does not show a tone number (i.e. ○) voice call.
- If his standby channel shows a tone number (i.e. 1) depress the appropriate tone button (Disp. 1 or 2) for approximately 3 seconds, then voice call party if other than dispatcher. If calling dispatcher wait for him to reply after depressing tone button unless you have an emergency situation.
- In case of emergency begin immediately by repeating the word "MAYDAY" three times followed by your own identification, location, nature of distress, and assistance required.

PORTABLE RADIOS

Train or yard portable radios (caboose or hand-talkie type) must be signed in and out at train register or yard office locations whether in a radio pool or specifically assigned, except where card system is used.

MAINTENANCE OF WAY RADIOS

Channel "EE" is the standby channel only when radio-equipped track units are operating on-track or under train order protection provided by Example (2) of Form Y, otherwise normal standby channel is "MW1".

NOTE: Standby Channel to be assigned locally for use with yard engines and portable radios.

STANDARD OPERATING SIGNS

Signs of the former type will also continue to appear. The new signs will only be installed as replacements are required.

Additional operating signs are contained in U.C.O.R. insert outlining:
 Zone Speed Signs.
 Advance Speed Restriction Signs.
 Permanent slow order restricting and resume speed signs.

APPEARANCE	INDICATION
	Yard Limit
	Yard Limit — One Mile
	Station Protection Signal (not provided with Approach Signal) — One Mile
	Station — One Mile
	Railway Crossing at Grade Junction Drawbridge End of Main Track End of two or more tracks One Mile
	Hot Box Detector — One Mile
	Speedometer Check — One Mile
	Begin Measured Mile
	End Measured Mile
	Engine Prohibited Beyond this Point
	Cars Prohibited Beyond this Point
	Restricted Side Clearance

APPEARANCE	INDICATION
	Derail
	"Stop". As prescribed by Rule 98. As outlined in subdivision footnotes pertaining to certain Public Crossings at Grade. At such other places as may be required.
	Main Track Begins
	Main Track Ends
	C.T.C. Begins
	C.T.C. Ends
	Block Clearance Point
	Block End
	Whistle and Bell As prescribed by Rules 14L and 30
	Whistle — Tunnel 1000 Feet
	Spring Switch
	Crossing Circuit
	Subdivision Mileage
	Distance in Feet from Siding Switch
	Station Name Sign

MEDICAL OFFICERS

DR. P. VAUGHAN, Director of Medical Services, Montreal, Que.
 DR. G. C. PRETTY, Regional Medical Officer, Edmonton, Alta.

MEDICAL CLINICS

DR. R. V. JOHNSTON, Edmonton, Alta., Telephone 429-8783
 DR. W. A. ROZECKI, Vancouver, B.C., Telephone 665-5334

Biggar, Sask. -----	Dr. M. K. Sas Dr. N. Jackson	Kitimat, B.C. -----	Dr. G. N. Bomphray
Burns Lake, B.C. -----	Dr. A. D. Mann	McBride, B.C. -----	*Dr. G. Cowburn
Calgary, Alta. -----	Dr. L. A. McKercher *Dr. Wm. M. Chisholm *Dr. Frank L. Dallison	North Battleford, Sask. -----	*Dr. G. J. Breton *Dr. W. J. W. Wolfe Dr. W. J. Nikiforuk
Camrose, Alta. -----	Dr. F. M. Smith	Peace River, Alta. -----	*Dr. E. S. Takacs
Chilliwack, B.C. -----	Dr. A. D. Colledge	Penticton, B.C. -----	Dr. W. A. Wickett
Drumheller, Alta. -----	*Dr. B. A. Nahornick	Prince George, B.C. -----	*Dr. L. T. Maxwell *Dr. V. A. Johnson
Edmonton, Alta. -----	Dr. R. N. Eidem *Dr. R. J. Johnston *Dr. K. E. Schmidt	Prince Rupert, B.C. -----	*Dr. J. E. Schinbein *Dr. W. H. Mitchell-Banks *Dr. E. J. McDonald
Edson, Alta. -----	*Dr. J. E. Crawford	Quesnel, B.C. -----	Dr. L. H. Appleby
Elk Point, Alta. -----	*Dr. F. G. Miller	Red Deer, Alta. -----	*Dr. R. M. Chadwick
Grande Prairie, Alta. -----	Dr. A. R. Murray	St. Paul, Alta. -----	*Dr. F. R. Decosse
Hanna, Alta. -----	*Dr. John Pollock Donald *Dr. Geo. D. Wilkins	Smithers, B.C. -----	*Dr. A. J. G. Wilson *Dr. W. J. Sands
Hay River, N.W.T. -----	*Dr. Earle L. Covert	Terrace, B.C. -----	Dr. Robert E. Lee *Dr. R. C. Brooks
Hazelton, B.C. -----	Dr. J. E. Whiting *Dr. P. A. Muir	Unity, Sask. -----	Dr. Wm. J. Doyle
Hope, B.C. -----	*Dr. R. D. Morrison	Vancouver, B.C. -----	Dr. B. C. Wyatt *Dr. J. H. Watson
Jasper, Alta. -----	*Dr. J. Betkowski *Dr. Peter R. Callegari *Dr. W. R. Pimbley	Vanderhoof, B.C. -----	Dr. A. W. Mooney Dr. Charles H. Stephen
Kamloops, B.C. -----	*Dr. I. G. Smillie *Dr. H. O. L. Murray *Dr. Emery Fournier *Dr. W. S. Haynes *Dr. J. L. McKeen	Vernon, B.C. -----	Dr. H. A. Gilchrist
Kelowna, B.C. -----	*Dr. R. B. Ferguson	Victoria, B.C. -----	*Dr. J. H. Moore *Dr. W. Graham
Kindersley, Sask. -----	*Dr. O. N. Gulka	Wainwright, Alta. -----	*Dr. V. N. Sawchuk * Dr. D. S. White

*Also Eye, Ear and Physical Examiners.

WATCH INSPECTORS

Location	Name	Location	Name
Biggar, Sask.	Duane's Credit Jewellers	North Battleford, Sask. ..	Asmussen's Jewellers
Blue River, B.C.	Blue River Watch Clinic	North Vancouver, B.C.	John Bishop Jewellers Ltd. 1562 Lonsdale
Calgary, Alta.	Revitt Jewellers 717 - 7th Avenue S.W.	Peace River, Alta.	Ash Jewellers
Drumheller, Alta.	Walter Brooke Wade Jewellery	Port Mann, B.C.	C. N. Meadows Ltd. Dell Shopping Centre Whalley, North Surrey
Edson, Alta.	*Agent	Prince George, B.C.	Fred's Jewelry 1185 Third Avenue
Grande Prairie, Alta.	Curry's Jewellers	Prince Rupert, B.C.	Cook's Jewellers
Hanna, Alta.	Blair's Jewellery	Smithers, B.C.	The Watchmakers Shop
Hay River, N.W.T.	Terminal Supervisor	Smithers, B.C.	Smithers Jewellery Ltd.
High Level, Alta.	Yard Agent	Terrace, B.C.	H. Lehmann Jewellers Ltd.
Jasper, Alta.	Whistler's Jewellery	Vancouver, B.C.	W. H. Grassie 566 Seymour Street
Kamloops, B.C.	Livingston's Jewellers Ltd. 260 - 3rd Avenue, and 700 Tranquille Road	Vancouver, B.C.	Ferguson & Stephenson 521 Seymour Street
Kamloops, B.C.	Wilson's Jewellery and Watch Repairs 368 Victoria Street	Vancouver, B.C.	Millers Credit Jewelers Ltd. 47 West Hastings Street
Kamloops, B.C.	Webber's Jewellery & Gift Shop 405 Victoria Street	Vancouver, B.C.	Polney's Jewellers 2579 Commercial Drive
Kelowna, B.C.	J. Haworth & Sons	Vermilion, Alta.	Kinniburgh Jewellers
Kindersley, Sask.	Agent	Victoria, B.C.	W. H. Grassie (Victoria Ltd.) 1209 Douglas Street
Lacombe, Alta.	Ed Galenza Jeweller	Wainwright, Alta.	Walker's Jewellers
Mirror, Alta.	Agent	Whitecourt, Alta.	Agent
New Westminster, B.C.	Millers Credit Jewellers Ltd. 622 Columbia Street		

*For employees assigned at Edson only.

DISPATCHING OFFICE AT EDMONTON — OFFICE SIGNAL "OK"

Telephone Nos. 429-8885; 429-8886; 429-8887

North Branch—429-8877

South Branch—429-8893

J. Kolodrubsky	Chief Train Dispatcher
A. N. Krauter	Assistant Chief Train Dispatcher
J. Daniluck	Assistant Chief Train Dispatcher
W. Fischer	Assistant Chief Train Dispatcher
W. A. Footz	Assistant Chief Train Dispatcher

Train Dispatchers:

G. C. Blundell	T. W. Korchinsky	F. P. Pylypow
D. G. Buchinski	D. L. Krowchenko	N. C. Ryhorchuk
W. A. Burgess	E. Kunkel	G. A. Schiele
R. W. Chamberlain	R. G. Landry	K. C. Sherman
T. W. Dennis	F. A. Matwychuk	R. D. Sherman
W. F. Fowler	M. Medvid	W. Sherstenko
R. P. Geddis	K. O. McAmmond	M. L. Shockey
C. L. Graham	D. G. McMinn	D. A. Stewart
A. P. Haczekwicz	R. D. Michayluk	W. D. Stone
J. W. Hill	W. O. Noon	H. L. Tilley
R. R. Hillis	M. F. O'Connor	W. Zaplitny
W. Jwaszko	E. J. Patenaude	V. Zavaduk
H. F. Kary		

TRAIN DISPATCHERS' OFFICE AT ROMA JCT.

Telephone Nos. 624-3687; 624-3688; 624-3689

Train Dispatchers:

J. Babiuk	R. J. Strachan
E. F. Ford	P. F. VanHoof

DISPATCHING OFFICE AT KAMLOOPS — OFFICE SIGNAL "K"

Telephone No. 374-1553

L. P. Trainor	Chief Train Dispatcher
N. B. Houseman	Assistant Chief Train Dispatcher
J. F. Kelly	Assistant Chief Train Dispatcher
L. C. Fraser	Assistant Chief Train Dispatcher
D. B. McDonald	Assistant Chief Train Dispatcher

Train Dispatchers:

B. Baleshta	H. F. Goodwin	C. H. Paterson
R. L. Barr	J. Griffin	R. N. Richardson
D. J. Brown	R. W. Holt	E. E. Stark
G. E. Brown	E. R. Kolesnikoff	C. J. Steiger
E. Dembicki	K. L. Marlow	H. C. Warner
G. A. Douglas	L. J. Mazur	C. W. Webster
P. J. Geddis	R. L. McAmmond	B. E. Weir
L. Golanowski	J. T. Mychaluk	

DISPATCHING OFFICE AT PRINCE GEORGE — OFFICE SIGNAL "SM"

Telephone No. 563-4270

P. R. Gaudet	Chief Train Dispatcher
T. Humeniuk	Assistant Chief Train Dispatcher
H. E. Fielding	Assistant Chief Train Dispatcher

Train Dispatchers:

S. F. Apps	L. H. Folsom	M. Pattinson
J. K. Castle	E. Gunderson	O. J. Sawka
F. R. Charles	J. A. Kinnear	S. Shurma
M. D. Clare	D. H. Marshall	L. G. Thomson
E. R. Coster	E. A. Nordholm	R. G. Trask
G. D. Evanoff	A. A. Nunweiler	

OFFICERS

ALBERTA NORTH DIVISION

J. R. Hibberd	Superintendent Operations	Edmonton
F. S. Jessop	Assistant Superintendent	Edmonton
G. W. Burton	Terminal Superintendent	Edmonton
K. H. McIntyre	Trainmaster	Edmonton
W. R. Harmon	Trainmaster	Edmonton
A. O. Quevillon	Master Mechanic	Edmonton
W. J. Dear	Master Mechanic	Edmonton
C. W. Brown	Master Mechanic	Edmonton
J. Kleinsasser	Trainmaster	Biggar
E. E. Grover	Superintendent	Roma Jct.

ALBERTA SOUTH DIVISION

B. A. Lowerison	Superintendent Operations	Calgary
W. G. Curran	Trainmaster	Calgary
J. F. Maloney	Trainmaster	Calgary
R. I. Richardson	Master Mechanic	Calgary

YELLOWHEAD DIVISION

W. G. Wright	Superintendent Operations	Kamloops
K. P. McGinley	Assistant Superintendent	Kamloops
G. J. Pichette	Trainmaster	Kamloops
C. B. Humphreys	Master Mechanic	Kamloops
A. L. Maisonneuve	Master Mechanic	Kamloops
M. G. Lyons	Assistant Superintendent	Jasper
G. S. McCabe	Trainmaster	Jasper
E. W. Hannon	Trainmaster	Jasper
G. H. Gordon	Master Mechanic	Jasper
K. L. Hammell	Master Mechanic	Jasper

PACIFIC DIVISION

W. R. Fleming	Superintendent Operations	Vancouver
R. B. Hopewell	Terminal Superintendent	Vancouver
C. J. Loader	Master Mechanic	Vancouver
A. J. McEvoy	Trainmaster	Port Mann
J. R. Hastie	Master Mechanic	Port Mann

BC NORTH DIVISION

E. W. Matheson	Superintendent Operations	Prince George
P. A. Cox	Trainmaster	Prince George
B. H. Jordan	Master Mechanic	Prince George
R. A. Matthews	Trainmaster	Smithers
R. A. Chapman	Master Mechanic	Smithers
W. S. Rodgers	Assistant Superintendent	Prince Rupert

Notes

Notes

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