

**CN RAIL**

# **MOUNTAIN REGION TIME TABLE**

# **10**

**EFFECTIVE SUNDAY, JUNE 8th, 1980**

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

THE SUPERIOR DIRECTION IS EAST OR SOUTH

***SAFETY IS OF THE FIRST IMPORTANCE  
IN THE DISCHARGE OF DUTY***

W. R. STEPHENSON  
GENERAL SUPT. TRANSPORTATION  
EDMONTON

E. D. KEARNEY  
ASST. GENERAL SUPT. TRANSPORTATION – OPERATIONS  
EDMONTON

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Total Region Mileage — 4621.0

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**EFFECTIVE AT 0001 DAYLIGHT SAVING TIME, SUNDAY, JUNE 8th, 1980**

**Jasper and East:**

**Governed by:**

Mountain Daylight Saving Time commencing  
0300 Sunday, April 27th, 1980 and by:

Mountain Standard Time commencing 0100  
Sunday, October 26th, 1980 and by:

Mountain Daylight Saving Time commencing  
0300 Sunday, April 26th, 1981.

**West of Jasper:**

**Governed by:**

Pacific Daylight Saving Time commencing 0300  
Sunday, April 27th, 1980 and by:

Pacific Standard Time commencing 0100  
Sunday, October 26th, 1980 and by:

Pacific Daylight Saving Time commencing 0300  
Sunday, April 26th, 1981.

WESTWARD TRAINS			Miles from Biggar	Switching Zones	WAINWRIGHT SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FIRST CLASS		MOUNTAIN TIME			FIRST CLASS					
695	3	STATIONS			4	694				
Passenger Railer	Passenger	Passenger			Passenger Railer					
Daily	Daily									
.....	0925	0.0	2.2 ↓	.....	<b>BIGGAR</b> .. CKWY	BI	10320	S1855	.....	
.....	.....	8.6	.....	.....	8.6 <b>OBAN</b> .....	.....	6050	.....	.....	
.....	.....	8.8	.....	.....	0.2 <b>OBAN JCT.</b> .....	.....	.....	.....	.....	
.....	.....	16.3	.....	.....	Jct. with Porter Sub. 7.5 <b>PALO</b> .....	.....	6050	.....	.....	
.....	.....	30.0	.....	.....	13.7 <b>CAVELL</b> .....	.....	6050	.....	.....	
.....	.....	42.7	.....	.....	12.7 <b>SCOTT</b> .....	.....	6050	.....	.....	
.....	.....	51.2	.....	.....	8.5 <b>TAKO</b> .....	.....	6050	.....	.....	
.....	S1025	57.9	.....	.....	6.7 <b>UNITY</b> .....	W	6050	S1730	.....	
.....	.....	68.5	.....	.....	10.6 <b>VERA</b> .....	.....	6250	.....	.....	
.....	.....	77.3	.....	.....	8.8 <b>WINTER</b> .....	.....	6050	.....	.....	
.....	.....	84.5	.....	.....	7.2 <b>YONKER</b> .....	.....	6250	.....	.....	
.....	.....	96.5	.....	.....	12.0 <b>ARTLAND</b> .....	.....	6050	.....	.....	
.....	1115	106.9	.....	.....	10.4 <b>CHAUVIN</b> .....	.....	5950	1625	.....	
.....	.....	116.8	.....	.....	9.9 <b>DUNN</b> .....	.....	5320	.....	.....	
.....	.....	127.8	.....	.....	11.0 <b>HEATH</b> .....	.....	6250	.....	.....	
.....	.....	135.3	.....	.....	7.5 <b>GREENSHIELDS</b> .....	.....	5340	.....	.....	
.....	S1150	140.1	138.5 } CTC	.....	4.8 <b>WAINWRIGHT</b> .. KWY	GN	7020	1555	.....	
.....	1200	146.6	142.0 }	.....	6.5 <b>FABYAN</b> .....	.....	6050	S1545	.....	
.....	.....	157.7	.....	.....	11.1 <b>IRMA</b> .....	.....	6050	.....	.....	
.....	.....	165.9	.....	.....	8.2 <b>JARROW</b> .....	.....	6250	.....	.....	
.....	.....	172.1	.....	.....	6.2 <b>KINSELLA</b> .....	.....	6050	.....	.....	
.....	1250	184.5	.....	.....	12.4 <b>VIKING</b> .....	.....	6050	1440	.....	
.....	.....	196.7	.....	.....	12.2 <b>BRUCE</b> .....	.....	5860	.....	.....	
.....	.....	205.9	.....	.....	9.2 <b>HOLDEN</b> .....	.....	5050	.....	.....	
.....	1318	214.7	.....	.....	8.8 <b>RYLEY</b> .....	.....	6050	1412	.....	
.....	.....	226.2	.....	.....	11.5 <b>TOFIELD</b> .....	.....	6050	.....	.....	
.....	.....	232.4	.....	.....	6.2 <b>LINDBROOK</b> .....	.....	6800	.....	.....	
.....	.....	243.8	.....	.....	11.4 <b>UNCAS</b> .....	.....	6050	.....	.....	
.....	1355	250.0	.....	.....	6.2 <b>ARDROSSAN</b> .....	.....	5950	1342	To Camrose Sub.	
From Camrose Sub.	.....	259.1	257.0 ↑	.....	9.1 <b>CLOVER BAR</b> .....	.....	6050	.....	.....	
1130	.....	260.2	.....	.....	1.1 <b>BRETVILLE JCT.</b> .. Y	.....	.....	.....	1725	
.....	.....	263.3	.....	.....	Jct. with Camrose Sub. 3.1 <b>EAST JCT.</b> .....	.....	2960	.....	.....	
1145	S1500	266.7	.....	.....	Calder Entry-Exit 3.4 <b>EDMONTON</b> .. CKW	MO	.....	1315	1710	
		CTC between Biggar and mileage 266.3. Main track ends at mileage 266.3. Rule 105 applies between mileages 266.3 and 266.7.							Daily	Daily
<b>695</b>	<b>3</b>								<b>4</b>	<b>694</b>

## WAINWRIGHT SUBDIVISION FOOTNOTES

### 1 RULE MODIFICATIONS

#### 1.1 CLEARANCES

All clearances issued to a train which is to operate on both Wainwright-Porter subdivisions or Wainwright-Bodo subdivisions must be OK'd by both train dispatchers handling the territory.

**Wainwright**—All trains must obtain clearance.

Unless otherwise provided, trains to Camrose subdivision must obtain clearance at North Edmonton. Train order office is located on north side of track at mileage 0.1 Calder Entry-Exit Line.

**Edmonton**—No. 4 and 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 REGISTER MODIFICATIONS

**Wainwright**—Passenger trains may register by register ticket.

#### 1.3 CTC SPECIAL FEATURES

No train or engine shall clear the main track at the following locations (RTC 109010-111212-R23784):

Mileages 36.5, 55.3, 58.2, 102.9, 106.7, 112.0, 160.9, 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 SPECIAL INSTRUCTIONS

**System 1.3**—Applies within the limits of the City of Edmonton, **except** that whistle must be sounded at crossings between mileage 260.2 and East Jct.

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., and mileage 5.9 Edson Sub. All yard trackage leading off main track between these mileages are within the limits of the City of Edmonton.

### 2 GENERAL FOOTNOTES

2.1 **Biggar**—Dodsland 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 Dodsland 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 **Wainwright**—Normal position of switch leading to track 2 at west end of Wainwright yard is for through movements to and from the lead and against movements to and from track 2.

2.4 **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.

2.5 **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.

2.6 **Clover Bar**—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 **Clover Bar Yard**—See Greater Edmonton Terminals.

2.8 **North Service Track**—Extends from mileage 261.1 to mileage 266.5. See Greater Edmonton Terminals.

2.9 **South Service Track**—Extends from mileage 262.2 to mileage 264.4 and from mileage 264.9 to mileage 266.2. See Greater Edmonton Terminals.

2.10 **East Jct.**—Switch leading to the city loop yard track at west end of siding at East Jct. 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.

Siding located between mileages 262.6 and 263.3.

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

2.11 **Edmonton**—Switchtenders will be on duty 1000 until 1800 daily to properly line switches for railiners, and for 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.

### 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 Rule 264 does 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.

(Continued on Page 4)

## WAINWRIGHT SUBDIVISION FOOTNOTES

**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 in-  
dication is considered suspended in accordance with Rule  
104B, the requirements of Rule 672 must be observed.

**3.3** Wainwright Sub., Vegreville Sub., Calder Entry-Exit Line,  
and North Service Track. . . . North Edmonton. . . . Con-  
trolled Including Railway Crossing at Grade (Calder Entry-  
Exit Line and Crossover between Vegreville Sub. and North  
Service Track).

**3.4 Junction**

Bretville Jct. . . . . Mileage 260.2 . . . . . Controlled  
Includes hand operated switch connecting Clover Bar ser-  
vice 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 dis-  
patcher 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.
- 4.3 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 must not be operated on trackage serving Mid-West Chemical Co. at Palo, or in Pit tracks at Kinsella.

**5 SPEEDS**

		Miles per Hour	
		Passenger	Freight
		and	
		Railiner	
5.1	<b>Mileage</b>		
	0.0 to 0.2                    Zone	20	20
	0.2 to 62.0                  Zone	80	60
*	4.8 to 6.8 . . . . .	75	..
	24.0 to 24.5 . . . . .	65	50
	37.6 to 37.8 . . . . .	25	25
	62.0 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	..
	145.4 to 148.2              Zone	65	60
	148.2 to 150.2              Zone	45	35
	150.2 to 155.0              Zone	55	45
	152.7 to 153.0 . . . . .	35	30
	155.0 to 256.5              Zone	80	60
	160.1 to 160.7 . . . . .	70	50
	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
	263.4 to 266.7              Zone	20	20

5.2 Spurs and Other Tracks . . . . . 10 10

Passenger trains with 5000-5399 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 time table 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 order 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	<b>Mileage 0.7</b> (Highway 4-14) Eastward movements approach- ing within 2050 feet of crossing and until crossing occupied . . . . .	50	50
	Westward movements approach- ing within 1100 feet of crossing and until crossing occupied . . . . .	25	25
	Westward movements proceed- ing at less than 10 miles per hour within 1100 feet of crossing and until crossing occupied . . . . .	10	10
5.4	<b>Mileage 58.36</b> (First Avenue) Westward movements proceed- ing at less than 25 miles per hour within 3200 feet of crossing and until crossing occupied . . . . .	25	25
5.5	<b>Mileage 139.5</b> (14th Street) Eastward movements approach- ing within 1300 feet of crossing and until crossing occupied . . . . .	35	35
	Westward movements approach- ing within 1600 feet of crossing and until crossing occupied . . . . .	40	40
5.6	<b>Mileage 140.9</b> (Camp Road) Westward movements approach- ing within 2000 feet of crossing and until crossing occupied . . . . .	60	..
5.7	<b>Mileage 259.2</b> (First Street) Approaching within 2150 feet of crossing and until crossing oc- cupied . . . . .	45	45
5.8	<b>Mileage 266.36</b> (96th Street) Eastward movements approach- ing within 600 feet of crossing and until crossing occupied . . . . .	10	10

(Continued on Page 5)

## WAINWRIGHT SUBDIVISION FOOTNOTES

### 6 CONDITIONAL AND OTHER STOPS

- 6.1 At Viking, No.3 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.4 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 0.7** (Highway 4-14) automatically protected. Push button cut-out on main track is to be used to stop protection when trains stop short of crossing in either direction or when train is cut at the crossing. When push button is used to stop the protection, the start button must be used to actuate the gates, and gates must be horizontal before crossing is obstructed. This does not apply to westward movements that stop east of automatic cut-out defined by circuit sign located 1100 feet east of the crossing.
- 7.2 **Mileage 42.9** (Highway 380) automatically protected. Westward: Special Instruction M-1(b) applicable and Stop made 150 feet east of crossing.
- 7.3 **Mileage 57.07** (Highway 330) automatically protected. Special Instruction M-1(b) applicable to westward movements.
- 7.4 **Mileage 57.13** (Highway 14) automatically protected. Special Instruction M-1(b) applicable to westward movements.
- 7.5 **Mileage 58.36** (First Avenue) automatically protected. Equipped with push buttons on main track and siding.
- 7.6 **Mileage 103.05** (Highway 17) automatically protected. Equipped with push button.
- 7.7 **Mileage 112.14** (Main Street) automatically protected. Equipped with push button.
- 7.8 **Mileage 139.5** (14th Street) automatically protected. Equipped with push buttons. Eastward movements proceeding at less than 10 miles per hour within 1300 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.
- 7.9 **Mileage 146.7** (Municipal Road) automatically protected. Equipped with push button.
- 7.10 **Mileage 158.0** (Irma Road) automatically protected. Special Instruction M-1(b) applicable to westward movements.
- 7.11 **Mileage 205.8** (Main Street) automatically protected. Equipped with push button.
- 7.12 **Mileage 206.25** (Highway 855) automatically protected. Special Instruction M-1(b) applicable to eastward movements.
- 7.13 **Mileage 214.8** (North-South Road) automatically protected. Equipped with push button.

- 7.14 **Mileage 226.3** (Queen's Street) automatically protected. Equipped with push button.
- 7.15 **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.
- 7.16 **Mileage 259.2** (First Street) automatically protected. Special Instruction M-1(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.
- 7.17 **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.
- 7.18 **Edmonton – North Edmonton** In the application of Special Instruction M-1(a) at all public crossings at grade between and including 66th Street mileage 263.5 and 96th Street mileage 266.36 the crossing must not be obstructed until protection has been in operation for 35 seconds.
- 7.19 **Mileage 265.1** (82nd Street) automatically protected. One or more STOP signs erected on other than the main track.
- 7.20 **Mileage 266.2** (95th Street) Movements on south service track or City Waterworks Spur must not exceed 5 miles per hour until crossing occupied.
- 7.21 **Mileage 266.36** (96th Street) automatically protected. STOP sign erected on other than main track.

### 8 HOT BOX AND DRAGGING EQUIPMENT DETECTORS

- 8.1 Located at mileages 26.4, 55.3, 79.0, 103.1, 132.6, 161.78, 191.6, 221.1 and 246.15.

### 9 SPURS AND OTHER TRACKS

9.1	Mileage	Capacity in Feet	Points Face
Landis.....	22.6	6840	EastWest
Reford.....	36.6	1260	East
Run-Around Track.....	55.4	310	EastWest
Butze.....	103.3	1260	East
Spur.....	106.7	580	West
Ribstone.....	112.0	2070	West
Edgerton.....	121.2	4680	EastWest
Harmon Spur.....	160.9	1500	West
Poe.....	210.1	1310	West
Shonts.....	221.2	1670	West
Bremner.....	254.5	5220	EastWest
Bremner Spur.....	254.6	1350	West

## GREATER EDMONTON TERMINALS

1

### GENERAL

**Calder**—Standard clock, bulletin book, train register, and train order office (office signal "CD") located in Calder Servocentre Building.

#### 1.1 SPECIAL INSTRUCTIONS

**System 1.3**—Applies within the limits of the City of Edmonton, **except** that whistle must be sounded at crossings listed and within areas defined below:

Strathcona Line and all trackage leading therefrom.

Between mileage 260.2 Wainwright Sub. and mileage 5.9 Edson Sub. via Calder.

Between mileages 123.4 and 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., and mileage 5.9 Edson Sub. All yard trackage leading off the main track between these mileages are within the limits of the City of Edmonton.

#### 1.2 GENERAL OPERATING INSTRUCTIONS — Form 696

**Item 2.6 second paragraph** applies to yard foremen and yard enginemen commencing duty at Calder, North Edmonton, Clover Bar, and Edmonton City Interchange.

#### 1.3 GENERAL FOOTNOTES

**Train Marshalling** — Liquid, crushed, bulk or slate sulphur forwarded on trains departing Edmonton Terminal must be separated from dangerous placarded cars by at least five (5) non-dangerous placarded cars.

"Destroyer Cars" or cars requiring special attention **must** be marshalled next ahead of cabooses. Crews noting cars on trains that are not marshalled properly must bring the matter to the attention of the Yardmaster on duty before train departs.

#### 1.4 EQUIPMENT RESTRICTIONS

Units with 6-wheel trucks must not enter or use any industrial track within the switching limits of the Edmonton terminal, or any City Yard (Zone Y) trackage, without permission from the Superintendent, except that their use is permissible over trackage that forms the direct route between the main track at 121st Street and 105th Avenue and the CP Rail interchange at 104th Avenue and 111th Street and at that point, only through Track Y091.

#### 1.5 SPEEDS

Miles per Hour
All
Movements
10

Tracks and Spurs not otherwise covered

## 2 CALDER ENTRY-EXIT LINE

East Jct. to West Jct. via Calder

#### 2.1 CTC SPECIAL FEATURES

CTC between East Jct. and mileage 0.4 on Track E2 and mileage 0.6 on Track E3 is signalled yard trackage. Regional Special Instruction M-8 applies.

No train or engine shall clear the main track at switches mileage 0.25, mileage 0.46 and mileage 0.49.

#### 2.2 GENERAL FOOTNOTES

**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 East Jct. and West Jct. Unless otherwise instructed, eastward movements leaving Calder for North Edmonton will use track E3.

#### 2.3 INTERLOCKINGS

Mileage 0.1 . . . . . North Edmonton . . . . . Controlled.  
(See Vegreville Sub. or Wainwright Sub. footnotes)

#### 2.4 EQUIPMENT RESTRICTIONS

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

#### 2.5 SPEEDS

Mileage	Miles Per Hour
0.0 to 0.4 . . . . .	30
0.4 to 2.1 (Tracks E2 and E3) . . . . .	20

## 3 NORTH SERVICE TRACK

Extends from mileage 261.1 to mileage 266.5 Wainwright Sub. on north side of main track. Crosses Calder Entry-Exit Line at mileage 0.1 Calder Entry-Exit Line.

#### 3.1 INTERLOCKINGS

Mileage 2.2 . . . . . North Edmonton . . . . . Controlled.  
(See Vegreville Sub. or Wainwright Sub. footnotes)

Railway Crossing at Grade—

Edmonton LRT . . . . . Mileage 3.56 . . . . . Automatic

#### 3.2 EQUIPMENT RESTRICTIONS

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

#### 3.3 PUBLIC CROSSINGS AT GRADE

**Mileage 2.38** (66th Street, Wainwright Sub. mileage 263.5) Automatically protected. Eastward movements stopped by a stop indication on signal D24 must stop clear of the crossing circuit located 270 feet west of crossing to avoid unnecessary operation of crossing protection.

**Mileage 4.06** (82nd Street, Wainwright Sub. mileage 265.1) Automatically protected. One or more STOP signs erected on other than the main track.

**Mileage 5.27** (96th Street, Wainwright Sub. mileage 266.36) Automatically protected. STOP sign erected on other than the main track.

## 4 EDMONTON RAPID TRANSIT SPUR NO. X-040

Extends from Mileage 3.81 North Service Track

#### 4.1 GENERAL FOOTNOTES

When spotting cars in Edmonton Rapid Transit spur to car barns, CN engines are to push cars through crossover to the first track north of North Service Track. Engines **MUST NOT** enter the yard to spot cars.

(Continued on Page 7)

## GREATER EDMONTON TERMINALS

### 5 SOUTH SERVICE TRACK

Extends from mileage 262.6 to mileage 264.4 and from mileage 264.9 to mileage 266.2 Wainwright Sub. on south side of main track.

#### 5.1 PUBLIC CROSSINGS AT GRADE

**Mileage 0.87** (66th Street, Wainwright Sub. mileage 263.5) Automatically protected. STOP sign governing westward movements located on south side of track. Westward movements must stop at the STOP sign and must not obstruct crossing until gates are horizontal or crossing protected by a member of the crew.

**Mileage 2.56** (82nd Street, Wainwright Sub. mileage 265.1) Automatically protected. One or more STOP signs erected on other than the main track.

**Mileage 3.54** (95th Street, Wainwright Sub. mileage 266.2) Movements on south service track or City Waterworks spur must not exceed 5 miles per hour until crossing occupied.

### 6 COTTRELL INDUSTRIAL SPUR

Extends from Mileage 0.03 South Service Track

#### 6.1 GENERAL FOOTNOTES

Crews switching at spurs N-082 and N-083 must not leave cars on curve on either track as cars cannot pass cars standing on curve on adjacent track.

Caution must be used when placing cars in Cottrell Forwarding Co. building and cars must be brought to a stop before hand brakes are applied or released due to overhead clearance. When applying or releasing hand brakes, crews are warned to protect against low beams in the building. Crews must not open doors to the building. This is the responsibility of Cottrell Forwarding Co. employees.

### 7 SANTA ROSA INDUSTRIAL LEAD

Extends from mileage 1.0 South Service Track.

#### 7.1 PUBLIC CROSSING AT GRADE

**Mileage 0.17** (Santa Rosa Road)—Automatically protected. STOP sign erected to the right of the West track governs the West track. STOP sign between the West track and Centre track governs the Centre and East Tracks. Movements must stop at the STOP signs and must not obstruct crossing until protection has been in operation for at least 10 seconds.

### 8 UNITED GRAIN GROWERS SPUR NO. X-050

Extends from mileage 3.24 North Service Track

#### 8.1 PUBLIC CROSSING AT GRADE

**Mileage 0.06** (120th Avenue) Automatically protected. STOP signs erected on each side of crossing. Movements must stop at the STOP signs and must not obstruct crossing until protection has been in operation for at least 10 seconds.

### 9 CLOVER BAR YARD

#### 9.1 GENERAL FOOTNOTES

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 derrails 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.

At Uniroyal plant, private locks are applied to tracks V054, V055 and V056. These locks must be removed by Plant employees before switching in these spurs is performed. When switching chlorine racks, only cars essential to the movement must be used and air brake systems charged. Crews must check for movable stop blocks between cars when switching chlorine tracks.

Restricted overhead and side clearances in Uniroyal plant area.

### 10 ZEIDLER INDUSTRIAL LEAD

Extends from mileage 4.93 Strathcona Industrial Line.

#### 10.1 GENERAL FOOTNOTE

Zeidler Industrial Lead is used jointly with C.P. Rly. as Willingdon Sub. main track for a distance of 550 feet in vicinity of 63rd Avenue. C.P. Rly. main track switch located south of overpass is in normal position when lined for movements on C.P. Rly.

### 11 EATON'S SPUR NO. B-080

Extends north-easterly from mileage 1.35 Bonaventure Industrial Branch.

#### 11.1 GENERAL FOOTNOTES

Restricted overhead clearance at the east end of the spur. Movements must not be made past Door #4 spot.

### 12 DOMINION INDUSTRIAL BRANCH

Extends from South Service Track opposite mileage 5.4 Edson Sub.

#### 12.1 PUBLIC CROSSING AT GRADE

**Mileage 0.21** (125th Avenue and 144th Street)—Automatically protected. STOP signs located at the crossing. Movements must not obstruct crossing until protection has been in operation for at least 20 seconds.

### 13 CALDER BYPASS TRACK

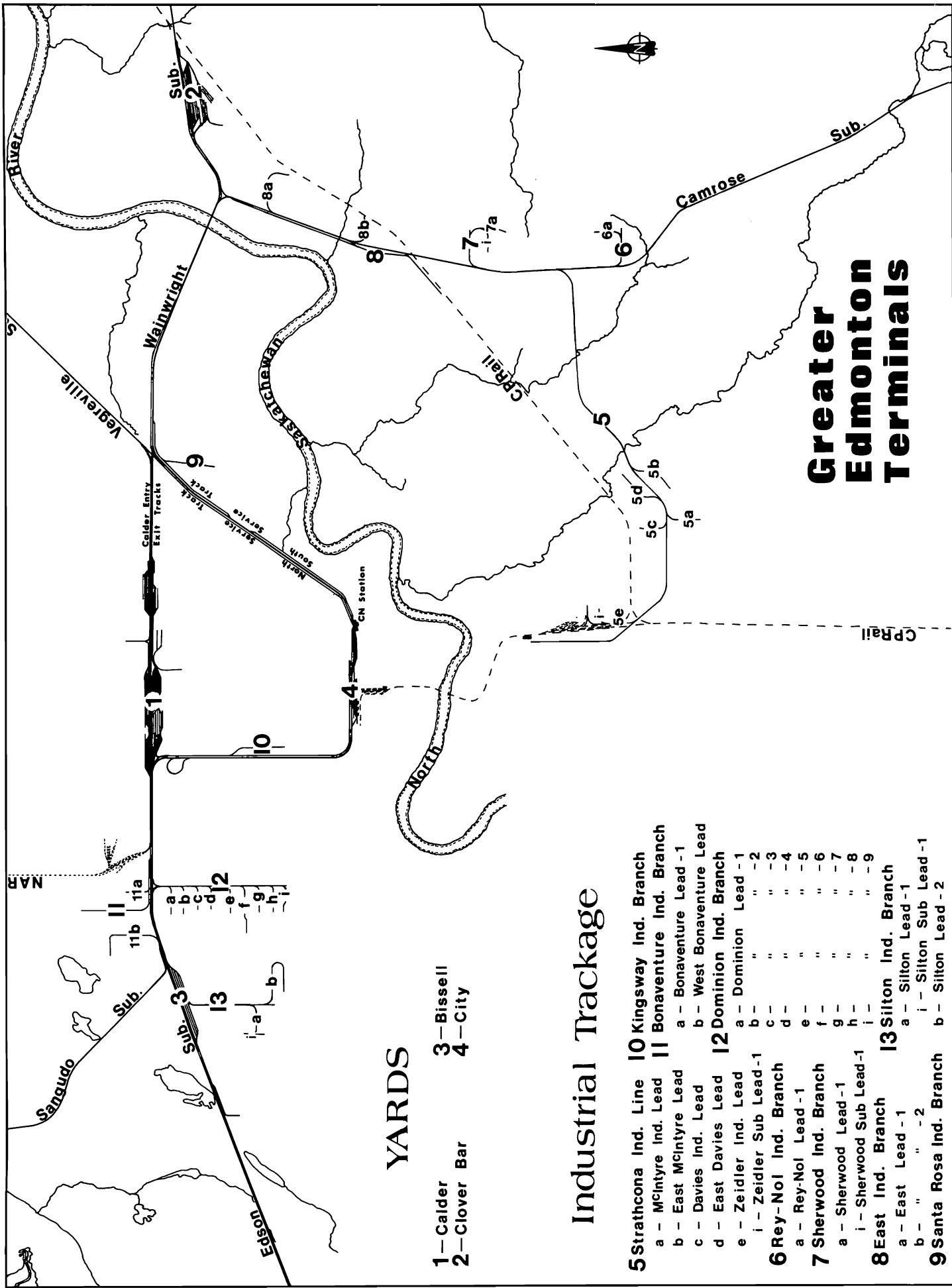
Extends along south side of Calder Yard for a distance of 3.57 miles. Bypass Track is connected on the east end to Track E3 at mileage 0.6 Calder Entry-Exit Line, and connected at the west end to westward main track at mileage 4.04 Edson subdivision.

#### 13.1 GENERAL FOOTNOTES

When Bypass Track is to be used by any movement (Yard, Transfer or Road), authority to enter this track must be received from Switchtender at Calder Yard, who will determine priorities only.

All hand operated switches on this track are equipped with locks. If switch locks are missing on any of such switches, this fact must be reported immediately.

When not in use, the switch on run-around track south of Repair Complex leading to crossover C290 must be left lined and locked for movement to the run-around track. The switch from the lead to track 38 at both west and east ends must be left lined and locked for movement to track 38 only. When in that position, yellow target will so indicate. Second paragraph of Rule 104 amended accordingly.



# Greater Edmonton Terminals

## YARDS

- 1—Calder
- 2—Clover Bar
- 3—Bissell
- 4—City

## Industrial Trackage

- 5** Strathcona Ind. Line
- a — McIntyre Ind. Lead
- b — East McIntyre Lead
- c — Davies Ind. Lead
- d — East Davies Lead
- e — Zeidler Ind. Lead
- i — Zeidler Sub Lead -1
- 6** Rey-Nol Ind. Branch
- a — Rey-Nol Lead -1
- 7** Sherwood Ind. Branch
- a — Sherwood Lead -1
- i — Sherwood Sub Lead -1
- 8** East Ind. Branch
- a — East Lead -1
- b — " -2
- 9** Santa Rosa Ind. Branch
- a — Silton Ind. Branch
- a — Silton Lead -1
- b — Silton Sub Lead -1
- b — Silton Lead -2
- 10** Kingsway Ind. Branch
- 11** Bonaventure Ind. Branch
- a — Bonaventure Lead -1
- b — West Bonaventure Lead
- 12** Dominion Ind. Branch
- a — Dominion Lead -1
- b — " -2
- c — " -3
- d — " -4
- e — " -5
- f — " -6
- g — " -7
- h — " -8
- i — " -9
- 13** Silton Ind. Branch
- a — Silton Lead -1
- i — Silton Sub Lead -1
- b — Silton Lead -2

WESTWARD TRAINS				EDSON SUBDIVISION				EASTWARD TRAINS	
	FIRST CLASS	Miles from Edmonton	Yard Lines	Switching Zones	STATIONS	Office Signals	Siding Capacity in Feet	FIRST CLASS	
	<b>3</b>							<b>4</b>	
	Passenger							Passenger	
	Daily								
1615	0.0	0.4	.....	.....	.. EDMONTON .. CKWZ	MO	.....	S1200	
.....	4.2	4.2	4.2		Two Tracks	4.2	.....	1135	
.....	4.9	.....	.....	.....	.. WEST JCT. .... XYZ	.....	.....	.....	
.....	6.2	.....			8.1	0.7	Calder Entry-Exit	.....	.....
1632	7.2	.....	.....	.....	.. N.A. RLY. .... X	.....	.....	.....	
.....	19.7	.....	.....		1.3	.. UNION JCT. .... X	.....	.....	.....
1657	32.5	.....	.....	.....	Jct. with Sangudo Sub.	.....	.....	.....	
.....	44.3	.....	.....		1.0	.. BISSELL ..... X	.....	.....	.....
.....	58.1	.....	.....	.....	12.5	.....	.....	.....	
.....	66.3	.....	.....		12.8	SPRUCE GROVE .....	.....	.....	.....
1740	68.1	.....	.....	.....	11.8	.....	5850	1103	
.....	77.5	.....	.....		11.8	CARVEL .....	.....	5890	.....
.....	88.1	.....	.....	.....	13.8	.....	6820	.....	
.....	99.7	.....	.....		8.2	.. GAINFORD .....	.....	6150	.....
.....	109.8	.....	.....	.....	1.8	.....	.....	.....	
.....	120.8	.....	.....		1.8	.. EVANSBURG .....	.....	1020	.....
S1855	129.6	.....	.....	.....	9.4	.....	5630	.....	
1905	138.9	.....	.....		10.6	.. WILDWOOD ..... W	.....	5850	.....
.....	149.1	.....	.....	.....	11.6	.....	6050	0945	
.....	155.8	.....	.....		10.1	.. LEAMAN .....	.....	6050	.....
.....	165.2	.....	.....	.....	11.0	.....	5880	.....	
.....	177.0	.....	.....		8.8	.. WOLF CREEK .....	.....	6580	0915
.....	184.6	.....	.....	.....	9.3	.....	7690	S0905	
.....	189.7	.....	.....		10.2	.. EDSON ..... KWY	FY	6050	.....
.....	196.2	.....	.....	.....	6.7	.....	6050	.....	
.....	199.4	.....	.....		9.4	.. BICKERDIKE ..... Y	.....	6050	.....
.....	208.2	.....	.....	.....	9.4	.....	6050	0820	
.....	214.6	.....	.....		11.8	.. OBED .....	.....	6070	.....
.....	220.5	.....	.....	.....	7.6	.....	5480	S0745	
.....	227.6	.....	.....		5.1	.. HINTON ..... W	.....	6100	.....
S2145	235.7	.....	.....	.....	6.5	.....	5160	.....	
					3.2	.. SOLOMON .....	.....	7790	.....
				.....	8.8	.....	6050	0707	
					6.4	.. SWAN LANDING .....	.....	6150	.....
				.....	5.9	.....	6050	.....	
					7.1	.. MIETTE .....	.....	6050	.....
				.....	8.1	.....	6050	.....	
					8.1	.. DEVONA .....	.....	2440	0635
				.....	.. SNARING .....	.....	.....	.....	
				.....	.. HENRY HOUSE .....	.....	.....	.....	
				.....	.. JASPER .... CKWY	GH	.....	.....	

CTC between mileage 4.2 and Jasper.  
 Main track commences at mileage 0.4.  
 Rule 105 applies between mileages 0.0 and 0.4.

Daily

**3**

**4**

## EDSON SUBDIVISION FOOTNOTES

### 1 RULE MODIFICATIONS

#### 1.1 CLEARANCES

No. 3 and 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.

**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.

**Bickerdike**—Trains from Foothills Sub. to Edson Sub. will obtain clearance only when so directed by Train Dispatcher.

#### 1.2 TRAIN REGISTER MODIFICATIONS

**Edson**—Passenger trains may register by register ticket.

#### 1.3 CTC SPECIAL FEATURES

No train or engine shall clear the main track at the following switches (RTC 115337, 117866, R14022): Mileages 10.3, 12.7, 14.3, 22.0, 23.2, 23.6, 24.0, 24.4, 38.8, 44.8, 51.8, 92.0, 115.7, 134.6, 143.5, 160.0, 184.5 and 231.4.

The "Two Tracks" between West Jct. and mileage 19.9 are designated as North Track and South Track.

Movements entering South Track from the service track through crossover at N.A. Rly must obtain train dispatcher's permission before reversing switch on the service track.

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.

Signals 81D and 82D governing movements on west pullback track at Bissell are switching signals controlled by the train dispatcher who is to be advised when switching has been completed.

Track 1 extension between crossover switch mileage 130.1 and switch mileage 131.4 at Edson is a signalled yard track. Regional Special Instruction M-8 applies.

Eastward signals 1886N, 1302, 1286, 174N, 148N, 118N, and 82N are located to the left of the track they govern.

Westward signals 119S, 149S, 175S, and 199S are located to the left of the track they govern.

**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 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 SPECIAL INSTRUCTIONS

**System 1.3**—Applies within the limits of the City of Edmonton, **except** that whistle must be sounded at crossing mileage 5.9 (149th Street).

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., and mileage 5.9 Edson Sub. All yard trackage leading off the main track between these mileages are within the limits of the City of Edmonton.

#### 1.5 GENERAL OPERATING INSTRUCTIONS — Form 696 Item 6.1(D) and (K) third paragraph does not apply to Inland Cement Industries cars in Unit Train Service between Bickerdike and Bissell.

**Item 7.3** does not apply between Edson and Jasper.

### 2 GENERAL FOOTNOTES

#### 2.1 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 1000 until 1800 daily to properly line switches for railiners, and for 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 Edmonton and West Jct.

#### 2.2 West Jct. — (a) West yard limit sign governing movements on the Two Tracks between West Jct. and Edmonton is located on the south side of the Munsey track turnout opposite westward block signal 39AD.

(b) 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.

#### 2.3 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.

(Continued on Page 11)

## EDSON SUBDIVISION FOOTNOTES

**2.4 Mileage 15.9**—Switch to pull-back track to Work Equipment Complex equipped with electric switch lock. Power operated derail installed on this track about 250 feet east of switch points.

Instructions for the operation of derail are posted at the switch.

Controls for operating derail are in a box located adjacent to electric switch lock. Derail must be in 'OFF' position before electric switch lock will release. When movements have cleared the derail and the switch has been restored to normal, derail must be returned to derailing position. The derail is connected to CTC circuits and signals in the block on South Track will remain at stop unless derail is restored to 'ON' position.

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

**2.6 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.

**2.7 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.

**2.8 Hinton**—At St. Regis (Alberta) 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.

Cars and engines must not move over track scale except during scaling operation unless permission has been granted by St. Regis (Alberta) Ltd.

Trains and engines returning from St. Regis (Alberta) Ltd. must obtain train dispatcher's permission before re-entering Hinton siding.

**2.9 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.

**2.10 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.

### 3 EQUIPMENT RESTRICTIONS

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

**3.2** 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.

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

**3.4** Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 must not be operated on Tracks 4, 5 or 10 in St. Regis (Alberta) Ltd. trackage at Hinton.

4.1 Mileage	SPEEDS		Miles per Hour	
	Zone		Passenger	Freight
0.0 to 4.2	Zone		30	30
1.5 to 1.7			15	15
4.2 to 6.4	Zone		35	35
6.4 to 8.1	Zone		45	45
8.1 to 47.0	Zone		70	50
33.4 to 33.7			55	40
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
130.1 to 131.4 (Track 1)			30	30
* 135.2 to 136.9			50	40
148.0 to 157.5	Zone		55	45
157.5 to 179.3	Zone		70	50
166.9 to 167.2			60	..
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 5000-5399 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 time table 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 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.

### CONDITIONAL SPEEDS

4.3 Mileage 7.95 (170th Street)	Miles per Hour	
	Passenger	Freight
Movements entering crossing until crossing occupied .....	35	35
4.4 Mileage 10.8 (County Road)		
Westward movements on south track proceeding at less than 10 miles per hour within 2400 feet of crossing, until crossing occupied.....	10	10

(Continued on Page 12)

### EDSON SUBDIVISION FOOTNOTES

**5           CONDITIONAL AND OTHER STOPS**

- 5.1 **At Evansburg**, No. 3 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. 4 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 **Interchange Tracks**—104th Avenue (between 110th and 111th Streets). Automatically protected. Movements must stop at the STOP sign and use push button to activate the protection. Movements must not obstruct crossing until protection has been operating for at least 20 seconds.
- 6.2 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.
- 6.3 **Mileage 3.67** (125th Avenue)—automatically protected. 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.
- 6.4 **Mileage 6.4** (156th Street) — Equipped with push buttons.
- 6.5 **Mileage 7.95** (170th Street) — Equipped with push buttons.
- 6.6 **Mileage 8.52** (118th Avenue) } Equipped with
- 6.7 **Mileage 8.58** (184th Street) } push buttons.  
 Push buttons designed to cut out protection on both crossings. When necessary to cut crossing, westward movements must stop short of 118th Avenue and eastward movements must stop short of 184th Street crossings. Equipment must not be left standing between the 2 crossings.
- 6.8 **Mileage 9.67** (River Valley Road) — Equipped with push buttons.
- 6.9 **Mileage 18.0** (Pioneer Road) — Equipped with push buttons.
- 6.10 **Mileage 19.03** (Century Road) — Equipped with push buttons.
- 6.11 **Mileage 20.0** (Golden Spike Road) — Equipped with push buttons.
- 6.12 **Mileage 57.9** (Municipal District Road) — Push button will not function if main track occupied within 100 feet on either side of crossing.
- 6.13 **Mileage 120.7** (Highway 544Y) — Push button will not function if main track is occupied within 200 feet on either side of the crossing.
- 6.14 **Mileage 130.9** — Equipped with push buttons.

**7           HOT BOX AND DRAGGING EQUIPMENT DETECTORS**

- 7.1 Located at mileages 23.8, 46.7, 70.0, 92.3, 116.3, 143.9, 173.7, 192.0, and 212.4.

**8           TUNNEL**

- 8.1 **Mileage 204.8**..... 735 feet

**9           SPURS AND OTHER TRACKS**

- 9.1 **Bonaventure Industrial Branch**  
**Mileage 5.11**—extends northward off north track, switch points face east.
- 9.2 **Inland Cement Industries 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 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 Operating instructions (Form 696) Item 17.1(19). Inland Cement Industries 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.
- 9.3 **Calgary Power Ltd.**  
**Mileage 41.8**—Extends 7.3 miles westward, switch points face east. Maximum speed on this spur: 15 miles per hour.
- 9.4 **Calgary Power Ltd.**  
**Mileage 44.8**—Capacity 1210 feet, switch points face east.
- 9.4(a) **Western Fly Ash**—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.
- 9.5 **Hudson Bay Oil and 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			
(South Track).....	10.3	800	East
Canadian Natural Gas and			
Liquids (South Track)	12.7	360	East
Acheson (South Track)	14.2	2350	EastWest
Cindar Enterprises			
(North Track).....	14.3	760	West
Work Equipment Spur			
(South Track).....	15.1	YARD	West
Work Equipment Spur			
(South Track).....	15.9	YARD	West
Elevator Track (South			
Track).....	20.0	1700	West
Spruce Alta. Farms....	22.0	500	West
Imperial Oil Ltd.....	23.2	180	West
Temple Industries....	23.6	450	West
Stony Plain.....	24.0	2070	West
Stony Plain.....	24.4	1970	West
Duffield.....	38.8	1590	West
Fallis.....	51.8	2920	EastWest
Evansburg.....	68.1	5440	EastWest
Mackay.....	92.4	3650	East
Rosevear.....	115.7	2460	East
Marlboro.....	143.5	1030	East
Hargwen.....	160.0	1710	East
Brule.....	201.2	4090	EastWest
Ballast Spur.....	231.4	1620	East

NORTHWARD TRAINS		Miles from Bretville Jct.	Yard Limits	Switching Zones	CAMROSE SUBDIVISION		Office Signals	Siding Capacity, In Feet	SOUTHWARD TRAINS			
FIRST CLASS	STATIONS				FIRST CLASS	FOURTH CLASS						
					694 Passenger Railiner	888 Freight			854 Freight	872 Freight		
695 Passenger Railiner	Daily	95.1	↓ 92.0	.....	MIRROR ... CKPYZ	MR	.....	.....	0605	1155	2055	
		84.3	.....	.....	BASHAW ... P	.....	1850	.....	0546	1136	2036	
		75.8	.....	.....	DOREENEE ...	.....	2170	.....	0533	1123	2023	
		70.6	.....	.....	FERINTOSH ... P	.....	2030	.....	0525	1115	2015	
	From Stettler Sub.	63.1	.....	.....	NEW NORWAY ... P	.....	2030	To Stettler Sub.	0513	1103	2003	
		59.8	.....	.....	DUHAMEL ...	.....	2060		0508	1057	1957	
1017		54.3	55.2 } 54.3 }	.....	CTC { FERLOW JCT. ... PZ	.....	.....	1840	0458	1046	1946	
		48.6	.....	.....	Jct. with Stettler Sub.	.....	.....	.....	.....	.....	.....	
		48.1	48.4	.....	ALLIANCE JCT. ... PZ	.....	.....	.....	.....	.....	.....	
S1032		47.4	↑	.....	Jct. with Alliance Sub.	.....	.....	.....	.....	.....	.....	
		46.4	44.4	.....	CAMROSE ... BPWZ	CO	2790	S1828	0445	1032	1932	
		47.4	.....	.....	0.7	.....	.....	.....	.....	.....	.....	
1034		46.4	.....	.....	CAMROSE JCT. ... PYZ	.....	.....	.....	.....	.....	.....	
1042		38.3	.....	.....	Jct. with Demay Sub.	.....	.....	.....	.....	.....	.....	
F1049		31.3	.....	.....	1.0	.....	.....	1821	0441	1009	1909	
F1058		24.7	.....	.....	BARLEE ... PZ	.....	.....	1813	0427	0955	1855	
1107		17.0	.....	.....	8.1	.....	1520	1806	0415	0943	1843	
1115		9.9	.....	.....	HAY LAKES ... P	.....	1860	F1757	0404	0932	1832	
1121		4.5	.....	.....	6.6	.....	6350	1748	0353	0921	1821	
		2.2	.....	.....	7.7	.....	1470	1740	.....	.....	.....	
1130		0.0	.....	4.8	LOOMA ... P	.....	.....	1734	0330	0900	1800	
			.....	.....	7.1	.....	.....	.....	.....	.....	.....	
			.....	.....	BRETONA ... P	.....	.....	.....	.....	.....	.....	
			.....	.....	5.4	.....	.....	.....	.....	.....	.....	
			.....	.....	CTC { STRATHCONA ... P	.....	.....	.....	.....	.....	.....	
			.....	.....	2.3	.....	.....	.....	.....	.....	.....	
			.....	.....	EAST EDMONTON ... P	.....	9020	.....	.....	.....	.....	
			.....	.....	2.2	.....	.....	.....	.....	.....	.....	
			.....	.....	BRETVILLE JCT. ... PY	.....	.....	1725	.....	.....	.....	
			.....	.....	Jct. with Wainwright Sub.	.....	.....	.....	.....	.....	.....	
			CTC between Bretville Jct. and Mileage 4.8 controlled by Train Dispatcher at Edmonton.						Daily	Daily	Daily	Daily
			CTC between mileage 48.4 and Ferlow Jct. controlled by Operator at Camrose.									
			Sections 10.0 and 11.0 of Form 835 applicable.									
	695								694	888	854	872

**CAMROSE SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

**1.1 CLEARANCES**

**Strathcona**—Unless otherwise provided, Nos. 854, 872 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**

**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, R-23195): mileage 1.26, mileage 1.61, 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 OTHER MODIFICATIONS**

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

**1.5 SPECIAL INSTRUCTIONS**

**System 1.8**—Applies at Camrose.

(Continued on Page 14)

## CAMROSE SUBDIVISION FOOTNOTES

### 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.
- 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 minutes 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.
- 4.2 Single units in the 1000-1076 and the 9150-9199 series and single or multiple units in the 1204-1397, 4108-4353, 5500-5610, and 9400-9699 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, 5000-5399, 5500-5610, 9400-9699 must not be operated on trackage in Ferintosh Pit, mileage 71.2.
- 4.4 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

### 5 SPEEDS

		Miles per Hour	
		Railiner	Other Trains
5.1	Mileage		
	<b>0.0 to 54.3</b>	<b>75</b>	<b>40</b>
	<b>On curves</b>	<b>60</b>	..
	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

Miles per Hour  
Other  
Railiner Trains

49.2 to 54.3 . . . . .	40	30	
<b>54.3 to 95.1</b>		<b>40</b>	<b>Zone</b>
54.3 to 54.6 . . . . .	..	15	
57.6 to 58.4 . . . . .	..	30	
5.2 Sidings and other tracks . . . . .	10	10	
5.3 <b>Mileages 0.0 to 95.1</b>			
Trains handling ballast and ore . . . . .	..	35	
5.4 <b>Mileages 0.0 to 95.1</b>			
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	
		Railiner	Other Trains
5.5 <b>Mileage 1.6</b>	Northward movements while passing block signal 16 . . . . .	..	35
5.6 <b>Mileage 2.3</b> (Highway 16A)	Northward movements approaching within 1300 feet of crossing and until crossing occupied . . . . .	35	35
	Southward movements approaching within 2300 feet of crossing and until crossing occupied . . . . .	60	..
	Southward movements proceeding at less than 30 miles per hour within 2300 feet of crossing, and until crossing occupied . . . . .	10	10
5.7 <b>Mileage 11.9</b> (North-South County Road)	Northward movements approaching within 3900 feet of crossing and until crossing occupied . . . . .	55	..
5.8 <b>Mileage 48.1</b> (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 <b>Mileage 54.9</b>	Northward movements while passing block signal 549 . . . . .	..	35
5.10 <b>Mirror Yard</b> (Highway 50)	Mileage 0.16 Three Hills Sub. Southward movements approaching within 400 feet of crossing and until crossing occupied . . . . .	..	10
<b>6 PUBLIC CROSSING AT GRADE</b>			
6.1 <b>Mileage 48.1</b> (48th Avenue)	Automatically protected. Equipped with push button. STOP sign erected on other than the main track.		

(Continued on Page 15)

## CAMROSE SUBDIVISION FOOTNOTES

### 7 SPURS AND OTHER TRACKS

7.1 **Gulf Oil Canada Ltd. Refinery**  
**Mileage 0.81** — extends eastward, switch points face north.

7.2 **Imperial Oil Ltd. Strathcona Refinery**  
**Mileage 1.75** — extends westward off siding, switch points face north.

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.

The north service track is the main lead or run-around track into Imperial Oil Ltd. plant. Switches to the north service track are to be left set and locked for this track.

When in this position, yellow target will so indicate. Second paragraph Rule 104 amended accordingly.

Cars must not be cut off when route is set into tracks #12 and #13. Movements into and within these tracks must at all times be under control of an engine coupled. Running switches must not be made within this plant under any condition.

Imperial Oil Ltd. safety regulations prohibit the railways from leaving units or cabooses in plant working trackage for extended periods of time. During meal periods, waiting for lists, or other switching interruption, the units or cabooses should be left track #3 (D035). This instruction does not apply during the normal switching operations when caboose or units are moved in and out of various tracks.

7.3 **Texaco Canada Ltd. Refinery**  
**Mileage 2.32** — extends southward off lead, switch points face north.

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.

7.4 **Sherwood Industrial Lead**  
**Mileage 3.57** — extends north-easterly, switch points face north.

### PUBLIC CROSSING AT GRADE

**Mileage 1.0** (87th Avenue)—Movements over crossing must be protected by a flagman. (RTC R-27915).

7.5 **Strathcona Industrial Line**  
**Mileage 4.5** — extends 9.1 miles westward, switch points face north.

### NON-INTERLOCKED

#### Railway Crossing at Grade

C.P. Rly. . . . . Mileage 4.9

### INTERLOCKING

#### Railway Crossing at Grade

C.P. Rly. . . . . Mileage 5.0 . . . . . Automatic

### PUBLIC CROSSINGS AT GRADE



**Mileage 2.7** (75th Street) automatically protected. Unless entire movement can clear crossing circuit, westward movements which are required to cut the crossing to perform switching must leave cars east of crossing circuit sign located 380 feet east of the crossing.

**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 at least 20 seconds.

**Mileage 5.32** (63rd Avenue) automatically protected. STOP sign located at the crossing. Movements must not obstruct crossing until protection has been in operation for at least 20 seconds.

7.6 **Cardium Supply Ltd.**  
**Mileage 4.92** — Capacity 460 feet, switch points face north. When spotting or lifting cars, extreme caution must be used because of sharp downgrade. In order to spot 2 cars, the south car must be against stop block located at south end of unloading platform.

	Mileage	Capacity in Feet	Points Face
Trendwood Industries Ltd. . . . .	5.1	630	North
Reynolds Industrial Park Lead . .	5.3	4060	South
PE BEN Truck Lines . . . . .	6.9	450	South
Storage Track . . . . .	45.5	1530	South
Interchange track with C.P. Rly.	47.5	1130	North
The Steel Co. of Canada Ltd. . .	47.6	6260	South
Ferintosh Pit . . . . .	71.2	2340	North

ALLIANCE SUBDIVISION FOOTNOTES	WESTWARD TRAINS	Miles from Alliance Jct.	Yard Limits	ALLIANCE SUBDIVISION	Siding Capacity in Feet	EASTWARD TRAINS	
				STATIONS			
<b>1 RULE MODIFICATIONS</b> 1.1 <b>Rule 105A</b> —Train Dispatcher need not be advised when cars are left on a siding. 1.2 <b>SPECIAL INSTRUCTIONS</b> <b>System 1.2</b> —Applies on entire subdivision. <b>System 1.10(d)</b> —Applies on entire subdivision.  <b>2 GENERAL FOOTNOTES</b> 2.1 <b>Alliance Jct.</b> —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.		59.2	↓	..... ALLIANCE ..... WZ	.....		
		51.2	58.3	8.0	..... GALAHAD ..... Y		1520
		45.0	45.4	7.6	..... FORESTBURG ..... Z		2460
		43.6	↑	8.9	..... HEISLER ..... Z		2460
		34.7	42.9	12.5	..... ROSALIND ..... Z		2480
		22.2	.....	5.8	..... KELSEY ..... Z		1830
		16.4	.....	8.2	..... KIRON ..... Z		.....
		8.2	.....	8.2	..... ALLIANCE JCT. .... PZ		.....
		0.0	↑	1.0	Jct. with Camrose Sub.		.....
		Rules 41 and 44 applicable Sections 10.0, 11.0, and 12.0 of Form 835 applicable.					

3 EQUIPMENT RESTRICTIONS	
3.1	Only units in 1000-1076 and 1204-1397 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		Miles per Hour
4.1	<b>Mileage</b>	All Trains
	0.0 to 59.2                      Zone	25
	Trains handling loads:—	
	0.0 to 45.0 .....	15
	45.0 to 59.2 .....	10
4.2	Tracks and Spurs not otherwise covered .	10
4.3	Engines in 1204-1397 series .....	20
4.4	Trains handling Dresser Industries' loads having gross weight over 177,000 lbs. ...	10

5 PUBLIC CROSSING AT GRADE	
5.1	<b>Mileage 51.4</b> (Highway 36)—Eastward trains standing on main track meeting or waiting for an opposing train must stop clear of crossing sign located 800 feet west of crossing.

6 SPURS AND OTHER TRACKS							
6.1	<b>Forestburg Collieries Ltd.</b> <b>Mileage 45.0</b> —Extends 7.4 miles. Connected to Wye switch. <b>General Footnotes</b> 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. Hand brakes must be applied to each car left on mine tracks. <b>Maximum Speed</b> ..... 20 m.p.h.						
6.2	<table border="1"> <thead> <tr> <th>Mileage</th> <th>Capacity in Feet</th> <th>Points Face</th> </tr> </thead> <tbody> <tr> <td>Dresser Industries Inc. ....</td> <td>23.0    770</td> <td>EastWest</td> </tr> </tbody> </table>	Mileage	Capacity in Feet	Points Face	Dresser Industries Inc. ....	23.0    770	EastWest
Mileage	Capacity in Feet	Points Face					
Dresser Industries Inc. ....	23.0    770	EastWest					

WESTWARD TRAINS		Miles from Union Jct.	Yard Limits	SANGUDO SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
				STATIONS					
		*0.0		.....	UNION JCT. .... PZ	.....			
		1.7		Jct. with Edson Sub.					
			2.3	1.7	..... CANNELL ..... Z	.....	910		
		5.0		3.3	..... ST. ALBERT ..... P	.....	1130		
		13.0		8.0	..... VILLENEUVE ..... P	.....	1460		
		19.4		6.4	..... CALAHOO ..... P	.....	1270		
		29.4		10.0	..... ONOWAY ..... P	.....	6030		
		36.0		6.6	..... GUNN ..... P	.....			
		44.4		8.4	..... GLENEVIS ..... P	.....	1450		
		51.5		7.1	..... CHERHILL ..... P	.....	990		
		57.0		5.5	..... LISBURN ..... P	.....	1420		
		62.5		5.5	..... SANGUDO ..... P	.....	1590		
		68.9		6.4	..... ROCHFORD BRIDGE ..... P	.....	1470		
		74.2		5.3	..... MAYERTHORPE ..... P	.....	3050		
		77.7		3.5	..... LOMBELL ..... P	.....	6080		
		79.8		2.1	..... GREENCOURT ..... P	.....			
		89.7		9.9	..... BLUE RIDGE ..... P	.....	1270		
		103.3	99.5	13.6	..... WHITECOURT ... KPYZ	WO			
		120.5	106.6	17.2	..... WINDFALL JCT. .... P	.....			
		121.8		1.3	..... HURDY ..... P	.....	3820		
		132.7		10.9	..... SILVER CREEK ..... P	.....	3700		
		142.9		10.2	..... KNIGHT ..... P	.....	3700		
		143.8		0.9	..... BENBOW JCT. .... P	.....			
		158.2		14.4	..... PASS CREEK ..... P	.....	4150		
		158.7		0.5	..... GRIZZLY JCT. .... P	.....			
		167.6	165.4	8.9	..... KAYBOB ..... Z	.....			



MBS

MBS

Rule 41 applicable.  
Rules 321 to 323 applicable.

**SANGUDO SUBDIVISION FOOTNOTES**

- 1 RULE MODIFICATIONS**
- 1.1 **TRAIN REGISTER MODIFICATIONS**  
Whitecourt—Unit trains operating through Whitecourt my register by register ticket.
- 1.2 **SPECIAL INSTRUCTIONS**  
System 1.2—Applies on entire subdivision  
System 2.0—Applies between mileages 2.3 and 99.5 and between mileages 106.6 and 165.4.
- 2 GENERAL FOOTNOTES**
- \*2.1 Mileage between Union Jct. and Whitecourt commences 0.2 miles west of Junction switch.
- 2.2 **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.

- 2.3 **Texasgulf Inc. 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 4000-4017, 5000-5399, 5500-5610, and 9400-9699 must not be operated on sidings or other tracks at Cherhill, Lisburn, Greencourt, or pit spur Mileage 100.2 unless necessary to set out bad order equipment.

(Continued on Page 18)

## SANGUDO SUBDIVISION FOOTNOTES

**4**

**SPEEDS**

		Miles per Hour
		All Trains
4.1	<b>Mileage</b>	
	0.0 to 20.0 <b>Zone</b>	40
	4.2 to 4.9 .....	30
	20.0 to 31.0 <b>Zone</b>	30
	27.1 bridge .....	8
	31.0 to 60.0 <b>Zone</b>	40
	33.4 bridge .....	10
	60.0 to 63.0 <b>Zone</b>	20
	63.0 to 65.0 <b>Zone</b>	10
	65.0 to 75.0 <b>Zone</b>	20
	66.5 to 67.8 .....	10
	67.8 bridge .....	10
	75.0 to 91.5 <b>Zone</b>	30
	90.1 bridge .....	10
	90.4 bridge .....	10
	91.5 to 101.5 <b>Zone</b>	10
	101.5 to 120.5 <b>Zone</b>	20
	106.3 to 108.1 .....	10
	115.3 to 116.7 .....	10
	120.5 to 140.0 <b>Zone</b>	40
	120.5 bridge .....	20
	128.0 to 128.3 .....	30
	140.0 to 157.5 <b>Zone</b>	30
	147.3 to 148.5 .....	10
	157.5 to 167.6 <b>Zone</b>	20
	158.7 turnout .....	15

- 4.2 **Mileages 0.0 to 20.0**  
Trains handling cars loaded in excess of 220,000 lbs. gross ..... 30
- 4.3 **Mileages 31.0 to 60.0**  
Trains handling cars loaded in excess of 220,000 lbs. gross ..... 30
- 4.4 Kaybob Loop Track ..... 5
- 4.5 Tracks and Spurs not otherwise covered ..... 10

**CONDITIONAL SPEEDS**

- 4.6 **Mileage 0.0** (156th Street) —  
Approaching within 250 feet of crossing until crossing occupied ..... 5
- 4.7 **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 102.47** — Automatically protected. Equipped with push button. Movements proceeding at less than 10 miles per hour within 800 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.
- 5.3 **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.

**6 SPURS AND OTHER TRACKS**

- 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.

- 6.2 **Simpson Timber Co.**  
**Mileage 89.55**, capacity 10,370 feet, switch points face west. Run-around track, 610 feet, located opposite Planer shed at east end of spur. Hand brakes must be applied on all cars left on spur. Speed of 5 miles per hour must not be exceeded on curves.

- 6.3 **T.K. Haliburton Spur**  
**Mileage 104.17**. — capacity 250 feet, switch points face west. Hand brakes must be applied on all cars on this spur.

- 6.4 **Texasgulf Inc.**  
**Mileage 120.5** — extends 6.2 miles westward, switch points face east.  
Movements on this spur must be made under the provisions of System Special Instructions 2.0.

General Operating Instructions (Form 696) Item 17.1(20) applicable to eastward movements from Sulphur plant and run-around track. Eastward movements at the Sulphur plant must comply with Item 17.3(10). Loads must not be moved eastward from the Sulphur plant unless the route to be used is clear of other equipment. Refer to General Operating Instructions (Form 696) Item 7.2. 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.

Maximum permissible speed on this spur: 15 miles per hour.

Maximum speed on bulk leading track: 5 miles per hour.

- 6.5 **Benbow**  
**Mileage 143.8** — extends 3.4 miles westward, switch points face east.

Movements must not exceed 5 miles per hour on loop track which commences at mileage 3.4.

Hand brakes must be applied at all times on all cars left on this spur and loop.

General Operating Instructions (Form 696) Item 17.1(20) applicable to eastward movements leaving loop track.

- 6.6 **Grizzly Sulphur**  
**Mileage 158.7** — extends 14.6 miles westward, switch points face east.

Movements on this spur must be made under the provisions of System Special Instructions. 2.0.

The following speeds apply on this Spur:

Mileage	Miles per Hour
All Trains	
0.0 to 2.2 .....	15
1.6 .....	10
2.2 to 14.6 .....	30

	Mileage	Capacity in Feet	Points Face
6.7 Alberta Concrete Products	12.0	7970	West
Baroid of Canada Ltd. ....	28.3	180	EastWest
Baroid of Canada Ltd. ....	28.4	720	East
Gunn .....	36.0	230	East
Imperial Oil Ltd.....	74.2	360	West
Greencourt .....	79.8	1100	East
Pit Spur .....	100.2	2070	West
Mobil Oil Canada Ltd.....	102.4	1980	EastWest
Pit Spur .....	144.6	1400	East
Simpson Timber Ltd. ....	166.5	450	East

# ATHABASCA SUBDIVISION FOOTNOTES

NORTHWARD TRAINS	Miles from N.A. Rly.	Yard Limits	ATHABASCA SUBDIVISION		Siding Capacity in Feet	SOUTHWARD TRAINS
			STATIONS			
	0.0	.....	..... N.A. RLY. .... Jct. with Edson 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. .... Z Jct. with N.A. Rly.		.....	
	21.1	↓	..... MORINVILLE .... Z		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	↑	.....			
	93.1	↑	..... ATHABASCA .... Z		.....	
Rules 41 and 44 applicable. Sections 10.0, 11.0, and 12.0 of Form 835 applicable.						

## 1 RULE MODIFICATIONS

### 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.

### 1.2 OTHER MODIFICATIONS

**Rule 105A**—Train Dispatcher need not be advised when cars are left on a siding.

### 1.3 SPECIAL INSTRUCTIONS

**System 1.2**—Applies on entire subdivision.

**System 1.10**—Applies on entire subdivision.

## 2 GENERAL FOOTNOTES

2.1 CN crews operating on N.A. Rly Edmonton Subdivision to Morin Jct. will pick up NAR time table, MBS clearances and MBS bulletins in train dispatchers' office at Dunvegan Yards and return them to train dispatchers' office on return trip.

If necessary to contact N.A. Rly train dispatcher while operating on N.A. Rly trackage, arrange to contact CN North Branch train dispatcher who will relay the message.

2.2 Conductors of northward trains arriving at their destination must, as soon as possible, advise CN North Branch train dispatcher at Edmonton by AGT at 429-8877 of their expected arrival at Morin Jct. on southward trip.

2.3 **Morin Jct.** — Junction switch is in normal position when lined for N.A. Rly.

Conductors of northward trains will notify N.A. Rly train dispatcher by telephone when train is clear of N.A. Rly main track at Morin Jct.

Conductors or enginemen of southward trains will contact N.A. Rly train dispatcher by telephone to obtain MBS clearance before fouling N.A. Rly main track at Morin Jct. N.A. Rly train dispatchers' telephone located at Morin Jct.

## 3 EQUIPMENT RESTRICTIONS

3.1 Only units in 1000-1076 and 1204-1397 series permitted.

3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

## 4 SPEEDS





Mileage	Zone	Miles per Hour All Trains
0.0 to 81.0		20
60.5 to 62.5		10
76.6 to 76.8		15
81.0 to 93.1		15
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

Mileage	Capacity in Feet	Points Face
Peavey	26.9	720 NorthSouth
IXL Industries	91.1	540 South

FOOTHILLS SUBDIVISION FOOTNOTES	WESTWARD TRAINS	Miles from Bickerdike	Yard Limits	FOOTHILLS SUBDIVISION	Siding Capacity in Feet	EASTWARD TRAINS		
				STATIONS				
<p><b>1 RULE MODIFICATIONS</b></p> <p>1.1 <b>Rule 105A</b>—Train Dispatcher need not be advised when cars are left on a siding.</p> <p>1.2 <b>SPECIAL INSTRUCTIONS</b>  <b>System 1.2</b>—Applies on entire subdivision.  <b>System 2.0</b>—Applies between mileages 4.5 and 46.5.</p> <p>1.3 <b>GENERAL OPERATING INSTRUCTIONS — Form 696</b>  <b>Item 7.3</b> does not apply on Foothills Sub.  <b>Item 17.1(20)</b> applies to eastward trains between Sterco and Coalspur.  <b>Item 17.3(10)</b> applies to eastward freight trains.</p> <p><b>2 GENERAL FOOTNOTES</b></p> <p>2.1 <b>Bickerdike</b>—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.</p> <p>2.2 <b>Parkhill Jct.</b>                      Junction switch is in normal position when lined for Mountain Park Sub.</p> <p>2.3 <b>Coalspur</b>—Switches to tracks 2 and 3 spiked and cannot be used.                      Siding located between first switch west of Parkhill Jct. on Foothills subdivision and switch at mileage 0.7 Mountain Park subdivision. Long crossover connects west end of siding to Foothills subdivision at mileage 36.9.</p> <p><b>3 EQUIPMENT RESTRICTIONS</b></p> <p>3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.</p>		0.0	4.5  MBS 	..... BICKERDIKE ..... PYZ 2.3 ..... HOLLOWAY ..... 3.2 ... McLEOD RIVER ..... 5.2 ..... ERITH ..... 5.6 ..... WEALD ..... 8.9 ..... EMBARRAS ..... 6.9 ..... ROBB ..... 4.0 ... PARKHILL JCT. .... Jct. with Mountain Park Sub. 0.5 ..... COALSPUR ..... Y 6.6 ..... DISS ..... 4.0 ..... STERCO ..... Z 1.3 ..... COAL VALLEY ..... Y 1.4 ..... FOOTHILLS .....	7410 2070 5990 2010 4440 3200 1620 8200			
	Rule 41 applicable. Rules 321 to 323 applicable. Main track ends at mileage 48.0. Rule 105 applies between mileages 48.0 and 49.9.							

**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	20
Sidings and other tracks		10

**5**





**TUNNEL**

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 **Robb**  
Mileage 32.1, capacity 620 feet, connected both ends.
- 6.3 **Diss**  
Mileage 43.2, capacity 1520 feet, connected west end.

MOUNTAIN PARK SUBDIVISION FOOTNOTES		WESTWARD TRAINS		MOUNTAIN PARK SUBDIVISION		EASTWARD TRAINS			
		Miles from Parkhill Jct.	Yard Limits	STATIONS		Siding Capacity in Feet			
<p><b>1 RULE MODIFICATIONS</b></p> <p><b>1.1 CLEARANCES</b> Leyland—Trains destined Edson must obtain clearance Form 710C.</p> <p><b>1.2 OTHER MODIFICATIONS</b> Rule 105A—Train Dispatcher need not be advised when cars are left on a siding.</p> <p><b>1.3 SPECIAL INSTRUCTIONS</b> System 1.2—Applies on entire subdivision. System 2.0—Applies between mileages 0.0 and 20.6.</p> <p><b>1.4 GENERAL OPERATING INSTRUCTIONS — Form 696</b> Item 7.2—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. Item 7.3 does not apply on Mountain Park Sub. Item 15.8—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. Item 17.1(20) applies to eastward trains between Mountain Park and Leyland, between mileages 20.0 and 15.5, and between Steeper and Coalspur. Item 17.3(10) must be complied with by eastward trains at Mountain Park, Inland Cement Industries Ltd. Spur, Leyland and Steeper. NOTE: Eastward unit trains need not comply with Item 17.3(10) at mileage 20.0 and Steeper unless trainline has been parted after leaving Leyland.</p>		0.0	.....		.....		.....		
		0.5	.....		MBS 		.....	.....	3200
		6.9	.....				.....	.....	1220
		8.2	.....				.....	.....	1590
		11.8	.....				.....	.....	.....
		18.0	.....				.....	.....	1490
		22.5	20.6				.....	.....	2460
		23.7	24.7				.....	.....	2830
		31.6	.....				.....	.....	.....
		Rule 41 applicable. Rules 321 to 323 applicable. Main track ends at mileage 24.7. Rule 105 applies between mileages 24.7 and 31.6.							

**2 GENERAL FOOTNOTES**

- 2.1 Unless authorized by the Superintendent, movements must not operate beyond mileage 25.5.
- 2.2 **Parkhill Jct.** — Junction switch is in normal position when lined for the Mountain Park Sub.
- 2.3 **Coalspur**—Siding located between first switch west of Parkhill Jct. on Foothills subdivision and switch at mileage 0.7 Mountain Park subdivision.
- 2.4 **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**

	Miles per Hour
4.1 <b>Mileage</b> 0.0 to 31.6 <b>Zone</b>	All Trains 20
4.2 Tracks and Spurs not otherwise covered	10

**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 at least 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.  
General Operating Instructions (Form 696) Item 17.1(20) applicable to eastward movements between mileage 5.3 and Leyland. Eastward movements must comply with General Operating Instructions (Form 696) Item 17.3(10).
- 6.1 (a) **Ballast spur** located at mileage 1.0, capacity 3780 feet, switch points face east and west.
- 6.1 (b) **Cardinal River Coal Ltd.** spur located 4.8 miles west of Leyland has capacity of 3580 feet. Switch points face east and west. Restricted clearance 17 ft. 6 inches ATR at the tipple.  
Snow plows and flangers must not be operated under tipple.  
Regional Special Instruction M-3 applies.
- 6.2 **Inland Cement Industries Ltd.**  
**Mileage 25.0** —Look out for restricted clearance on old tipple when chute is down.
- 6.3 **Safety Spur**  
**Mileage 24.5**—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.

**RADIO SYSTEM****FOOTHILLS AND MOUNTAIN PARKS SUBS.**

Call	Entire Mountain Park Sub. and between mileages 0.0 and 43.0 Foothills Sub.	Between mileages 43.0 and 49.0 Foothills Sub.
Standby	Trains CH3 Track Mtce CH50	Trains CH4 Track Mtce CH4
End to end	Trains CH3 voice call	Trains CH4 voice call
Trains to { Trains Track Mtce Leyland Opr	Trains CH5 voice call Track Mtce CH50 voice call	Trains CH4 voice call Track Mtce CH4 voice call
Dispatcher	Trains CH3 Tone 2 Track Mtce CH50 Tone 2 (Main Circuit Tone 2. Alternate circuit Tone 1)	Trains CH4 Tone 2 Track Mtce CH4 Tone 2

Note: Engine radio hand set must be on dummy hanger or upside down on regular hanger to prevent reverting to CH1.

GRANDE CACHE SUBDIVISION FOOTNOTES	NORTHWARD TRAINS	Miles from Swan Landing	Yard Limits	GRANDE CACHE SUBDIVISION	Siding Capacity in Feet	SOUTHWARD TRAINS																																
				STATIONS																																		
<p><b>1 RULE MODIFICATIONS</b></p> <p>1.1 <b>CLEARANCES</b> Winniandy — Trains to Edson Sub. must obtain clearance Form 710C.</p> <p>1.2 <b>OTHER MODIFICATIONS</b> Rule 105A — Train Dispatcher need not be advised when cars are left on a siding.</p> <p>1.3 <b>SPECIAL INSTRUCTIONS</b> System 1.2 — Applies on yard limit signs. System 2.0 — Applies between mileages 2.8 and 105.8 and between mileages 111.6 and 229.7. Regional M-2 — Applies on entire subdivision.</p> <p>1.4 <b>GENERAL OPERATING INSTRUCTIONS</b> Item 7.3 does not apply to unit trains.</p> <p><b>2 GENERAL FOOTNOTES</b></p> <p>2.1 <b>Swan Landing</b>—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.</p> <p>2.2 <b>Winniandy</b>—Diesel unit or car movements must not be made under the coal tipple located on McIntyre Mines Ltd., coal loading track at Winniandy until a <b>GREEN</b> signal is displayed, or authority is obtained from the Mines' Tipple Operator. The signal is located on the south side of the tipple, three feet above the coal chute.</p> <p>2.3 All movements lookout for fallen rock between mileages 60.0 and 60.2, 99.0 and 103.0 and between mileages 169.7 and 172.5.</p> <p><b>3 EQUIPMENT RESTRICTIONS</b></p> <p>3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.</p> <p><b>4 SPEEDS</b></p> <table border="0"> <tr> <td>4.1</td> <td><b>Mileage</b></td> <td></td> <td><b>Miles per Hour</b></td> </tr> <tr> <td></td> <td>0.0 to 1.8</td> <td><b>Zone</b></td> <td><b>15</b></td> </tr> <tr> <td></td> <td>1.8 to 231.0</td> <td><b>Zone</b></td> <td><b>30</b></td> </tr> <tr> <td></td> <td>* 69.8 to 70.5</td> <td>Bridges</td> <td>20</td> </tr> <tr> <td></td> <td>169.7 to 173.2</td> <td></td> <td>10</td> </tr> <tr> <td></td> <td>183.2 to 189.0</td> <td></td> <td>20</td> </tr> <tr> <td></td> <td colspan="3">* Not marked with speed restriction signs.</td> </tr> <tr> <td>4.2</td> <td>Sidings and other tracks</td> <td></td> <td>10</td> </tr> </table>	4.1	<b>Mileage</b>		<b>Miles per Hour</b>		0.0 to 1.8	<b>Zone</b>	<b>15</b>		1.8 to 231.0	<b>Zone</b>	<b>30</b>		* 69.8 to 70.5	Bridges	20		169.7 to 173.2		10		183.2 to 189.0		20		* Not marked with speed restriction signs.			4.2	Sidings and other tracks		10		0.0	1.6 } 2.8 }	SWAN LANDING . . . . . Z		
	4.1	<b>Mileage</b>		<b>Miles per Hour</b>																																		
		0.0 to 1.8	<b>Zone</b>	<b>15</b>																																		
		1.8 to 231.0	<b>Zone</b>	<b>30</b>																																		
		* 69.8 to 70.5	Bridges	20																																		
		169.7 to 173.2		10																																		
		183.2 to 189.0		20																																		
		* Not marked with speed restriction signs.																																				
	4.2	Sidings and other tracks		10																																		
			20.4		20.4 WILDHAY . . . . .	4760																																
			41.0		20.6 HANLON . . . . .	6440																																
			57.0		16.0 HOFF . . . . .																																	
			73.0		16.0 GREY . . . . .	6690																																
		89.7		16.7 DENARD . . . . .																																		
		94.6		4.9 THORDARSON . . . . .	4650																																	
		108.9	105.8 } 111.6 }	14.3 WINNIANDY . . . . . KZ																																		
		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	229.7 } 231.0 }	19.6 GRANDE PRAIRIE . KYWZ																																		
		232.9		Jct. with N.A. Rly.																																		
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.																																						



**5 RADIO SYSTEMS**

5.1 **Proper Standby Channels:**

Mileage	Channel	Base Station
0.0 to 14.0	7	Hinton
14.0 to 57.0	6	Berland
57.0 to 95.0	7	Muskeg
95.0 to 115.0	6	Winniandy
115.0 to 118.0	7	Muskeg
118.0 to 179.0	6	Simonette
179.0 to 232.0	7	Economy

5.2 For communication in yard switching, use channel 4 or channel 1 after advising dispatcher.

**6 SPURS AND OTHER TRACKS**

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

	Mileage or Location	Capacity in Feet	Points Face
6.2	Hoff . . . . .	57.0	2210 South
	Team Track . . . . .	Denard	1170 North
	Industrial Spur . . . . .	89.8	360 North
	McIntyre Porcupine Mines Ltd. . . . .	Winniandy	10800 NorthSouth
	Alberta Power Ltd. (Off McIntyre Porcupine Mines) . . . . .	109.2	860 North
	Pit Spur . . . . .	115.7	3240 North
	Atlantic Richfield Co. (Braaten) . . . . .	198.8	2930 NorthSouth

WESTWARD TRAINS		Miles from North Battleford	Yard Limits	BLACKFOOT SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS		
FOURTH CLASS				FOURTH CLASS						
709 Freight				828 Freight 840 Freight 856 Freight						
Daily										
				MOUNTAIN TIME						
				STATIONS						
0700	0.0 0.3	↓ 1.4	...	NORTH BATTLEFORD CKPWYZ Jct. with Turtleford Sub.	FD	....	0500	1310	2100	
0715	6.1	5.5 } 6.7 }	...	6.1 BATTLEFORD JCT. ... PRZ Jct. with Battleford Sub	....	....	0445	1255	2045	
0723	10.8	...	...	4.7 HIGHGATE .....	....	1560	0437	1247	2037	
0733	18.9	...	...	8.1 DELMAS .....	P	1630	0427	1237	2027	
0742	26.2	...	...	7.3 BRESAYLOR .....	....	6300	0418	1228	2018	
0752	33.9	...	...	7.7 PAYNTON .....	P	1590	0408	1218	2008	
0805	43.4	...	...	9.5 BIRLING .....	....	1650	0355	1205	1955	
0814	49.9	...	...	6.5 MAIDSTONE .....	P	OD	2050	0346	1156	1946
0824	57.6	...	...	7.7 WASECA .....	P	7300	0336	1146	1936	
0834	64.3	...	...	6.7 LASHBURN .....	P	1560	0326	1136	1926	
0845	72.6	...	...	8.3 MARSHALL .....	P	1310	0315	1125	1915	
0900	82.9 84.4	82.2 ↑ 86.8	...	11.8 LLOYDMINSTER ... PWZ	Y YD	1880	0300	1110	1900	
0910	91.4	...	...	7.0 BLACKFOOT .....	P	7200	0250	1100	1850	
0920	99.3	...	...	7.9 KITSCOTY .....	P	2040	0240	1050	1840	
0935	109.6	...	...	10.3 ISLAY .....	P	1600	0225	1035	1825	
0947	117.3	...	...	7.7 BORRADAILE .....	P	1610	0213	1023	1813	
1000	124.4	121.7 ↑	...	7.1 VERMILION .. KPWYZ	VN	8000	0200	1010	1800	
							Daily	Daily	Daily	
Sections 10.0 and 11.0 of Form 835 applicable							828	840	856	
709							828	840	856	

**BLACKFOOT SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

**1.1 TRAIN REGISTER MODIFICATIONS**

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

**1.2 OTHER MODIFICATIONS**

**Rule 105A**—Train Dispatcher need not be advised when cars are left on a siding.

**2 GENERAL FOOTNOTES**

**2.1** Except for the train dispatching function, the territory between North Battleford and Mileage 0.4 is under the jurisdiction of the Saskatchewan Division.

**2.2 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.

Normal position of crossover switch leading from stock yard track to main track at Lloydminster is for through

movement on stock yard track and against crossover movement.

**2.3 Vermilion**—Siding is located between east switch 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** Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 must not use sidings at Highgate, Delmas, Birling and Borradaile.

At Vermilion, these units must not use the short pass, track 3, track 4, track 5 from west switch to a point 1000 feet east of west switch and track 6 from livestock pens to east end of track.

## BLACKFOOT SUBDIVISION FOOTNOTES

<b>4</b>	<b>SPEEDS</b>			Miles per Hour Passenger Freight	
4.1	<b>Mileage</b>				
	<b>0.0 to 12.0</b>	<b>Zone</b>		<b>40</b>	<b>30</b>
	5.0 to 6.2	.....		20	20
	<b>12.0 to 116.0</b>	<b>Zone</b>		<b>50</b>	<b>50</b>
	40.7 to 40.9	.....		40	40
	54.0 to 54.8	.....		40	40
	61.6 to 62.8	.....		40	40
	82.2 to 85.2	.....		40	40
	85.2 to 86.8	.....		45	35
	92.3 to 92.5	.....		40	40
	95.8 to 96.0	.....		45	40
	104.5 to 106.8	.....		40	45
	110.6 to 111.3	.....		45	45
	112.8 to 113.1	.....		45	45
	<b>116.0 to 124.4</b>	<b>Zone</b>		<b>50</b>	<b>45</b>
4.2	Sidings and Other Tracks	.....		10	10

### CONDITIONAL SPEEDS

4.3	<b>Mileage 50.1</b> (Highway 21) Westward movements proceeding at 10 miles per hour or less within 1725 feet of crossing until crossing occupied	.....	10	10
4.4	<b>Mileage 84.3</b> (49th Avenue) Approaching within 800 feet of crossing and until crossing occupied	.....	20	20
	Eastward movements proceeding at 10 miles per hour or less within 1200 feet of crossing until crossing occupied	.....	10	10

			Miles per Hour Passenger Freight	
4.5	<b>Mileage 84.4</b> (50th Avenue) Approaching within 700 feet of crossing and until crossing occupied	.....	20	20
4.6	<b>Mileage 84.9</b> (55th Avenue) Approaching within 1500 feet of crossing and until crossing occupied	.....	40	40
	Westward movements from Husky Oil Spur until crossing is fully occupied	.....	5	5



### 5 PUBLIC CROSSINGS AT GRADE

- 5.1 **Mileage 84.4** (50th Avenue) automatically protected. Equipped with push-button. 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. Stop signs governing eastward movements is located between siding and Husky Oil Spur Trackage.

### 6 SPURS AND OTHER TRACKS

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

<h2 style="margin: 0;">BATTLEFORD SUBDIVISION FOOTNOTES</h2> <p><b>1 RULE MODIFICATIONS</b></p> <p>1.1 <b>SPECIAL INSTRUCTIONS</b> System 1.10(d) — Applies on entire subdivision.</p> <p><b>2 GENERAL FOOTNOTES</b></p> <p>2.1 <b>Battleford Jct.</b>— Telephone in register office Battleford Jct., connected with yard office North Battleford.</p> <p><b>3 EQUIPMENT RESTRICTIONS</b></p> <p>3.1 Only units in 1000-1076 series permitted.</p> <p>3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.</p> <p><b>4 SPEEDS</b></p> <p>4.1 <b>Mileage</b> 0.0 to 7.8                      <b>Zone</b></p> <p style="text-align: center;">Miles per Hour All Trains <b>15</b></p>	<p><b>NORTHWARD TRAINS</b></p>	<p>Miles from Battleford</p> <p>Yard Limits</p> <p>0.0      2.3      7.8</p>	<h2 style="margin: 0;">BATTLEFORD SUBDIVISION</h2> <p style="text-align: center;"><b>STATIONS</b></p> <p>..... BATTLEFORD ..... Z</p> <p style="text-align: center;">7.8</p> <p>..... BATTLEFORD JCT. ... PRZ</p> <p style="text-align: center;">Jct. with Blackfoot Sub.</p> <p style="text-align: center;">Rules 41 and 44 applicable. Sections 10.0, 11.0, and 12.0 of Form 835 applicable.</p>	<p>Siding Capacity in Feet</p>	<p><b>SOUTHWARD TRAINS</b></p>
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WESTWARD TRAINS	Miles from Connecting Switch	Yard Limits	<b>DODSLAND SUBDIVISION</b>			Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
				<b>MOUNTAIN TIME</b>					
				<b>STATIONS</b>					
	0.0	↓ 2.0	..... BIGGAR . . . CKWYZ			BI	.....		
	6.0		6.0 ..... ARGO .....						
	12.2		6.2 ..... DUPEROW .....				1930		
	18.5		6.3 ..... SPRINGWATER .....				1950		
	25.6		7.1 ..... RUTHILDA .....				1900		
	29.9		4.3 ..... DOWNE .....				1900		
	35.9		6.0 ..... AVA .....						
	47.0		11.1 ..... DODSLAND .....				1690		
	53.3		6.3 ..... MILLERDALE .....				1920		
	59.7		6.4 ..... BEAUFIELD .....				1890		
	66.4		6.7 ..... COLEVILLE .....				1920		
	72.6		6.2 ..... DRIVER .....						
	78.5		5.9 ..... SMILEY .....				1890		
	85.9	↑ 84.5	7.4 ..... DEWAR LAKE .....				1920		
	86.6		0.7 ..... End of Operated Track .....						
Rules 41 and 44 applicable Sections 10.0, 11.0, and 12.0 of Form 835 applicable									

### DODSLAND SUBDIVISION FOOTNOTES

**1 RULE MODIFICATIONS**

1.1 **Rule 105A**—Train Dispatcher need not be advised when cars are left on a siding.

1.2 **SPECIAL INSTRUCTIONS**

**System 1.2**—Applies on entire subdivision.  
**System 1.10(d)**—Applies on entire subdivision.

**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 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 (BCT 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**

		Miles per Hour
5.1	<b>Mileage</b>	All Trains
	0.0 to 66.0 <b>Zone</b>	<b>25</b>
	34.0 - Westward trains (on curve) -	<b>20</b>
	66.0 to 86.6 <b>Zone</b>	<b>20</b>
5.2	Sidings and Other tracks .....	<b>10</b>

WESTWARD TRAINS		Miles from Vermilion	Yard Limits	Switching Zones	VEGREVILLE SUBDIVISION			Office Signals	Siding Capacity in Feet	EASTWARD TRAINS		
FOURTH CLASS										FOURTH CLASS		
741 Freight										852 Freight	870 Freight	834 Freight
Daily												
					STATIONS							
1040	0.0		↓ 1.4		VERMILION .. KPWYZ	VN	8000	0925	1745	0125		
1054	7.4				7.4 CLAYSMORE .....		1560	0908	1728	0108		
1106	14.6				7.2 MANNVILLE .....	P	1620	0856	1716	0056		
1118	22.9				8.3 MINBURN .....	P	1550	0844	1704	0044		
1132	31.6				8.7 INNISFREE .....	P	6470	0830	1650	0030		
1143	39.2				7.6 RANFURLY .....	P	1540	0819	1639	0019		
1158	48.2				9.0 LAVOY .....	P	1540	0804	1624	0004		
1216	57.1	55.1 } 59.8 }			8.9 VEGREVILLE ....PWZ	RG	6510	0746	1608	2346		
1230	64.0				6.9 ROYAL PARK .....		1540	0732	1552	2332		
1244	70.9				6.9 MUNDARE .....	P	2060	0718	1538	2318		
1258	77.6				6.7 HILLIARD .....		1400	0704	1524	2304		
1307	85.1				7.5 CHIPMAN .....	P	6440	0655	1515	2255		
1316	92.4				7.3 LAMONT .....	P	1860	0646	1506	2246		
1325	99.2				6.8 BRUDERHEIM .....	P	1420	0637	1457	2237		
1334	106.2				7.0 SCOTTFORD .....		1590	0628	1448	2228		
1344	112.7	108.4			6.5 FORT SASKATCHEWAN PZ	FS	2680	0619	1439	2219		
....	114.6				1.9 BEAMER SPUR ... PRZ							
1357	120.0	115.5			5.4 RIVER BEND .....		6340	0606	1426	2206		
1400	121.7				1.7 OLIVER .....		1560	0603	1423	2203		
1405	122.9			122.9	1.2 ST. PAUL JCT .....	P		0600	1420	2200		
....	126.4				Jct. with Coronado Sub. 3.5 NORTH EDMONTON .. P	MX						
Sections 10.0 and 11.0 of Form 835 applicable								Daily	Daily	Daily		
<b>741</b>								<b>852</b>	<b>870</b>	<b>834</b>		

**VEGREVILLE 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.

**North Edmonton**—Unless otherwise provided, trains to Vegreville and Coronado Subs. must obtain clearance.

**St. Paul Jct.**—Unless otherwise provided, eastward regular trains must obtain clearance at Calder and may then leave St. Paul Jct. without obtaining clearance.

**1.2 TRAIN REGISTER MODIFICATIONS**

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

**1.3 OTHER MODIFICATIONS**

**Rule 105A**—Train Dispatcher need not be advised when cars are left on a siding.

**2 GENERAL FOOTNOTES**

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

## VEGREVILLE SUBDIVISION FOOTNOTES

### 3 INTERLOCKINGS

- 3.1 **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.
- 3.2 Wainwright Sub., Vegreville Sub., Calder Entry-Exit Line,  
and North Service Track. North Edmonton. Controlled  
Including Railway Crossing at Grade (Calder Entry-Exit Line  
and Crossover between Vegreville Sub. and North Service  
Track.)

### 4 EQUIPMENT RESTRICTIONS

- 4.1 Engines in 1000-1076 series must not enter or use any in-  
dustrial track within the switching limits of the Edmonton  
terminal, without permission from the Superintendent.
- 4.2 At Vermilion, units in series 4000-4017, 5000-5399, 5500-  
5610, 9400-9699 must not use the short pass, track 3, track  
4, track 5 from west switch to a point 1000 feet east of west  
switch and track 6 from livestock pens to east end of track.  
These units must not use sidings at Claysmore, Ranfurly,  
Royal park, Hilliard, Central Wholesale Track at Vegreville  
and Storage track at mileage 118.0.
- 4.3 Cars exceeding 263,000 lbs. gross must be covered by  
handling instructions.

### 5 SPEEDS

5.1 Mileage	Zone	Miles Per Hour	
		Passenger	Freight
<b>0.0 to 43.9</b>	<b>Zone</b>	<b>50</b>	<b>50</b>
2.1 to 3.2 . . . . .		40	40
9.6 to 10.2 . . . . .		45	45
11.5 to 11.8 . . . . .		45	45
19.2 to 21.3 . . . . .		35	35
26.8 to 27.0 . . . . .		40	40
* 27.8 to 29.6 . . . . .		40	35
32.3 to 35.0 . . . . .	on curves . . . . .	45	40
35.9 to 36.7 . . . . .	on curves . . . . .	45	40
38.5 to 39.0 . . . . .		45	45
40.7 to 41.9 . . . . .		45	40
<b>43.9 to 77.8</b>	<b>Zone</b>	<b>50</b>	<b>30</b>
48.4 to 48.7 . . . . .		45	..
<b>77.8 to 126.4</b>	<b>Zone</b>	<b>50</b>	<b>50</b>
111.2 to 111.4 . . . . .		45	40
113.5 to 114.6 . . . . .		20	20
115.1 to 116.1 . . . . .	on curves . . . . .	..	40
117.0 to 117.2 . . . . .		30	30
125.2 to 126.3 . . . . .		20	20

\* Advance speed restriction sign governing eastward  
movements at the permanent slow order between mileages  
27.8 and 29.6 located to left of main track.

- 5.2 Tracks and Spurs not otherwise covered 10 10

#### CONDITIONAL SPEEDS

5.3 Mileages 43.9 to 77.8	Miles Per Hour	
	Passenger	Freight
Movements handling cars having gross weight over 220,000 lbs. . . . .	..	25
5.4 <b>Mileages 43.9 to 77.8</b>		
Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 . . . . .	15	15

Miles Per Hour  
Passenger Freight

- 5.5 **Mileage 0.13** (Oliver Avenue)  
Westward movements approaching  
within 450 feet of crossing and until  
crossing occupied . . . . . 15 15  
Eastward movements approaching  
within 675 feet of crossing and until  
crossing occupied . . . . . 20 20
- 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 oc-  
cupied . . . . . 10 10
- 5.7 **Mileage 56.4** (45th Street)  
Eastward movements approaching  
within 1500 feet of crossing and until  
crossing occupied . . . . . 30 ..  
Westward movements approaching  
within 1500 feet of crossing and until  
crossing occupied . . . . . 30 ..
- 5.8 **Mileage 57.0** (49th Street)  
Westward movements approaching  
within 1450 feet of crossing and until  
crossing occupied . . . . . 30 ..  
Eastward movements approaching  
within 720 feet of crossing and until  
crossing occupied . . . . . 20 20
- 5.9 **Mileage 57.1** (50th Street)  
Approaching within 350 feet of  
crossing and until crossing occupied 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 oc-  
cupied . . . . . 10 10
- 5.11 **Mileage 111.4** (Forrest Road)  
Eastward movements proceeding at  
less than 15 miles per hour within  
1500 feet of crossing until crossing  
occupied . . . . . 10 10
- 5.12 **Mileage 111.7** (Municipal Road)  
Westward movements proceeding at  
less than 15 miles per hour within  
1500 feet of crossing and until cross-  
ing occupied . . . . . 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
- 5.14 **Mileage 125.0** (50th St.)  
Eastward movements approaching  
within 1400 feet of crossing and until  
crossing occupied . . . . . 40 40

## VEGREVILLE SUBDIVISION FOOTNOTES

### 6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mileage 39.14** (Ranfurly) automatically protected. STOP sign on elevator track governs westward movements on that track.
- 6.2 **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.
- 6.3 **Mileage 57.1** (50th Street) automatically protected. Equipped with push button. STOP sign located on other than the main track.
- 6.4 **Mileage 70.9** (Main Street) automatically protected. Equipped with push button. STOP sign located on other than the main track.
- 6.5 **Mileage 99.0** (Highway 45) automatically protected. Movements over the crossing on elevator spur must be protected by a flagman.
- 6.6 **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.
- 6.7 **Mileage 111.4** (Forrest Road) automatically protected. Equipped with push button.

### 7 SPURS AND OTHER TRACKS

- 7.1 **Diamond Shamrock Corp.**  
**Mileage 105.9**—Capacity 4250 feet. Switch points face west.  
Movements over public crossing at grade at mileage 0.73 on this spur must be protected by a flagman.
- 7.2 **Storage Track**  
**Mileage 109.6**—Capacity 4410 feet. Switch points face east and west.
- 7.3 **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.
- 7.4 **Union Carbide Canada Limited**  
**Mileage 110.85**—Capacity 1030 feet. Switch points face west.
- 7.5 **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.
- 7.6 **Sherritt Gordon Mines Ltd.**  
**Mileage 111.0**—Capacity 7250 feet. Switch points face west.
- 7.6(a) **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.

7.7 **Canadian Johns-Manville Co. Ltd.**  
**Mileage 111.2**—Capacity 770 feet. Switch points face west.

7.8 **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 crossover 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 General Operating Instructions (Form 696) Item 14.1.

Cars must not be "kicked" or running switches made on Sherritt Gordon Mines Ltd. trackage.

7.9 **Beamer Spur (Imperial Oil Limited)**  
**Mileage 114.6**—Extends 11.2 miles northward. Switch points face west.

Maximum Speed ..... 15 m.p.h.  
Trains and engines must stop before proceeding over crossing mileage 11.2, 100 yards south of guardhouse.

Trains must not proceed by stopboard mileage 11.3 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.

Regional Special Instruction M-3 applies.  
General Operating Instructions (Form 696) Item 7.3 does not apply to trains of unit train equipment on Beamer Spur.

**Equated Tonnage Ratings (Single Unit)**

Unit Series	Car		Car Factor
	Westward	Eastward	
5000-5399	7	3800	5
4108-4353	7	2300	5
1204-1397	7	1750	5

7.9(a) **Run-around Track**—Mileage 0.9 Beamer Spur. Capacity 1800 feet, switch points face north and south.

7.9(b) **Sturgeon Industrial Lead**—Mileage 1.62 Beamer Spur. Capacity 8800 feet, switch points face south. Hand brakes must be applied on all cars left on this spur and on Alberta Food Products Ltd. trackage.

7.9(c) **Procor Ltd.**—Mileage 9.22 Beamer Spur. Switch points face north and south. Capacity of west track — 2730 feet. Capacity of east track — 2035 feet.

7.10 **Storage Track**  
**Mileage 118.0**—Capacity 1530 feet. Switch points face east and west.

DEMA Y SUBDIVISION FOOTNOTES	NORTHWARD TRAINS	* Miles from Camrose Jct.	Yard Limits	DEMA Y SUBDIVISION	Siding Capacity in Feet	SOUTHWARD TRAINS
	↓			STATIONS		↑
<b>1 RULE MODIFICATIONS</b> 1.1 <b>Rule 105A</b> — Train Dispatcher need not be advised when cars are left on a siding. 1.2 <b>SPECIAL INSTRUCTIONS</b> <b>System 1.2</b> — Applies on entire subdivision <b>System 1.10(d)</b> — Applies on entire subdivision <b>2 GENERAL FOOTNOTES</b> 2.1 Unless authorized by the Superintendent, movements must not be operated between mileage 1.3 and mileage 12.0.			0.0	↓	... . . . . CAMROSE JCT. . . . . PYZ Jct. with Camrose Sub. 7.4	
		7.4	...	... . . . . DEMAY . . . . .	1540	
		12.9	...	... . . . . ROUNDHILL . . . . . 5.9	1320	
		18.8	...	... . . . . DODDS . . . . .	1500	
		25.0	↑	... . . . . RYLEY . . . . . PZ	...	
Rules 41 and 44 applicable Sections 10.0, 11.0, and 12.0 of Form 835 applicable						

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**

Mileage	Zone	Miles per Hour All Trains
0.0 to 25.0		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

**5 SPURS AND OTHER TRACKS**

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

WESTWARD TRAINS		Miles from St. Paul Jct.	Yard Limits	CORONADO SUBDIVISION			Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FOURTH CLASS				STATIONS		FOURTH CLASS				
<b>583</b> Freight						<b>836</b> Freight			<b>584</b> Freight	
Monday Wednesday Friday										
0700	160.0	↓	159.5	..... HEINSBURG . . . PRYZ	.....	.....	.....	1405		
0731	149.4	.....	.....	10.6 ..... LINDBERGH . . . . . P	.....	1570	.....	1332		
0755	139.6	.....	.....	9.8 ..... ELK POINT . . . . .	.....	1530	.....	1308		
0845	120.2	121.2 119.5	.....	19.4 ..... ST. PAUL . . . PRWYZ	AU	1550	.....	1220		
.....	112.8	.....	.....	7.4 ..... OWLSEYE . . . . . P	.....	1380	To Bonnyville Sub.	1200		
.....	108.5	.....	109.0	4.3 ..... ABILENE . . . . . Z	.....	1200	.....	1150		
.....	108.1	↑	107.6	0.4 ..... ABILENE JCT. . . . . PRYZ	.....	.....	0920	1149		
.....	104.7	.....	.....	Jct. with Bonnyville Sub. 3.4 ..... ASHMONT . . . . . P	.....	1600	0910	1143		
.....	98.2	.....	.....	6.5 ..... SPEDDEN . . . . .	.....	.....	.....	.....		
.....	89.8	.....	.....	8.4 ..... VILNA . . . . . P	.....	1500	0830	1120		
.....	80.0	.....	.....	9.8 ..... BELLIS . . . . . P	.....	1500	0810	1100		
.....	74.7	.....	.....	5.3 ..... EDWARD . . . . . P	.....	1590	0800	1045		
.....	64.6	.....	.....	10.1 ..... SMOKY LAKE . . . . . PW	SM	1190	0740	1025		
.....	57.0	.....	.....	7.6 ..... WARSPITE . . . . .	.....	1500	0726	1008		
.....	50.1	.....	.....	6.9 ..... WASKATENAU . . . . . P	.....	1500	0713	0940		
.....	43.1	.....	.....	7.0 ..... RADWAY . . . . . P	.....	1620	0700	0925		
.....	34.9	.....	.....	8.2 ..... KERENSKY . . . . .	.....	1710	0644	0905		
.....	29.6	30.3 28.6	.....	5.3 ..... REDWATER . . . . . PZ	.....	2030	0634	0850		
.....	20.6	.....	.....	9.0 ..... CORONADO . . . . . P	.....	1390	0613	0830		
.....	15.6	.....	.....	5.0 ..... GIBBONS . . . . . P	.....	2130	0602	0818		
.....	7.2	.....	.....	8.4 ..... DUAGH . . . . .	.....	1560	0545	0800		
.....	0.0	.....	.....	7.2 ..... ST. PAUL JCT. . . . . P	.....	.....	0530	0740		
		Rules 41 and 44 applicable						Monday Thursday	Sunday Tuesday Thursday	
<b>583</b>		Sections 10.0 and 11.0 of Form 835 applicable						<b>836</b>	<b>584</b>	

## 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**—All trains must obtain clearance.  
**Heinsburg**—No. 583 may leave without clearance provided schedule is assumed by crew arriving Heinsburg on No. 584.
- 1.2 **Rule 105A**—Train Dispatcher need not be advised when cars are left on a siding.
- 1.3 **SPECIAL INSTRUCTIONS**  
**System 1.2**—Applies between Elk Point and Heinsburg.

### 2 EQUIPMENT RESTRICTIONS

- 2.1 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 prohibited.
- 2.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions. (This does not apply to loaded jumbo tank cars handled between mileages 0.0 and 30.3).
- 2.3 Jumbo tank cars must not be moved on Armco Canada Ltd. Spur mileage 28.8 account sharp curvature.

### 3 SPEEDS

3.1 Mileage	Miles Per Hour All Trains
<b>0.0 to 65.4                    Zone</b>	<b>40</b>
* 2.2 bridge .....	10
* 3.1 bridge .....	10
12.7 to 13.1 .....	10
* 17.7 bridge .....	10
17.8 to 18.1 .....	35
19.5 to 19.8 .....	30
29.3 to 31.9 .....	35
* 42.4 bridge .....	10
* 42.6 bridge .....	10
61.8 to 64.0 .....	30
<b>65.4 to 119.5                    Zone</b>	<b>30</b>
* 71.6 bridge .....	10
* 77.3 bridge .....	10
* 77.6 bridge .....	10
* 80.1 bridge .....	10
<b>119.5 to 160.0                    Zone</b>	<b>25</b>
125.6 to 126.4 .....	15
152.5 to 153.0 .....	5
154.1 to 154.2 .....	15
* Not marked with speed restriction signs.	
3.2 Sidings and Other tracks .....	10
3.3 <b>Trains handling loaded ballast cars:</b>	
Mileages 0.0 to 65.4 .....	30
Mileages 65.4 to 119.5 .....	25
Mileages 119.5 to 160.0 .....	20

### CONDITIONAL SPEEDS


	Miles Per Hour All Trains
3.4 <b>Mileages 0.0 to 30.3</b> Movements handling Jumbo tank cars having gross weight over 220,000 lbs. ....	20
3.5 Over east and west legs of wye at Abilene Jct. ....	25
3.6 <b>Mileage 120.1 (51st Street)</b> Westward movements approaching within 400 feet of crossing and until crossing occupied .....	10

### 4 PUBLIC CROSSINGS AT GRADE

- 4.1 **Mileage 29.8 (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.
- 4.2 **Mileage 89.9 (Main Street)** automatically protected. STOP sign erected on other than main track.

### 5 SPURS AND OTHER TRACKS

- 5.1 **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.
- |                                 | Mileage | Capacity<br>in Feet | Points<br>Face |
|---------------------------------|---------|---------------------|----------------|
| Esso Resources Ltd. ....        | 29.8    | 6210                | East           |
| Smoky Lake Processors Ltd. .... | 65.1    | 2120                | West           |
| Canadian Salt Co. ....          | 151.5   | 1490                | EastWest       |
| Run Around Track. ....          | 151.5   | 270                 | EastWest       |

WESTWARD TRAINS		BONNYVILLE SUBDIVISION					EASTWARD TRAINS	
	Miles from Abilene Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet	FOURTH CLASS		
	61.1	↓	..... GRAND CENTRE . . . PRYZ	NC	.....	1135		
	57.2	59.5	..... BEAVER RIVER . . . . .	.....	.....	.....		
	48.2	.....	..... ARDMORE . . . . . P	.....	1570	1104		
	42.9	.....	..... FORT KENT . . . . .	.....	1570	1053		
	36.6	.....	..... BONNYVILLE . . . . . PW	.....	1710	1040		
	24.1	.....	..... FRANCHERE . . . . .	.....	1570	1015		
	18.8	.....	..... GLENDON . . . . . P	.....	1570	1004		
	14.7	.....	..... THERIEN . . . . .	.....	1700	0955		
	9.8	.....	..... MALLAIG . . . . . P	.....	1510	0945		
0.0	0.6	..... ABILENE JCT. . . . . PYRZ Jct. with Coronado Sub.	.....	.....	0920			
Rules 41 and 44 applicable Sections 10.0, 11.0, and 12.0 of Form 835 applicable						Monday, Thursday		
						<b>836</b>		

### BONNYVILLE SUBDIVISION FOOTNOTES

**1 RULE MODIFICATIONS**

- 1.1 **Rule 105A**—Train Dispatcher need not be advised when cars are left on a siding.
- 1.2 **SPECIAL INSTRUCTIONS**  
**System 1.10(d)**—Applies on entire subdivision.

**2 EQUIPMENT RESTRICTIONS**

- 2.1 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 prohibited.
- 2.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

**3 SPEEDS**



		Miles Per Hour
		All Trains
3.1	<b>Mileage</b>	
	0.0 to 61.1	<b>Zone 30</b>
	0.0 to 0.3	20
	* 51.8 bridge	20
	* 53.2 bridge	20
3.2	Sidings and Other tracks	10
3.3	Trains handling loaded ballast cars	20

\* Not marked with speed restriction signs.

**4 SPURS AND OTHER TRACKS**

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



MANNING SUBDIVISION FOOTNOTES	NORTHWARD TRAINS	Miles from N.A. Rly. Jct.	Yard Limits	MANNING SUBDIVISION	Siding Capacity in Feet	SOUTHWARD TRAINS
				STATIONS		
<b>1 RULE MODIFICATIONS</b> 1.1 <b>TRAIN REGISTER MODIFICATIONS</b> Roma Jct. — Standard Clock and Bulletins only. High Level — Bulletins only. 1.2 <b>OTHER MODIFICATIONS</b> Rule 105A — Train Dispatcher need not be advised when cars are left on a siding. 1.3 <b>SPECIAL INSTRUCTIONS</b> System 1.2 — Applies on yard limit signs on entire subdivision System 2.0 — Applies between mileages 3.0 and 181.0 Regional M-2 — Applies on entire subdivision <b>2 EQUIPMENT RESTRICTIONS</b> 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 2.2 <b>High Level</b> — Canadian Propane Spur must not be used for switching account sharp curvature.		0.0	.....	N.A. RLY. JCT. . . . . Z Jct. with N.A. Rly	.....	
		0.5	1.6 } 3.0 }	ROMA JCT. . . . . CKYZ	.....	
		12.8	.....	LEDDY . . . . .	3410	
		27.1	.....	DIXONVILLE . . . . .	4430	
		45.3	.....	DEADWOOD . . . . .	3390	
		55.3	.....	MANNING . . . . .	4440	
		69.1	.....	HOTCHKISS . . . . .	3380	
		84.1	.....	HAWKHILLS . . . . .	4510	
		109.7	.....	KEMP RIVER . . . . .	4430	
		128.3	.....	KEG RIVER . . . . .	4370	
137.9	.....	PADDLE PRAIRIE . . . . .	3420			
159.5	.....	METIS . . . . .	4410			
182.9	181.0	HIGH LEVEL . . . . . BCYZ	.....			
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						

**3 SPEEDS**

Mileage	Zone	Miles per Hour
0.0 to 2.0	Zone	15
2.0 to 100.0	Zone	35
73.1 to 74.4	.....	20
100.0 to 182.9	Zone	30

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	NorthSouth
Dome Petroleum . . . . .	111.7	960	NorthSouth
Swanson Lumber Co. Ltd. . . . .	182.1	1040	North

**6 RADIO SYSTEMS**

6.1 Proper Standby Channels are Listed Below:

Mileage	Channel	Base Station
0.0 to 15.0	6	Peace River
15.0 to 85.0	7	Lone Star
85.0 to 155.0	6	Battle River
155.0 to 182.9	7	Watt Mountain

6.2 To call Roma Jct. or High Level, voice call on appropriate channel. For communication in yard switching, use channel 4 or 1 after advising dispatcher.

MEANDER RIVER SUBDIVISION FOOTNOTES	NORTHWARD TRAINS	Miles from N.A. Riv. Jct.	Yard Limits	MEANDER RIVER SUBDIVISION	Siding Capacity in Feet	SOUTHWARD TRAINS
				STATIONS		
<b>1 RULE MODIFICATIONS</b> 1.1 <b>TRAIN REGISTER MODIFICATIONS</b> High Level — Bulletins only. Hay River — Bulletins only. 1.2 <b>OTHER MODIFICATIONS</b> Rule 105A — Train Dispatcher need not be advised when cars are left on a siding. 1.3 <b>SPECIAL INSTRUCTIONS</b> System 1.2 — Applies on yard limit signs on entire subdivision System 2.0 — Applies between mileages 184.5 and 367.3 Regional M-2 — Applies on entire subdivision		182.9	184.5 ↓ 367.3 ↑ 375.8	HIGH LEVEL . . . . . KCYZ 18.3	.....	
		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 Jct. with Pine Point Sub.	7120				
377.0	HAY RIVER . . . . . BCZ	.....				
Rules 321 to 323 Applicable Main track ends at yard switch mileage 375.8 Rule 105 applies between mileages 375.8 and 377.0						

<b>2 EQUIPMENT RESTRICTIONS</b> 2.1 Cars exceeding 220,000 lbs. gross must be covered by handling instructions. 2.2 High Level—Canadian Propane Spur must not be used for switching account sharp curvature.	<b>3 SPEEDS</b> <table border="0"> <thead> <tr> <th>Mileage</th> <th>Zone</th> <th>Miles per Hour All Trains</th> </tr> </thead> <tbody> <tr> <td>182.9 to 377.0</td> <td></td> <td>30</td> </tr> <tr> <td>234.6 to 235.2</td> <td></td> <td>10</td> </tr> <tr> <td colspan="2">Sidings and Other tracks</td> <td>10</td> </tr> </tbody> </table>	Mileage	Zone	Miles per Hour All Trains	182.9 to 377.0		30	234.6 to 235.2		10	Sidings and Other tracks		10	<b>6 SPURS AND OTHER TRACKS</b> <table border="0"> <thead> <tr> <th>Mileage</th> <th>Capacity in Feet</th> <th>Points Face</th> </tr> </thead> <tbody> <tr> <td>Pacific Petroleum Ltd. . . . . 184.2</td> <td>270</td> <td>North</td> </tr> <tr> <td>Ballast Pit . . . . . 226.0</td> <td>1800</td> <td>South</td> </tr> <tr> <td>Spur . . . . . 300.0</td> <td>680</td> <td>North</td> </tr> </tbody> </table>	Mileage	Capacity in Feet	Points Face	Pacific Petroleum Ltd. . . . . 184.2	270	North	Ballast Pit . . . . . 226.0	1800	South	Spur . . . . . 300.0	680	North
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<b>4 PUBLIC CROSSING AT GRADE</b> 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.	<b>5 HOT BOX DETECTORS</b> 5.1 Located at Mileages 233.3, 294.3 and 350.4.	<b>7 RADIO SYSTEMS</b> 7.1 Proper Standby Channels are Listed Below: <table border="0"> <thead> <tr> <th>Mileage</th> <th>Channel</th> <th>Base Station</th> </tr> </thead> <tbody> <tr> <td>182.9 to 260.0</td> <td>7</td> <td>Watt Mountain</td> </tr> <tr> <td>260.0 to 325.0</td> <td>6</td> <td>Indian Cabins</td> </tr> <tr> <td>325.0 to 377.0</td> <td>7</td> <td>Enterprise</td> </tr> </tbody> </table> 7.2 To call High Level or Hay River, voice call on appropriate channel. For communication in yard switching, use channel 4 or 1 after advising dispatcher.	Mileage	Channel	Base Station	182.9 to 260.0	7	Watt Mountain	260.0 to 325.0	6	Indian Cabins	325.0 to 377.0	7	Enterprise												
Mileage	Channel	Base Station																								
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325.0 to 377.0	7	Enterprise																								



**PINE POINT  
SUBDIVISION  
FOOTNOTES**

**1 RULE MODIFICATIONS**

- 1.1 **Rule 105A** — Train Dispatcher need not be advised when cars are left on a siding.
- Rule 111** — Westward trains handling ore from Pine Point Mines must stop for standing inspection at Mellor.

**1.2 SPECIAL INSTRUCTIONS**

- System 1.2** — Applies on yard limit signs on entire subdivision.
- System 2.0** — Applies between mileages 1.4 and 49.0.
- Regional M-2** — Applies on entire subdivision.

	WESTWARD TRAINS		Miles from Pine Jct.	Yard Limits	PINE POINT SUBDIVISION	Siding Capacity in Feet	EASTWARD TRAINS	
			54.3		STATIONS			
			50.3	↓	. . . . PINE POINT MINES . . . Z	. . . .		
			34.3	49.0	4.0	. . . . PINE POINT . . . . YZ		. . . .
			16.6	. . . .	16.0	. . . . MELLOR . . . . .		2670
			0.0	1.4	17.7	. . . . BIRCH . . . . .		2460
				↑	. . . . PINE JCT. . . . . YZ	. . . .		
					Jct. with Meander River Sub.			
Rules 321 to 323 Applicable								

**2 EQUIPMENT RESTRICTIONS**

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

**3 SPEEDS**

		Miles per Hour
3.1 <b>Mileage</b>		All Trains
<b>0.0 to 54.3</b>	<b>Zone</b>	<b>30</b>
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	7	Enterprise
25.0 to 55.0	6	Pine Point
- 6.2 To call Pine Point, voice call on appropriate channel. For communication in yard switching, use channel 4 or 1 after advising dispatcher.

WESTWARD TRAINS		Miles from Kindersley	Yard Limits	OYEN SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FOURTH CLASS				MOUNTAIN TIME				FOURTH CLASS	
703 Freight								806 Freight	
Daily				STATIONS					
1530	0.0	↓	2.6	.....	KINDERSLEY .CKPWYZ	KY	.....	0310	
					8.3				
1542	8.3			.....	FAIRMOUNT		1460	0255	
					6.7				
1551	15.0			.....	PINKHAM		2820	0246	
					7.6				
1601	22.6			.....	FLAXCOMBE		2190	0236	
					8.3				
1612	30.9			.....	MARENGO	P	2110	0225	
					5.9				
1621	36.8			.....	MERID	P	2010	0216	
			42.9		6.9				
.....	43.7		↑	.....	MANTARIO JCT.	Y	.....	.....	
					Jct. with Mantario Sub				
					0.3				
1632	44.0		44.2	.....	ALSASK	PRZ	SK	2420	0206
					6.9				
1641	50.9			.....	SIBBALD	P	2200	0156	
					9.8				
1653	60.7			.....	BENTON		2190	0144	
					6.0				
1701	66.7			.....	OYEN	P	3020	0136	
					4.9				
1707	71.6			.....	EXCEL		2030	0130	
					5.4				
1714	77.0			.....	LANFINE		2530	0123	
					6.0				
1722	83.0			.....	CEREAL	P	1930	0115	
					5.8				
1730	88.8			.....	CHINOOK	P	1910	0107	
					13.5				
1746	102.3			.....	YOUNGSTOWN		3560	0051	
					6.0				
1753	108.3			.....	SCOTFIELD		2470	0044	
					7.9				
1803	116.2			.....	STANMORE		2000	0034	
					4.5				
1809	120.7			.....	RICHDALE	P	2500	0028	
					10.4				
1824	131.1			.....	BONAR		2440	0014	
					0.7				
1826	131.8			.....	BATTER JCT.	PR	.....	0012	
			134.5		Jct. with Sheerness Sub				
					4.6				
1835	136.4		↑	.....	HANNA .CKPWYZ	HN	.....	0005	
Sections 10.0 and 11.0 of Form 835 applicable								Daily	
<b>703</b>								<b>806</b>	

**OYEN SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

**1.1 CLEARANCES**

**Alsask** — Unless otherwise provided, trains from Mantario Sub. must obtain clearance at Alsask.

**1.2 TRAIN REGISTER MODIFICATIONS**

**Alsask** } Trains will register only when directed by  
**Batter Jct.** } train order.

**2 GENERAL FOOTNOTES**

**2.1** Except for the train dispatching function, the territory between Kindersley and mileage 1.9 is under the jurisdiction of the Saskatchewan Division.

**3 EQUIPMENT RESTRICTIONS**

**3.1** Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 must not be operated on sidings or other tracks unless necessary to set out bad order equipment, except that these units may be operated on yard tracks 3 and 4 at Hanna.

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

## OYEN SUBDIVISION FOOTNOTES

<b>4</b>	<b>SPEEDS</b>		
4.1	<b>Mileage</b>	Miles per Hour All Trains	Miles per Hour All Trains
	0.0 to 5.2 <b>Zone</b>	50	
	5.2 to 8.1 <b>Zone</b>	40	
	8.1 to 30.9 <b>Zone</b>	55	
	30.9 to 43.7 <b>Zone</b>	40	
	43.7 to 59.5 <b>Zone</b>	55	
	49.0 to 49.3 .....	50	
	59.5 to 66.6 <b>Zone</b>	50	
	*66.6 to 75.2 <b>Zone</b>	55	
	75.2 to 84.5 <b>Zone</b>	50	
	79.2 to 79.7 .....	40	
	84.5 to 136.4 <b>Zone</b>	55	
* Zone speed sign governing westward movements between mileages 66.6 and 75.2 located to left of main track.			
4.2	Sidings and Other tracks .....	10	
4.3	<b>Mileages 0.0 to 136.4</b> Movements handling ballast .....	40	
<b>CONDITIONAL SPEEDS</b>			
4.4	<b>Mileage 0.91</b> (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	<b>Mileage 22.36</b> (Highway 7) Approaching within 1600 feet of crossing and until crossing occupied .....	50	
4.6	<b>Mileage 83.1</b> (First Street West) Movements proceeding at 10 miles per hour or less within 1850 feet of crossing and until crossing occupied .....	10	

4.7	<b>Mileage 132.89</b> (Highway 36) Approaching within 1650 feet of crossing and until crossing occupied .....	50
4.8	<b>Mileage 136.07</b> (Highway 36) Approaching within 1500 feet of crossing and until crossing occupied .....	50
<b>5 PUBLIC CROSSINGS AT GRADE</b>		
5.1	<b>Mileage 43.7</b> (Highway 44) automatically protected. Equipped with push button.	
5.2	<b>Mileage 83.1</b> (First Street West) automatically protected. Equipped with push buttons. 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	<b>Mileage 136.1</b> (Highway 36) automatically protected. Equipped with push button.	

<b>6 SPURS AND OTHER TRACKS</b>		
6.1	<b>Team Track</b> <b>Mileage 66.6</b> —Capacity 400 feet. Switch points face west.	



<b>ENDIANG SUBDIVISION FOOTNOTES</b>  <b>1 RULE MODIFICATION</b> 1.1 <b>Rule 105A</b> — Train Dispatcher need not be advised when cars are left on a siding.  <b>1.2 SPECIAL INSTRUCTIONS</b> <b>System 1.2</b> — Applies on entire subdivision. <b>System 1.10(d)</b> — Applies on entire subdivision.  <b>2 EQUIPMENT RESTRICTIONS</b> 2.1 Only units in 1000-1076 and 1204-1397 series permitted. 2.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.  <b>3 SPEEDS</b>  Miles per Hour All Trains 3.1 <b>Mileage</b> 0.0 to 25.0 <b>Zone</b> 20 25.0 to 34.6 <b>Zone</b> 15 3.2 Sidings and Other tracks    10	NORTHWARD TRAINS  	Miles from Endiang Jct.  Yard Limits  0.9  34.0	<b>ENDIANG SUBDIVISION</b>  <b>STATIONS</b>  0.0    ..... <b>ENDIANG JCT.</b> ..... <b>PYZ</b> ..... Jct. with Drumheller Sub. 11.2 11.2    ..... <b>DOWLING</b> .....    1560 7.0 18.2    ..... <b>SCAPA</b> .....    1900 9.8 28.0    ..... <b>ENDIANG</b> .....    1540 6.3 34.3    ..... <b>BYEMOOR</b> ..... <b>Z</b> 1520 0.3 34.6    ..... <b>End of Operated Track</b> .....  Rules 41 and 44 applicable Sections 10.0, 11.0, and 12.0 of Form 835 applicable	Siding Capacity in Feet  	SOUTHWARD TRAINS
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<h2 style="margin: 0;">ACADIA VALLEY SUBDIVISION FOOTNOTES</h2> <p><b>1 RULE MODIFICATIONS</b></p> <p><b>1.1 SPECIAL INSTRUCTIONS</b>  <b>System 1.2</b> — Applies on entire subdivision.  <b>System 1.10(d)</b> — Applies on entire subdivision.</p>	<b>WESTWARD TRAINS</b>  			<h2 style="margin: 0;">ACADIA VALLEY SUBDIVISION</h2> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:70%; text-align: center;"><b>STATIONS</b></td> <td style="width:5%;"></td> </tr> <tr> <td style="text-align: center;">Miles from Eyre Jct.</td> <td style="text-align: center;">Yard Limits</td> <td></td> <td style="text-align: center;">Siding Capacity in Feet</td> </tr> <tr> <td style="text-align: center;">0.0</td> <td style="text-align: center;">↓ 0.9</td> <td style="text-align: center;">..... EYRE JCT. .... YZ Jct. with Mantario Sub. 7.7</td> <td style="text-align: center;">.....</td> </tr> <tr> <td style="text-align: center;">7.7</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">..... CUTHBERT ..... 8.5</td> <td style="text-align: center;">.....</td> </tr> <tr> <td style="text-align: center;">16.2</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">..... ARNESON ..... 7.5</td> <td style="text-align: center;">.....</td> </tr> <tr> <td style="text-align: center;">23.7</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">..... ACADIA VALLEY ..... Y</td> <td style="text-align: center;">.....</td> </tr> </table>			<b>STATIONS</b>		Miles from Eyre Jct.	Yard Limits		Siding Capacity in Feet	0.0	↓ 0.9	..... EYRE JCT. .... YZ Jct. with Mantario Sub. 7.7	.....	7.7	.....	..... CUTHBERT ..... 8.5	.....	16.2	.....	..... ARNESON ..... 7.5	.....	23.7	.....	..... ACADIA VALLEY ..... Y	.....	<b>EASTWARD TRAINS</b>  
			<b>STATIONS</b>																										
Miles from Eyre Jct.	Yard Limits		Siding Capacity in Feet																										
0.0	↓ 0.9	..... EYRE JCT. .... YZ Jct. with Mantario Sub. 7.7	.....																										
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23.7	.....	..... ACADIA VALLEY ..... Y	.....																										
Rules 41 and 44 Applicable Sections 10.0, 11.0 and 12.0 of Form 835 applicable Main track ends at Mileage 22.0 Rule 105 applies between Mileages 22.0 and 23.7																													

<p><b>2 EQUIPMENT RESTRICTIONS</b></p> <p>2.1 Only units in 1000-1076 and 1204-1397 series permitted.</p> <p>2.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.</p>	<p><b>3 SPEEDS</b></p> <table style="width:100%;"> <tr> <td style="width:60%;"><b>3.1 Mileage</b></td> <td style="width:40%; text-align: right;">Miles per Hour</td> </tr> <tr> <td style="padding-left: 20px;"><b>0.0 to 23.7</b></td> <td style="text-align: right;">All Trains</td> </tr> <tr> <td style="padding-left: 20px;">6.5 ..... over bridge.....</td> <td style="text-align: right;"><b>20</b></td> </tr> <tr> <td style="padding-left: 20px;">.....</td> <td style="text-align: right;">10</td> </tr> <tr> <td style="padding-left: 20px;">.....</td> <td style="text-align: right;">10</td> </tr> </table> <p><b>3.2 Other tracks</b> ..... 10</p>	<b>3.1 Mileage</b>	Miles per Hour	<b>0.0 to 23.7</b>	All Trains	6.5 ..... over bridge.....	<b>20</b>	.....	10	.....	10
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.....	10										

<h2 style="margin: 0;">MANTARIO SUBDIVISION FOOTNOTES</h2> <p><b>1 RULE MODIFICATIONS</b></p> <p><b>1.1 TRAIN REGISTER MODIFICATIONS</b>                  Glidden } Trains will register                  Eyre } only when directed by train order.</p> <p><b>1.2 OTHER MODIFICATIONS</b>  <b>Rule 105A</b> — Train Dispatcher need not be advised when cars are left on a siding.</p> <p><b>1.3 SPECIAL INSTRUCTIONS</b>  <b>System 1.2</b> — Applies on entire subdivision.  <b>System 1.10(d)</b> — Applies on entire subdivision.</p> <p><b>2 GENERAL FOOTNOTES</b></p> <p>2.1 Except for the train dispatching function, the territory between Glidden and Mileage 42.9 is under the jurisdiction of the Saskatchewan Division.</p>	<b>WESTWARD TRAINS</b>  			<h2 style="margin: 0;">MANTARIO SUBDIVISION</h2> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:70%; text-align: center;"><b>MOUNTAIN TIME</b></td> <td style="width:5%;"></td> </tr> <tr> <td style="text-align: center;">Miles from Mantario Jct.</td> <td style="text-align: center;">Yard Limits</td> <td style="text-align: center;"><b>STATIONS</b></td> <td style="text-align: center;">Siding Capacity in Feet</td> </tr> <tr> <td style="text-align: center;">43.8</td> <td style="text-align: center;">↓ 42.9</td> <td style="text-align: center;">..... GLIDDEN ..... RYZ 5.3</td> <td style="text-align: center;">1560</td> </tr> <tr> <td style="text-align: center;">38.5</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">..... DANKIN ..... 4.8</td> <td style="text-align: center;">1510</td> </tr> <tr> <td style="text-align: center;">33.7</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">..... EATONIA ..... 6.3</td> <td style="text-align: center;">1280</td> </tr> <tr> <td style="text-align: center;">27.4</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">..... LAPORTE ..... 9.2</td> <td style="text-align: center;">1030</td> </tr> <tr> <td style="text-align: center;">18.2</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">..... MANTARIO ..... 5.9</td> <td style="text-align: center;">1550</td> </tr> <tr> <td style="text-align: center;">12.3</td> <td style="text-align: center;">12.3</td> <td style="text-align: center;">..... EYRE ..... RZ 0.6</td> <td style="text-align: center;">1560</td> </tr> <tr> <td style="text-align: center;">11.7</td> <td style="text-align: center;">↑ 10.9</td> <td style="text-align: center;">..... EYRE JCT. .... YZ Jct. with Acadia Valley Sub 11.7</td> <td style="text-align: center;">.....</td> </tr> <tr> <td style="text-align: center;">6.1</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">..... Y</td> <td style="text-align: center;">.....</td> </tr> <tr> <td style="text-align: center;">0.0</td> <td style="text-align: center;">1.0</td> <td style="text-align: center;">..... MANTARIO JCT. .... YZ Jct. with Oyen Sub.</td> <td style="text-align: center;">.....</td> </tr> </table>			<b>MOUNTAIN TIME</b>		Miles from Mantario Jct.	Yard Limits	<b>STATIONS</b>	Siding Capacity in Feet	43.8	↓ 42.9	..... GLIDDEN ..... RYZ 5.3	1560	38.5	.....	..... DANKIN ..... 4.8	1510	33.7	.....	..... EATONIA ..... 6.3	1280	27.4	.....	..... LAPORTE ..... 9.2	1030	18.2	.....	..... MANTARIO ..... 5.9	1550	12.3	12.3	..... EYRE ..... RZ 0.6	1560	11.7	↑ 10.9	..... EYRE JCT. .... YZ Jct. with Acadia Valley Sub 11.7	.....	6.1	.....	..... Y	.....	0.0	1.0	..... MANTARIO JCT. .... YZ Jct. with Oyen Sub.	.....	<b>EASTWARD TRAINS</b>  
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<p><b>3 EQUIPMENT RESTRICTIONS</b></p> <p>3.1 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 prohibited.</p> <p>3.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.</p> <p><b>4 SPEEDS</b></p> <table style="width:100%;"> <tr> <td style="width:60%;"><b>4.1 Mileage</b></td> <td style="width:40%; text-align: right;">Miles per Hour</td> </tr> <tr> <td style="padding-left: 20px;"><b>0.0 to 43.8</b></td> <td style="text-align: right;">All Trains</td> </tr> <tr> <td style="padding-left: 20px;">.....</td> <td style="text-align: right;"><b>30</b></td> </tr> <tr> <td style="padding-left: 20px;">.....</td> <td style="text-align: right;">10</td> </tr> </table> <p>4.2 Sidings and Other tracks ..... 10</p>	<b>4.1 Mileage</b>	Miles per Hour	<b>0.0 to 43.8</b>	All Trains	.....	<b>30</b>	.....	10	<p><b>5 SPURS AND OTHER TRACKS</b></p> <table style="width:100%;"> <tr> <td style="width:60%;"><b>5.1 Sodium Sulphate</b></td> <td style="width:40%; text-align: right;">Points</td> </tr> <tr> <td style="padding-left: 20px;">(Sask.) Ltd .....</td> <td style="text-align: right;">Face</td> </tr> <tr> <td style="padding-left: 20px;">.....</td> <td style="text-align: right;">5.6 3.2 Miles EastWest</td> </tr> </table>	<b>5.1 Sodium Sulphate</b>	Points	(Sask.) Ltd .....	Face	.....	5.6 3.2 Miles EastWest
<b>4.1 Mileage</b>	Miles per Hour														
<b>0.0 to 43.8</b>	All Trains														
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.....	10														
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(Sask.) Ltd .....	Face														
.....	5.6 3.2 Miles EastWest														

SHEERNESS SUBDIVISION FOOTNOTES		NORTHWARD TRAINS		SHEERNESS SUBDIVISION		SOUTHWARD TRAINS		
		Miles from Batter Jct.	Yard Limits			Siding Capacity in Feet		
<b>1 RULE MODIFICATIONS</b>				<b>STATIONS</b>				
<b>1.1 TRAIN REGISTER MODIFICATIONS</b>	46.8				. . . . . End of Operated Track . . . . .			
<b>Batter Jct.</b> — Trains will register only when directed by train order.	46.3			↓ 45.3	. . . . . CESSFORD . . . . . Z		1530	
<b>1.2 OTHER MODIFICATIONS</b>	39.2			40.0 } 38.5 }	. . . . . POLLOCKVILLE . . . . . Z		2940	
<b>Rule 105A</b> — Train dispatcher need not be advised when cars are left on a siding.	25.6				. . . . . SUNNYNOOK . . . . .		1530	
<b>1.3 SPECIAL INSTRUCTIONS</b>	11.5				. . . . . SHEERNESS . . . . .		1550	
<b>System 1.2</b> — Applies on entire subdivision.	6.1				. . . . . TAPLOW . . . . .		1530	
<b>2 GENERAL FOOTNOTES</b>	0.0		. . . . . BATTER JCT. . . . . PR		. . . . .			
<b>2.1 Pollockville</b> —Siding is located between south switch and crossover north of station.		Rules 41 and 44 applicable Sections 10.0 and 11.0 of Form 835 applicable						

- 3 EQUIPMENT RESTRICTIONS**
- 3.1 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 prohibited.
  - 3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions mileage 13.0 to mileage 46.8.
  - 3.3 Cars exceeding 220,000 lbs. gross must be covered by handling instructions mileage 0.0 to mileage 13.0.

**4 SPEEDS**

Mileage	Zone	Miles per Hour
0.0 to 46.8		All Trains 25
4.2	Sidings and Other tracks . . . . .	10
4.3	<b>Mileages 0.0 to 13.0</b>	
	Movements handling cars having gross weight over 177,000 lbs. . . . .	15

- 5 SPURS AND OTHER TRACKS**
- 5.1 **Manalta Coal Co. Ltd.**  
**Mileage 12.7**—Capacity 8780 feet, connected both ends.  
Engines and cabooses must not be operated on tracks 2 to 7 inc. below tipple account restricted clearance.
  - 5.2

	Mileage	Capacity in Feet	Points Face
Gibson Petroleum . . . . .	34.1	630	South
Ballast Pit . . . . .	39.8	3960	North
Murphy Oil Co. Ltd. . . . .	46.0	900	South

WESTWARD TRAINS				Miles from Hanna	Yard Limits	DRUMHELLER SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FOURTH CLASS	FIRST CLASS	STATIONS	FIRST CLASS			FOURTH CLASS					
707 Freight	694 Passenger Railiner		695 Passenger Railiner			844 Freight					
Daily	Daily										
1930	.....	0.0	.....	HANNA . . . . CKPWZ	HN	.....	.....	2250			
.....	.....	0.8	1.6 ↓	0.8 ENDIANG JCT. . . . YZ	.....	.....	.....	.....			
1940	.....	7.7	.....	Jct. with Endiang Sub. 6.9 WATTS . . . . . P	.....	2470	.....	2237			
1950	.....	14.5	.....	6.8 CRAIGMYLE . . . . . P	.....	2350	.....	2228			
2001	.....	21.9	.....	7.4 DELIA . . . . . P	.....	2380	.....	2217			
2013	From Stettler Sub.	29.9	.....	8.0 MICHICHI . . . . . P	.....	2000	To Stettler Sub.	2206			
2019	.....	32.9	.....	3.0 GARTLY . . . . .	.....	1990	.....	2201			
2032	2110	40.3	39.2 ↑	7.4 DINOSAUR . . . . . PRYZ	.....	2330	0750	2150			
2034	2113	40.8	41.8 ↓	Jct. with Stettler Sub. 0.5 MUNSON . . . . . Z	.....	2280	0747	2148			
2056	S2130	52.4	51.1 } 54.2 }	11.6 DRUMHELLER . . . . . BCPWZ	YD	2970	0730	2130			
2113	.....	56.8	.....	4.4 ROSEDALE . . . . .	.....	3220	.....	2113			
2118	.....	57.0	.....	0.2 ROSEDALE JCT. . . . . PR	.....	.....	.....	2110			
2125	.....	60.4	.....	Jct. with CP Rly. 3.4 WAYNE . . . . . P	.....	1010	.....	2103			
2158	.....	76.4	.....	16.0 ROSEBUD . . . . . P	.....	2370	.....	2031			
2203	.....	79.0	.....	2.6 REDLAND . . . . . P	.....	1550	.....	2025			
2220	.....	87.1	.....	8.1 ROCKYFORD . . . . .	.....	2760	.....	2008			
2231	.....	93.5	.....	6.4 BAINTREE . . . . . P	.....	1540	.....	1958			
2250	.....	102.9	.....	9.4 ARDENODE . . . . . P	.....	1490	.....	1941			
2301	.....	111.1	.....	8.2 LYALTA . . . . . P	.....	2140	.....	1931			
2312	.....	118.4	.....	7.3 NORFOLK . . . . .	.....	1590	.....	1921			
2324	.....	126.6	.....	8.2 JANET . . . . .	.....	1790	.....	1910			
2335	.....	131.9	129.0 } 130.4 }	5.3 SARCEE YARD CKPWYZ	SJ	.....	.....	1900			
Main track Drumheller Sub. ends at Mileage 130.4 Rule 105 applies between Mileages 130.4 and 131.9.									Daily	Daily Ex. Saturday Sunday	
707	694	Sections 10.0 and 11.0 of Form 835 applicable						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.  
**Sarcee Yard**—Train Order office located in Servocenter building.
- 1.2 ABS SPECIAL FEATURES**  
 ABS between mileages 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.

(Continued on Page 43)

## DRUMHELLER SUBDIVISION FOOTNOTES

2.2 **Rosedale**—Train movements between Rosedale and East Coulee (CP Rly. Langdon Sub.) are restricted to 2-unit operation and will be governed by CP Rly. Time Table, Rules and Regulations.

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

### 3 INTERLOCKINGS

3.1 **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 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 must not be operated on sidings or other tracks unless necessary to set out bad order equipment, except that these units may be operated on sidings at Craigmyle, Delia, Munson, Drumheller, Rosedale and Rockyford, yard tracks 3 and 4 at Hanna, elevator track at Delia and other tracks at Sarcee Yard.

### 5 SPEEDS

			Miles per Hour	
5.1	Mileage	Zone	Railiner	Other Trains
	0.0 to 32.0	Zone	..	50
	32.0 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 66.6	Zone	..	35
	60.3 to 60.6	.....	..	25
	66.6 to 72.3	Zone	..	30
	72.3 to 76.9	Zone	..	35
	76.9 to 79.9	Zone	..	40
	79.9 to 81.2	Zone	..	35
	81.2 to 87.8	Zone	..	40
	87.8 to 130.0	Zone	..	55
	92.0 to 92.7	.....	..	40
	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 131.9	Zone	..	40
5.2	Sidings and Other tracks	.....	10	10
5.3	<b>Mileages 0.0 to 131.9</b>			
	Movements handling ballast	.....	..	40

### CONDITIONAL SPEEDS

5.4	<b>Mileage 0.71</b>			
	Westward movements approaching within 550 feet of crossing and until crossing occupied	.....	15	15

### CONDITIONAL SPEEDS

			Miles per Hour	
			Railiner	Other Trains
5.5	<b>Mileage 18.9</b> (Highway 9)			
	Approaching within 1500 feet of crossing and until crossing occupied	..	..	45
5.6	<b>Mileage 40.4</b> (Highway 9)			
	Westward movements approaching within 1350 feet of crossing and until crossing occupied	.....	40	..
	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 1300 feet of crossing and until crossing occupied	.....	35	..
5.7	<b>Mileage 52.3</b> (First Street West)			
	Approaching within 500 feet of crossing and until crossing occupied	..	10	10
5.8	<b>Mileage 52.8</b> (Highway 9)			
	Westward movements approaching within 850 feet of crossing and until crossing occupied	.....	15	15
5.9	<b>Mileage 116.7</b> (Highway 9)			
	Approaching within 1450 feet of crossing and until crossing occupied	..	..	45
5.10	<b>Mileage 130.43</b> (52nd Street S.E.)			
	Eastward movements approaching within 375 feet of crossing and until crossing occupied	.....	10	10

### 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.
- 6.3 **Mileage 130.43** (52nd Street S.E.) automatically protected. Equipped with push button. STOP sign erected in vicinity of yard east switch governs eastward movements from east lead over the crossing.

### 7 SPURS AND OTHER TRACKS

7.1		Mileage	Capacity in Feet	Points Face
	Grain Spur	61.2	320	West
	Taylor	66.2	900	EastWest
	Grain Spur	68.4	230	EastWest
	Calgary Power Ltd.	127.7	540	West

## 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 EQUIPMENT RESTRICTIONS

Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 are prohibited beyond mileage 0.9.

#### 1.2 SPEEDS

Mileage	Miles per Hour
0.0 to 4.0 .....	15
0.41 (Barlow Trail)	
Approaching within 300 feet of crossing until crossing occupied ..	10

#### 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.

### 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.

#### 2.2 EQUIPMENT RESTRICTIONS

Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 prohibited.

### 3 G.T.P. INDUSTRIAL BRANCH

Extends from mileage 0.46 Calgary Industrial Line.

### 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.

#### 5.2 EQUIPMENT RESTRICTIONS

Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 prohibited.

### 6 HIGHFIELD INDUSTRIAL BRANCH

Extends from mileage 3.03 Calgary Industrial Line.

#### 6.1 PUBLIC CROSSING AT GRADE

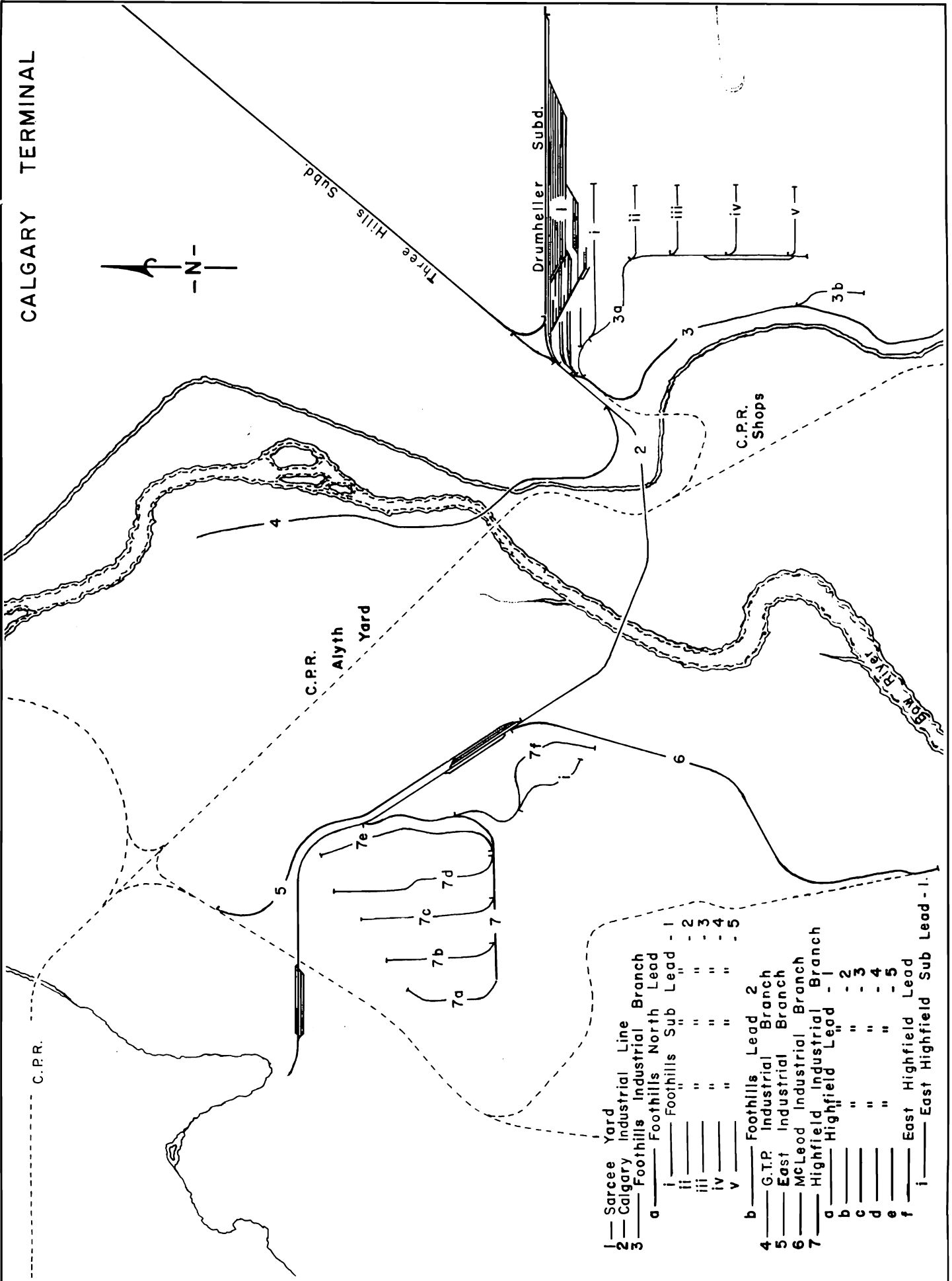
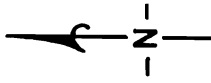
**Mileage 0.76**

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

#### 6.2 EQUIPMENT RESTRICTIONS

Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 prohibited.

CALGARY TERMINAL



- 1 — Sarcee Yard
- 2 — Calgary Industrial Line
- 3 — Foothills Industrial Branch
- a — Foothills North Lead
  - i — Foothills Sub Lead - 1
  - ii — " " - 2
  - iii — " " - 3
  - iv — " " - 4
  - v — " " - 5
- b — Foothills Lead 2
- 4 — G.T.P. Industrial Branch
- 5 — East Industrial Branch
- 6 — McLeod Industrial Branch
- 7 — Highfield Industrial Branch
  - a — Highfield Lead - 1
  - b — " - 2
  - c — " - 3
  - d — " - 4
  - e — " - 5
  - f — East Highfield Lead
  - i — East Highfield Sub Lead - 1



NORTHWARD TRAINS		Miles from Mirror	Yard Limits	THREE HILLS SUBDIVISION			Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS	
FOURTH CLASS				STATIONS		FOURTH CLASS				
825 Freight						860 Freight				
Daily Ex. Sunday										
0700	126.0	↓ 122.9	.....	SARCEE YARD CKPWYZ	SJ	.....	1710			
0704	123.3		.....	HUBALTA	Z	.....	1960	1701		
0711	117.6		.....	CONRICH		.....	1790	1652		
0718	111.9		.....	DELACOUR	P	.....	1990	1643		
0726	106.4		.....	KATHYRN		.....	1970	1635		
0737	97.5		.....	IRRICANA	P	.....	1960	1623		
0746	91.9		.....	BEISEKER	P	.....	2000	1615		
0749	90.2		.....	BILLHARTE	P	.....	4450	1612		
0757	85.1		.....	BIRCHAM		.....	1980	1605		
0806	79.4		.....	GRAINGER		.....	1880	1557		
0816	73.2		.....	SWALWELL	P	.....	5090	1549		
0826	66.9		.....	TWINING		.....	2030	1541		
0836	60.2		.....	THREE HILLS	P	WI	3280	1532		
0846	53.8		.....	EQUITY		.....	1930	1523		
0851	50.4		.....	TROCHU	P	.....	1910	1518		
0902	43.4		.....	HUXLEY	P	.....	2040	1508		
0911	37.8		.....	ELNORA	P	.....	2150	1459		
0926	27.9		.....	LOUSANA	P	.....	1890	1444		
0936	21.4		.....	DELBURNE	P	.....	1980	1434		
0944	16.3	.....	ARDLEY	P	.....	2000	1426			
0957	7.9	9.0	.....	ALIX JCT.	PRZ	.....	1413			
1001	6.1	5.0	.....	ALIX	Z	.....	2010	1410		
1015	0.0	2.0	.....	MIRROR	CKPYZ	MR	.....	1400		
Rules 261-262 applicable between Alix Jct. and Southward Interlocking signal at mileage 5.7								Daily Ex. Saturday, Sunday		
<b>825</b>		Sections 10.0 and 11.0 of Form 835 applicable						<b>860</b>		

\*ABS Movement by Signal Indication

### THREE HILLS SUBDIVISION FOOTNOTES

**1 RULE MODIFICATIONS**

- 1.1 **TRAIN REGISTER MODIFICATIONS**  
Alix Jct.—Register station for No. 860 and trains to Brazeau Sub. Other trains will register only when directed by train order.
- 1.2 **OTHER MODIFICATIONS**  
Rule 111—Trains handling ore must stop for inspection between mileages 40.0 and 60.0.
- 1.3 **SPECIAL INSTRUCTIONS**  
System 1.10(c)—Applies within yard limits at Alix.

**2 GENERAL FOOTNOTES**

- 2.1 **Alix**—Movements from back track to the main track at the south end Alix must be governed by dwarf signal D64 located between main track and siding 245 feet north of siding south switch.  
When entraining and detraining look out for foundation of dwarf signal D64.
- 2.2 **Sarcee Yard**—Train Order Office located in Servocentre building.

(Continued on Page 48)

### 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 8 minutes must proceed prepared to find interlocking signal displaying STOP indication.

**4 EQUIPMENT RESTRICTIONS**

**4.1** Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 must not be operated on the following sidings and other tracks unless necessary to set out bad order equipment.

- Alix . . . . . Other tracks.
- Ardley . . . . . Siding.
- Delburne . . . . . Siding.
- Trochu . . . . . Team Track.
- Twining . . . . . Siding.
- Gravel pit mileage 95.9 . . . . . Past stop sign at north end of west track No. 42.

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		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
<b>5.3 Mileages 0.0 to 126.0</b>		
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
- 5.7 Mileage 125.87** (50th Avenue)  
 Movements approaching within 450 feet of crossing and until crossing occupied . . . . . 10

**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
Imperial Oil Spur . . . . . 91.4	500	South
Gravel Pit . . . . . 95.9	5400	South

WESTWARD TRAINS		BRAZEAU SUBDIVISION					EASTWARD TRAINS	
Miles from Alix Jct.	Yard Limits	STATIONS			Office Signals	Siding Capacity in Feet		
0.0	.....	..... ALIX JCT. .... PR Jct. with Three Hills Sub. 10.0			.....	.....		
10.0	.....	..... HAYNES .....			.....	1500		
17.2	.....	..... JOFFRE .....			.....	1490		
22.4	.....	..... PRETISS .....			.....	1520		
36.0	.....	..... FARRANT .....			.....	.....		
36.5	.....	..... RED DEER JCT. .... Y 1.5			.....	1520		
38.0	.....	..... BRIGGS .....			.....	.....		
51.5	.....	..... SYLVAN LAKE .....			.....	2330		
57.6	.....	..... ELSPETH .....			.....	.....		
65.7	.....	..... ECKVILLE .....			.....	7480		
72.7	.....	..... WITHROW .....			.....	.....		
77.0	.....	..... LESLIEVILLE .....			.....	1480		
85.5	.....	..... CODNER .....			.....	.....		
90.8	89.5	..... OTWAY .....			.....	.....		
91.1	.....	..... OTWAY .....			KPZ	WA	360	
91.7	.....	..... OTWAY .....			.....	.....		
91.7	.....	..... ROCKY MT. HOUSE. . . YZ 2.2			.....	1240		
93.9	.....	..... LOCHEARN .....			Z	1880		
95.4	.....	..... ULLIN .....			Z	.....		
95.9	96.0	..... ULLIN JCT. .... Z End of Joint Section 0.5			.....	.....		
108.6	.....	..... ULLIN JCT. .... Z Jct. with Ram River Sub. 12.7			.....	1520		
126.5	.....	..... HORBURG .....			.....	1520		
131.7	.....	..... ANCONA .....			.....	1040		
142.5	.....	..... SAUNDERS .....			.....	1500		
149.6	148.0	..... HARLECH .....			.....	.....		
149.6	.....	..... BRAZEAU .....			RYZ	.....		



Rules 321 to 323 applicable between Alix Jct. and Otway

**BRAZEAU SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

1.1 **Rule 105A**—Train Dispatcher need not be advised when cars are left on a siding.

**1.2 SPECIAL INSTRUCTIONS**

**System 1.2**—Applies on entire subdivision  
**System 2.0**—Applies between Alix Jct. and mileage 89.5.

**2 GENERAL FOOTNOTES**

2.1 Trains between Otway and Ullin operate over C.P. Rly. track and are governed by C.N. Rly. time table, 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. time table, rules and regulations. Labuma siding on Joint Section must not be used by C.N. Rly. trains or engines.

2.3 **Ullin Jct.**—Junction switch is in normal position when set for Ram River Sub.

2.4 Derail installed on main track at mileage 96.0.

2.5 Unless authorized by the Superintendent, movements must not be operated beyond mileage 96.0.

2.6 All movements lookout for fallen rocks on track between mileages 108.6 and 149.6.

(Continued on Page 50)

## BRAZEAU SUBDIVISION FOOTNOTES

### 3 EQUIPMENT RESTRICTIONS

- 3.1 Only units in 1000-1076 and 1204-1397 series permitted between mileage 96.0 and Brazeau.
- 3.2 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 must not be operated on sidings or other tracks unless necessary to set out bad order equipment, except that these units may be operated on the following tracks:
- |                                   |              |
|-----------------------------------|--------------|
| Alberta Gas Ethylene spur .....   | mileage 17.6 |
| Ballast Pit .....                 | mileage 34.7 |
| Hudson Bay Oil and Gas spur ..... | mileage 57.6 |
| Texaco Exploration spur .....     | mileage 64.5 |
| Eckville .....                    | siding       |
| Otway .....                       | siding       |
- 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<br>All Trains |
|--------------------|------|------------------------------|
| 0.0 to 82.0        |      | 40                           |
| 25.9 to 26.3 ..... |      | 30                           |
| 30.5 to 31.5 ..... |      | 30                           |
| 36.5 to 37.0 ..... |      | 30                           |
| 82.0 to 90.9       | Zone | 30                           |
| 90.9 to 95.9       | Zone | 15                           |
| 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.  
 Southward movements to spur must comply with General Operating Instructions (Form 696) Item 17.3(10) at Red Deer Jct. Regional Special Instruction M-3 applies.
- 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 |
|------------|-------------|---------|------------|
| Southward: | 1000-1076   | 2250    | 8          |
| Northward: | 1000-1076   | 1250    | 5          |

### 5.3 Alberta Gas Ethylene

**Mileage 17.6**—Extends southerly 3.0 miles. Switch points face east. Maximum speed on spur—15 miles per hour.

### 5.4 A. A. Fisher Lumber Ltd.

**Mileage 90.8** 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.

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

### 6 RADIO SYSTEMS

- 6.1 See Regional Special Instruction M-2, (a), (b) and (c).
- 6.2 Proper Standby Channels are Listed Below:
- | Mileage      | Channel | Base Station |
|--------------|---------|--------------|
| 0.0 to 16.0  | 6       | Mirror       |
| 16.0 to 85.0 | 7       | Gilbey       |
| 85.0 to 96.0 | 6       | Otway        |
- 6.3 To call Operator Mirror, voice call on channel 4 between mileage 0.0 and mileage 16.0, and on channel 7 west of mileage 16.0.
- 6.4 To call Operator Red Deer, voice call on channel 4.
- 6.5 To call Operator Otway, voice call on channel 6 west of mileage 85.0.

# RAM RIVER SUBDIVISION FOOTNOTES

## 1 RULE MODIFICATIONS

1.1 **Rule 105A** — Train Dispatcher need not be advised when cars are left on a siding.

## 1.2 SPECIAL INSTRUCTIONS

**System 1.2** — Applies on entire subdivision  
**System 2.0** — Applies between Ullin Jct. and mileage 25.6

## 2 GENERAL FOOTNOTES

2.1 **Ullin Jct.** — Junction switch is in normal position when set for movements to and from Ram River Sub.

2.2 **Ram River** — Trackage between mileage 25.6 and mileage 27.0 is used jointly by C.N. trains and Aquitaine Ltd. switch engine.

When placing unit train sulphur empties at Ram River, engineman will arrange to move the train past the loading tipple at a speed not exceeding 5 miles per hour to allow loading crews to inspect interior of cars.

Derail in service on main track at mileage 25.6.

Snow plows and flangers must not be operated under loading tipple.

## 3 EQUIPMENT RESTRICTIONS



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

## 4 SPEEDS

		Miles per Hour
		All Trains
4.1	<b>Mileage</b>	
	0.0 to 25.6	<b>30</b>
	8.5 to 9.5	25
4.2	Tracks and Spurs not otherwise covered .	10

## 5 SPURS AND OTHER TRACKS

5.1 **Ballast Pit**  
**Mileage 11.05** — Capacity 1380 feet. Switch points face south.

NORTHWARD TRAINS		RAM RIVER SUBDIVISION			SOUTHWARD TRAINS	
	Miles from Ullin Jct.	Yard Limits	STATIONS	Siding Capacity in Feet		
	27.0	.....	End of Operated Track	.....		
	26.0	.....	1.0 RAM RIVER	.....		
	11.1	.....	14.9 STRACHAN SPUR	.....		
	0.0	.....	11.1 ULLIN JCT. Jct. with Brazeau Sub.	.....		
Rules 321 to 323 applicable Main track ends at derail mileage 25.6 Rule 105 applies between mileages 25.6 and 27.0						

5.2 **Strachan Spur** (Gulf Oil Canada Ltd.)  
**Mileage 11.1** — Extends 5.15 miles south-westerly to Strachan Sulphur Plant. Switch points face north.

Snow plows and flangers must not be operated under loading tipples.

Derail in service at mileage 4.2.

Maximum Speed ..... 20 m.p.h.

## 5.3 Storage Track

**Mileage 11.5** — Capacity 2570 feet. Switch points face north and south.

## 6 SPRING SWITCH

6.1 Spring switch located at mileage 11.1 (switch to Strachan Spur).

Low color light signal protects facing point movements over spring switch. 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 the spring switch. All trains or engines approaching this signal must do so prepared to stop.

## 7 RADIO SYSTEMS

7.1 See Regional Special Instruction M-2, (a), (b) and (c).

7.2 Proper Standby Channels are Listed Below:

Mileage	Channel	Base Station
0.0 to 27.0	6	Otway

WESTWARD TRAINS				Miles from Jasper	Switching Zones	ALBRED A SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FIRST CLASS		PACIFIC TIME	STATIONS			FIRST CLASS					
9	3					4	10				
Passenger	Passenger					Passenger	Passenger				
Daily	Daily										
2150	2115	0.0	1.5	JASPER . . . . . CKWY	GH	2440	S0505	S0435			
.....	.....	3.3		3.3 WYND . . . . .		6030	.....	.....			
.....	.....	8.6		5.3 GEIKIE . . . . .		6020	.....	.....			
.....	.....	13.2		4.6 DECOIGNE . . . . .		6070	.....	.....			
.....	.....	17.6		4.4 YELLOWHEAD . . . . .		6060	.....	.....			
2225	2150	21.8		4.2 LUCERNE . . . . .		7770	0415	0345			
.....	.....	27.5		5.7 FITZWILLIAM . . . . .		6040	.....	.....			
.....	.....	32.0		4.5 GRANT BROOK . . . . .		6040	.....	.....			
.....	.....	37.8		5.8 RAINBOW . . . . .		6170	.....	.....			
S2310	F2220	43.9		6.1 REDPASS JCT. . . . RW	RD	7760	0325	S0310			
To Tete Jaune Sub.	.....	49.6		5.7 FOSTER . . . . .		6200	.....	From Tete Jaune Sub.			
	.....	54.3		4.7 MT. ROBSON . . . . .		.....	.....				
.....	.....	57.3	CTC	3.0 MOREY . . . . .		6770	.....	.....			
	.....	65.5		8.2 JACKMAN . . . . .		6090	.....				
.....	.....	72.6	Two Tracks	7.1 SWIFT CREEK . . . . .		7760	.....	.....			
.....	S2315	74.5		1.9 VALEMOUNT . . . . . W		.....	S0230	.....			
.....	.....	78.3		3.8 CEDARSIDE . . . . .		.....	.....	.....			
.....	.....	82.6		4.3 CANOE RIVER . . . . .		6210	.....	.....			
.....	.....	91.5		8.9 ALBRED A . . . . . WY		6050	.....	.....			
.....	.....	96.9		5.4 CLEMINA . . . . .		.....	.....	.....			
.....	.....	103.2		6.3 GOSNELL . . . . .		.....	.....	.....			
.....	0020	106.3		3.1 LEMPRIERE . . . . .		8050	0130	.....			
.....	.....	114.2		7.9 PYRAMID . . . . .		6940	.....	.....			
.....	.....	122.4		8.2 THUNDER RIVER . . . . .		6050	.....	.....			
.....	.....	127.9		5.5 REDSAND . . . . .		.....	.....	.....			
.....	S0125	132.3	130.0	4.4 BLUE RIVER . . . . CKWY	BR	7760	0040	.....			
							Daily	Daily			
<b>9</b>	<b>3</b>						<b>4</b>	<b>10</b>			

## ALBREDA 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, R24990): Mileages 3.1, 17.2, 37.6, 50.9, 55.1, 74.3, 74.5, 77.53, 77.55, 77.9, 91.3, 91.6, 96.75, 97.1, 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.

Eastward signal 982N and westward signal 983S are located to the left of the track they govern.

The Two Tracks between mileages 96.3 and 99.8 are designated as "North Track" and "South Track".

### 2 GENERAL FOOTNOTES

2.1 Train dispatcher at Edmonton controls CTC between Jasper and mileage 0.4.

2.2 **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.

2.3 **Valemount**— Safety switch point locks on east and west switches.

2.4 **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, 5000-5399, 5500-5610, 9400-9699 must not enter Canoe River Pit.

3.2 Units in 5000-5399 series must not use Outfit Spur mileage 55.1.

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

### 4 SPEEDS

				Miles per Hour	
				Freight	and
				Passenger	Express
4.1	<b>Mileage</b>				
	0.0 to 0.4	<b>Zone</b>		20	20
	0.4 to 7.8	<b>Zone</b>		35	30
	7.8 to 16.3	<b>Zone</b>		50	40
	16.3 to 31.0	<b>Zone</b>		40	30
	31.0 to 47.9	<b>Zone</b>		50	40
	47.9 to 63.8	<b>Zone</b>		35	30
	63.8 to 72.0	<b>Zone</b>		45	35
	72.0 to 78.7	<b>Zone</b>		65	50
	78.7 to 86.4	<b>Zone</b>		40	30
	* 86.4 to 89.6	<b>Zone</b>		35	25
	89.6 to 94.9	<b>Zone</b>		50	40
	94.9 to 101.8	<b>Zone</b>		40	35
	96.3 to 99.8 . . . . . South Track . . . . .			30	25
	101.8 to 107.2	<b>Zone</b>		35	25
	107.2 to 116.8	<b>Zone</b>		35	30
	116.8 to 132.0	<b>Zone</b>		50	40
	122.6 to 125.5 . . . . .			45	35
	132.0 to 132.3	<b>Zone</b>		20	20

Passenger trains with 5000-5399 series diesel units must not exceed freight train speed.

EXPRESS TRAINS: When powered by other than 5000-5399 series diesel units, and 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:

- 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

#### CONDITIONAL SPEEDS

- 4.3 **Mileage 0.29** (Highway 93A)  
Westward movements on main track approaching at 10 miles per hour or less within 750 feet of crossing until crossing occupied . . . . . 10 10
- 4.4 **Mileage 77.4** (Forest Road)  
Eastward movements proceeding at less than 10 miles per hour within 2500 feet of the crossing, until crossing occupied. 10 10

### 5 PUBLIC CROSSINGS AT GRADE

- 5.1 **Mileage 0.29** (Highway 93A) — Automatically protected. Movements on pull back lead proceeding at less than 5 miles per hour must not obstruct crossing until gates are horizontal. Equipped with pushbuttons.
- 5.2 **Mileage 74.22** (Dogwood Avenue)—Automatically protected. Eastward movements proceeding at 10 miles per hour or less within 2150 feet of crossing must not obstruct crossing until protection has been in operation for 20 seconds. Equipped with push button.
- 5.3 **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.
- 5.4 **Mileage 77.4** (Forest Road) — Equipped with push button.

### ALBRED A SUBDIVISION FOOTNOTES

#### 6 HOT BOX AND DRAGGING EQUIPMENT DETECTORS

6.1 Located at mileages 29.1, 55.2, 75.1, 96.0 and 120.2.

#### 7 SLIDE DETECTOR FENCES

7.1	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

#### 8 TUNNELS

8.1	Mileage	Length
	6.6 .....	315 feet
	48.0 .....	1670 feet

#### 9 SNOWSHEDS

9.1	Mileage	Length
	54.9 .....	361 feet

#### 10 SPURS AND OTHER TRACKS

10.1	Mileage	Capacity in Feet	Points Face
	Outfit Spur .....	3.1 1760	West
	Outfit Spur .....	17.2 3060	East
	Outfit Spur .....	37.6 2700	East
	Outfit Spur .....	50.8 1350	East
	Outfit Spur .....	55.1 1047	West
	Valemount .....	74.5 900	EastWest
	Bell Pole Ltd. ....	77.53 627	East
	Canadian Propane, Gas and Oil Ltd. ....	77.55 270	East
	Kiwa Lumber Ltd. ....	77.55 800	East
	Canyon Creek Sawmills Ltd. ....	77.93 477	East
	Canyon Creek Sawmills Ltd. ....	77.93 1450	East
	Cedarside .....	78.3 2660	EastWest
	Gosnell .....	103.2 2520	EastWest
	Redsand .....	127.9 2430	West

#### 11 TELEPHONES

11.1 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			CLEARWATER SUBDIVISION					EASTWARD TRAINS	
FIRST CLASS	Miles from Blue River	Yard Limits	Switching Zones	STATIONS	Office Signals	Siding Capacity in Feet	FIRST CLASS		
3							4		
Passenger							Passenger		
Daily									
0135	0.0	.....	↓ 2.3	..... BLUE RIVER .. CKWY	BR	7760	S0030		
.....	4.4	.....	.....	4.4 ANGUS HORNE .....	.....	.....	0008		
.....	8.2	.....	.....	3.8 WOLFENDEN .....	.....	6650	.....		
.....	13.6	.....	.....	5.4 MESSITER .....	.....	.....	.....		
.....	18.8	.....	.....	5.2 COTTONWOOD FLATS .....	.....	.....	.....		
0220	24.8	.....	.....	6.0 AVOLA .....	WY	.....	2338		
.....	29.8	.....	.....	5.0 WIRE CACHE .....	.....	.....	.....		
.....	34.5	.....	.....	4.7 McMURPHY .....	.....	6620	.....		
.....	41.2	.....	.....	6.7 WABRON .....	.....	6060	.....		
.....	47.1	.....	.....	5.9 IRVINE .....	.....	5850	.....		
0315	53.0	.....	.....	5.9 VAENBY .....	.....	6280	2248		
.....	61.6	.....	.....	8.6 BIRCH ISLAND ... WY	.....	6100	.....		
0340	67.7	.....	.....	6.1 CLEARWATER .....	.....	.....	2225		
.....	73.8	.....	.....	6.1 BLACKPOOL .....	.....	7960	.....		
.....	83.0	.....	.....	9.2 BOULDER .....	.....	6060	.....		
.....	90.9	.....	.....	7.9 CHU CHUA .....	.....	6090	.....		
.....	98.1	.....	.....	7.2 CHINOOK COVE .....	.....	6050	.....		
0435	104.4	.....	.....	6.3 BARRIERE .....	.....	6070	2130		
.....	108.2	.....	.....	3.8 EXLOU .....	.....	6050	.....		
.....	115.8	.....	.....	7.6 McLURE .....	.....	7570	.....		
.....	124.7	.....	.....	8.9 VINSULLA .....	.....	6050	.....		
0520	131.8	.....	136.6	7.1 RAYLEIGH .....	.....	6070	.....		
S0545	139.4	.....	137.6	7.6 KAMLOOPS . CKWYZ	KA	3980	2035		
CTC between Blue River and Mileage 137.6								Daily	
3								4	

### CLEARWATER SUBDIVISION FOOTNOTES

**1 RULE MODIFICATIONS**

1.1 **RULE 5**—Kamloops—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, R-28785):

Mileages 4.1, 4.7, 13.4, 13.6, 18.7, 19.0, 24.8, 25.0, 25.1, 25.3, 29.7, 30.3, 37.7, 47.7 (off siding), 67.4, 67.5, 67.8, 98.3 (off siding), 102.9, 103.1, 104.0, 104.5, 104.9, 106.4, 106.8, 107.0, 107.3, 108.4, 128.6, 128.7, 128.9 and 130.1.

CHINOOK COVE, EXLOU and IRVINE sidings are signalled sidings. Regional Special Instruction M-8 applicable.

Westward signals 133, 145S, 243S, 479S and 1091S are located to the left of the track they govern.

Eastward signals 468N, 242N, 146N and 134N are located to the left of the track they govern.

The Two Tracks between mileages 13.3 and 16.0 and between mileages 22.2 and 26.3 are designated as "North Track" and "South Track".

**2 GENERAL FOOTNOTES**

2.1 Lookout for fallen rock between mileages 19.8 and 21.8.

2.2 **Kamloops**—Siding is located between crossover mileage 138.8 and yard west switch.

## CLEARWATER SUBDIVISION FOOTNOTES

### 3 EQUIPMENT RESTRICTIONS

- 3.1 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 8.5	Zone	45	35
8.5 to 12.0	Zone	45	30
12.0 to 22.8	Zone	35	25
13.3 to 16.0	North Track	30	..
22.2 to 22.8	South Track	30	..
22.8 to 30.3	Zone	50	40
22.8 to 26.3	South Track	30	25
30.3 to 66.7	Zone	45	35
33.7 to 54.8	.....	35	25
Irvine Siding	.....	30	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	25
84.6 to 88.4	Zone	35	30
88.4 to 93.5	Zone	45	35
93.5 to 99.3	Zone	50	40
Chinook Cove Siding	.....	30	25
99.3 to 101.7	Zone	45	35
101.7 to 113.5	Zone	35	30
Exlou Siding	.....	30	25
113.5 to 124.5	Zone	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 5000-5399 series diesel units must not exceed freight train speed.

EXPRESS TRAINS: When powered by other than 5000-5399 series diesel units, and 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:

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 AND OTHER STOPS

- 5.1 **At Avola, Vavenby and Clearwater**, No. 3 will stop to detrain revenue passengers from Jasper and beyond and will stop on flag to entrain revenue passengers for Kamloops and beyond.
- 5.2 **At Clearwater, Vavenby and Avola**, No. 4 will stop to detrain revenue passengers from Kamloops and beyond and will stop on flag to entrain revenue passengers for Jasper and beyond.

### 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 restarted, crossing must not be obstructed until protection has been in operation for 20 seconds.

### 7 HOT BOX AND DRAGGING EQUIPMENT DETECTORS

- 7.1 Located at Mileages 28.2, 50.2, 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** ..... 135 feet  
12.4 .....

### 10 SPURS AND OTHER TRACKS

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

NORTHWARD TRAINS		OKANAGAN SUBDIVISION			SOUTHWARD TRAINS	
Miles from Kamloops	Yard Limits	STATIONS		Office Signals	Siding Capacity in Feet	
118.9	↓ 116.0	.....	KELOWNA . . . CKPWZ	CA	.....	
		5.2				
113.7		.....	RUTLAND . . . . . P	.....	2260	
		4.2				
109.5		.....	POSTILL . . . . . P	.....	.....	
		3.6				
105.9		.....	WINFIELD . . . . . P	.....	1360	
		6.7				
99.2		.....	OYAMA . . . . . P	.....	1130	
		6.9				
92.3	↑ 88.3	.....	KALAMALKA . . . . . P	.....	1790	
		4.7				
87.6		.....	LUMBY JCT. . . . . PZ	.....	.....	
		Jct. with Lumby Subdivision				
		2.2				
85.4		.....	VERNON . . . . . PRZ	NO	.....	

Trains and Engines between Vernon and Armstrong will be governed by C.P. Rly. Time Table, Rules and Regulations 14.6



70.8	↓ 70.3	.....	ARMSTRONG . . . . . Z	MS	.....	
		9.3				
61.5		.....	O'KEEFE . . . . . P	.....	1390	
		9.1				
52.4		.....	SWEETSBRIDGE . . . . .	.....	1320	
		5.1				
47.3		.....	FALKLAND . . . . . P	.....	1670	
		9.5				
37.8		.....	WESTWOLD . . . . . P	.....	1280	
		6.9				
30.9		.....	MONTE LAKE . . . . . P	.....	3060	
		4.4				
26.5		.....	DUCKS MEADOWS . . . . . P	.....	1350	
		7.6				
18.9	↑ 15.2	.....	ROBBINS . . . . .	.....	1500	
		4.4				
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	.....	.....	
		3.5				
0.0		.....	Jct. with Ashcroft Subdivision KAMLOOPS . . CKPWYZ	KA	.....	

Rules 41 and 44 applicable  
Sections 10.0, 11.0 and 12.0 of Form 835 applicable between Campbell Creek and Kelowna

**OKANAGAN SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

- 1.1 **CLEARANCES**  
**Kamloops**—Unless otherwise provided, extra trains created at Campbell Creek must obtain clearance at Kamloops and may then leave Campbell Creek without obtaining clearance. They must also obtain C.P. Rly. clearance from CN operator at Kamloops.  
**Armstrong**—Northward trains must obtain clearance at C.P. Rly. train order office at Armstrong.
- 1.2 **SPECIAL INSTRUCTIONS**  
**System 1.10(d)**—Applies between Campbell Creek and Kelowna.
- 1.3 **GENERAL OPERATING INSTRUCTIONS—Form 696**  
**Item 17.1(20)** applies to northward freight trains between Ducks Meadow and Campbell Creek.  
**Item 17.3(10)** applies to northward freight trains at Ducks Meadow.

**2 GENERAL FOOTNOTES**

- 2.1 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 old station building in city yard, all movements must look out for and be prepared to stop short of vehicles standing foul of main track.

## OKANAGAN SUBDIVISION FOOTNOTES

- 2.5 **Falkland**—Train dispatchers telephone is located adjacent to siding north switch.
- 2.6 **Vernon**—C.P. Rly. siding at Vernon is located immediately west of the main track and extends from a point just south of 41st Ave., C.P. Rly. time table mileage 45.6 to a point just north of 32nd Ave., C.P. Rly. time table mileage 46.15.
- 2.7 **Rutland**—Safety switch point lock installed on siding south switch.

### 3 EQUIPMENT RESTRICTIONS

- 3.1 Unless authorized by the Superintendent, units in series 4000-4017, 5000-5399, 9400-9699 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

4.1 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		15
23.1 to 26.5	On Curves	25
55.3 to 58.2		20
61.9 to 65.5		25
85.4 to 104.0	Zone	35
88.8 to 91.6		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.

### 6 TUNNEL

- 6.1 **Mileage** ..... Length  
20.4 ..... 475 feet

### 7 SPURS AND OTHER TRACKS

- 7.1 **B.C. Livestock Producers Co-op Ass'n**  
**Mileage 15.26**—Capacity 4000 feet. Switch points face north.  
Due to 2% gradient, cars must not be left unattended between the main track switch and west run-around track switch.
- 7.2 **Crown Zellerbach Ltd.**  
**Mileage 31.3**—Capacity 1310 feet. Switch points face north.  
Movement of cars detached from engine on this spur is prohibited.
- 7.3 **Hiram Walker and Sons Ltd.**  
**Mileage 107.2**—Capacity 7200 feet. Switch points face south.  
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.
- 7.4
- |   | Mileage | Capacity<br>in feet | Points<br>Face |
|---|---------|---------------------|----------------|
| Buff Lbr. Co. ....                                  | 33.4    | 360                 | North          |
| Mount Rose Mining Co.<br>Ltd. ....                  | 65.5    | 180                 | South          |
| Vernon Fruit Union .....                            | 86.3    | 360                 | North          |
| Vernon Fruit Union .....                            | 99.1    | 680                 | North          |
| Ballast Pit .....                                   | 99.7    | 1760                | NorthSouth     |
| Woodsdale .....                                     | 103.7   | 590                 | NorthSouth     |
| Fibreplast Products Ltd. ...                        | 105.5   | 270                 | North          |
| Run-Around Track .....                              | 106.9   | 990                 | NorthSouth     |
| Ellison Sawmills Ltd .....                          | 109.5   | 630                 | NorthSouth     |
| McLean and Fitzpatrick<br>and Industrial Track. ... | 113.0   | 2030                | NorthSouth     |
| Lakeside Holdings Ltd. ...                          | 113.25  | 140                 | North          |
| Kelowna Growers and<br>Industrial Track .....       | 113.3   | 1260                | NorthSouth     |
| Rockgas Propane Ltd.<br>and Industrial Track. ...   | 114.5   | 2160                | NorthSouth     |

LUMBY SUBDIVISION FOOTNOTES	WESTWARD TRAINS	Miles from Lumby Jct.	Yard Limits	LUMBY SUBDIVISION	Office Signals	Siding Capacity in Feet	EASTWARD TRAINS
	↓  ↑			STATIONS			↑  ↓
<b>1 RULE MODIFICATIONS</b> <b>1.1 SPECIAL INSTRUCTIONS</b> <b>System 1.2</b> — Applies on entire subdivision. <b>System 1.10(d)</b> — Applies on entire subdivision. <b>1.2 GENERAL OPERATING INSTRUCTIONS - Form 696</b> <b>Item 17.1(20)</b> applies to westward trains between Coldstream and Lumby Jct. <b>Item 17.3(10)</b> applies to westward trains at Coldstream.			14.4	↓ 10.8	..... LUMBY ... PRYZ 6.5	MU	
		7.9	.....	..... LAVINGTON ..... 3.8	.....	.....	
		4.1	.....	..... COLDSTREAM ..... 4.1	.....	.....	
		0.0	↑ 0.2	..... LUMBY JCT. .... PZ Jct. with Okanagan Sub.	.....	.....	
	Rules 41 and 44 Applicable Sections 10.0, 11.0 and 12.0 of Form 835 applicable						

- 2 EQUIPMENT RESTRICTIONS**
- 2.1 Units in series 4000-4017, 5000-5399, 9400-9699 prohibited.
  - 2.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.
- 3 SPEEDS**
- |  | Miles per Hour |
|--|----------------|
| <b>3.1 Mileage</b>                       | All Trains     |
| 0.0 to 14.4 <b>Zone</b>                  | <b>25</b>      |
| 0.1 ..... (Bridge) .....                 | 10             |
| <b>3.2 Siding and Other tracks</b> ..... | 10             |
| <b>3.3 Mileage 0.0 to 14.4</b>           |                |
| Units in series 5500-5610.....           | 15             |
- 4 PUBLIC CROSSINGS AT GRADE**
- 4.1 **Mileage 14.34** (Shuswap Avenue) — Movements over the crossing must be protected by a member of the crew, and a speed of 5 miles per hour must not be exceeded entering the crossing.

- 5 SPURS AND OTHER TRACKS**
- 5.1 **Consumers Glass Co.**  
**Mileage 8.6** — Capacity 1710 feet. Switch points face east. 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.
- |                                 | Mileage | Capacity<br>in Feet | Points<br>Face |
|---------------------------------|---------|---------------------|----------------|
| 5.2 Coldstream Ranch Co. ....   | 3.3     | 320                 | West           |
| Industrial Spur .....           | 4.1     | 1520                | EastWest       |
| Lavington Planer Mills Ltd. ... | 7.9     | 2680                | EastWest       |
| Fishers Planing Mill .....      | 11.0    | 180                 | West           |
| R. V. Schmidt and Sons          |         |                     |                |
| Lbr. Co. Ltd. ....              | 11.74   | 230                 | West           |
| McGillis and Gibbs .....        | 11.9    | 230                 | East           |

WESTWARD TRAINS			ASHCROFT SUBDIVISION					EASTWARD TRAINS	
FIRST CLASS	Miles from Kamloops	Yard Limits	Switching Zones	STATIONS	Office Signals	Siding Capacity in Feet	FIRST CLASS		
3							4		
Passenger							Passenger		
Daily									
0615	0.0			KAMLOOPS . . CKWYZ Jct with Okanagan Sub. 6.3	KA	3980	S2005		
	0.7	0.7	0.7 ↕ 3.4						
.....	6.3	.....	.....	KISSICK . . . . .	.....	6050	1940		
.....	13.8	.....	.....	7.5 FREDERICK . . . . .	.....	6610	.....		
.....	19.4	.....	.....	5.6 JALESLIE . . . . .	.....	7200	.....		
0659	25.7	.....	.....	6.3 SAVONA . . . . .	.....	6360	1910		
.....	32.6	.....	.....	6.9 WALHACHIN . . . . .	.....	6080	.....		
.....	40.0	.....	.....	7.4 McABEE . . . . .	.....	6110	.....		
0739	48.7	.....	.....	8.7 ASHCROFT . . . . . W	.....	6370	1830		
.....	57.0	.....	.....	8.3 BASQUE JCT. Connection with C.P. Rly.	.....	.....	.....		
.....	58.4	.....	.....	1.4 BASQUE . . . . .	.....	6370	.....		
.....	68.4	.....	.....	10.0 MARTEL . . . . .	.....	6310	.....		
0830	74.8	.....	CTC	6.4 SPENCES BRIDGE . . . WY	.....	7590	1742		
.....	79.1	.....	.....	4.3 SKOONKA . . . . .	.....	.....	.....		
.....	82.8	.....	.....	3.7 SEDDALL . . . . .	.....	6070	.....		
.....	89.5	.....	.....	6.7 PITQUAH . . . . .	.....	6490	.....		
.....	96.5	.....	.....	7.0 LASHA . . . . .	.....	6480	.....		
0920	97.7	.....	.....	1.2 LYTTON . . . . . W	.....	.....	1700		
.....	101.0	.....	.....	3.3 CISCO . . . . .	.....	6240	.....		
.....	105.7	.....	.....	4.7 CONRAD . . . . .	.....	6480	.....		
.....	110.2	.....	.....	4.5 FALLS CREEK . . . . .	.....	6430	.....		
.....	114.7	.....	.....	4.5 INKITSAPH . . . . .	.....	6750	.....		
1003	122.8	.....	.....	8.1 MARTINSON . . . . .	.....	6150	.....		
S1025	125.5	.....	124.5	2.7 BOSTON BAR . . . KW	B	6830	1605		
	CTC between Mileage 0.7 and Boston Bar.							Daily	
3								4	

## ASHCROFT SUBDIVISION FOOTNOTES

### 1 RULE MODIFICATIONS

#### 1.1 TRAIN REGISTER MODIFICATIONS

**Boston Bar**—passenger trains may register by register ticket.

#### 1.2 CTC SPECIAL FEATURES

Westward block signal 03 at yard west switch Kamloops is the approach to CTC. Westward trains may leave Kamloops 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):

Spur.....	Mileage	0.9
Spur.....	Mileage	1.1
Spur.....	Mileage	1.2
Spur.....	Mileage	1.6
Spur.....	Mileage	2.2
Spur.....	Mileage	7.7
Spur..... (off Jaleslie siding) .....	Mileage	19.9
Spur.....	Mileage	25.8
Spur.....	Mileage	48.5
Spur.....	Mileage	48.9
Spur.....	Mileage	86.0
Spur.....	Mileage	91.2
Spur.....	Mileage	98.6
Spur.....	Mileage	104.0

JALESLIE, LASHA and CONRAD sidings are signalled sidings. Regional Special Instruction M-8 applicable.

Eastward signals 1050N, 958N, 202, and 188N are located to the left of the track they govern.

Westward signals 125, 1063S, and 1233 are located to the left of the track they govern.

#### 1.3 OTHER MODIFICATIONS

**Rule 5**—Kamloops — the time of all trains applies at block signal 07, mileage 0.7.

### 2 GENERAL FOOTNOTES

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

2.2 **Ashcroft**—Scales installed on spur mileage 48.7. Engines must not go within 20 feet of loading facility.

### 3 EQUIPMENT RESTRICTIONS

3.1 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 0.7	Zone	20	20
0.7 to 5.2	Zone	50	50
5.2 to 6.9	Zone	50	40
6.9 to 7.3	Zone	40	35
7.3 to 10.4	Zone	35	35
10.4 to 22.0	Zone	35	30
Jaleslie siding .....		25	25
22.0 to 23.9	Zone	35	35
23.9 to 27.1	Zone	35	30
27.1 to 30.7	Zone	35	35
30.7 to 35.7	Zone	40	40
32.8 to 33.6 .....		30	30

Mileage	Zone	Miles Per Hour	
		Passenger	Freight
35.7 to 39.4	Zone	40	35
39.4 to 61.0	Zone	40	30
61.0 to 66.7	Zone	40	35
66.7 to 72.6	Zone	35	30
72.6 to 75.4	Zone	40	40
75.4 to 85.0	Zone	40	35
76.5 to 77.0 .....		35	25
78.8 to 80.7 .....		35	25
85.0 to 87.5	Zone	35	30
87.4 to 87.5 .....		..	25
87.5 to 91.0	Zone	35	35
89.5 to 90.1 .....		..	30
91.0 to 98.6	Zone	35	25
Lasha siding.....		30	..
98.6 to 101.4	Zone	35	35
101.4 to 107.3	Zone	35	30
Conrad siding .....		30	..
107.3 to 110.4	Zone	35	25
110.4 to 112.7	Zone	35	35
112.7 to 114.5	Zone	35	30
114.5 to 117.6	Zone	35	35
117.6 to 120.7	Zone	35	25
120.7 to 125.3	Zone	40	30
125.3 to 125.5	Zone	20	20

Passenger trains with 5000-5399 series diesel units must not exceed freight train speed.

4.2 Spurs and Other tracks ..... 10 10

### CONDITIONAL SPEEDS

	Miles Per Hour	
	Passenger	Freight
4.3 <b>Mileage 97.56</b> (Lillooet Road) 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 <b>Mileage 125.5</b> (Ferry Road) Eastward movements proceeding at less than 10 miles per hour within 1600 feet of crossing, until crossing occupied....	10	10
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### 5 CONDITIONAL AND OTHER STOPS

- 5.1 At Ashcroft and Lytton No. 3 will stop to detrain revenue passengers from Kamloops and beyond and will stop on flag to entrain revenue passengers for Vancouver.
- 5.2 At Lytton and Ashcroft No. 4 will stop to detrain revenue passengers from Vancouver and will stop on flag to entrain revenue passengers for Kamloops and beyond.

### 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.

## ASHCROFT SUBDIVISION FOOTNOTES

**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 DETECTORS**

8.1 Located at mileages 28.3, 50.6, 71.1 and 97.6.

**9 SLIDE DETECTOR FENCES**

9.1 Mileage	Length
9.65 to 9.83 .....	970 ft.
10.41 to 10.74 .....	1706 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.
80.50 to 80.61 .....	550 ft.
86.58 to 87.51 .....	4870 ft.
93.23 to 93.85 .....	3305 ft.
94.02 to 94.70 .....	3671 ft.
107.4 to 107.52 .....	616 ft.
109.0 to 109.64 .....	3170 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
80.3 .....	200 ft.
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
Tranquille .....	7.9	1130	East
Rock Pit .....	19.9	1940	East
Copper Creek .....	20.8	2840	EastWest
Spur .....	48.7	1690	EastWest
Weyerhaeuser Canada Ltd. .	50.4	450	East
Skoonka .....	79.1	5000	EastWest
Ballast Pit .....	86.0	720	West
Outfit Spur .....	91.2	1620	West
Lytton .....	97.7	1890	EastWest
Winch .....	98.6	500	West
Spur .....	104.0	1310	East
Connection to C.P. Rly Thompson Sub. ....	104.4	6400	West
Boothroyd .....	119.2	2610	EastWest

<b>WESTWARD TRAINS</b>		<b>RAWLISON SUBDIVISION</b>		<b>EASTWARD TRAINS</b>
	Miles from Hydro	<b>STATIONS</b>	Siding Capacity in Feet	
	0.0	CTC { ..... <b>HYDRO</b> ..... Jct. with Yale Sub. 1.6 ..... <b>RAWLISON</b> ..... 0.9 ..... <b>LIVINGSTONE</b> ..... Jct. with B.C.H. Rly.	.....	
	1.6		6840	
	2.5		.....	

Trains and Engines between Livingstone and Pratt will be governed by B.C.H. Rly. Time Table, Rules and Regulations. 7.5

	..... <b>PRATT</b> ..... Jct. B.C.H. Rly. and B.C.H.B. Rly.	
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Trains and Engines between Pratt and Roberts Bank will be governed by B.C.H.B. Rly. Time Table, Rules and Regulations. 23.2

	..... <b>ROBERTS BANK</b> ..... B.C.H.B. Rly.	
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### RAWLISON SUBDIVISION FOOTNOTES

**1 RULE MODIFICATIONS**

**1.1 CLEARANCES**  
Eastward trains from Roberts Bank for Rawlison Sub must obtain clearance at Roberts Bank OK'd by Rawlison Sub train dispatcher and may leave Livingstone without clearance.

**1.2 CTC SPECIAL FEATURES**  
Signal 00 at Hydro, signals 07, 08 and D08 at siding east switch Rawlison are controlled by C.N. Rly. train dispatcher at Kamloops.  
Signals at siding west switch Rawlison and at Livingstone are controlled by B.C. Rly. train dispatcher at North Vancouver.  
**Rawlison** siding is a signalled siding. Regional Special Instruction M-8 applicable.  
Westward signal 221 is located to the left of the track it governs.

**2 EQUIPMENT RESTRICTIONS**

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

**3 SPEEDS**

	Miles per Hour
<b>3.1 Mileage</b>	All Movements
0.0 to 2.5	<b>Zone 45</b>
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 C.N. train dispatcher located adjacent to push button control.

WESTWARD TRAINS		Miles from Boston Bar	Yard Limits	Switching Zones-	YALE SUBDIVISION			EASTWARD TRAINS	
FIRST CLASS	STATIONS				Office Signals	Siding Capacity in Feet	FIRST CLASS		
3 Passenger							4 Passenger		
Daily									
1035	0.0	.....	1.5	BOSTON BAR . . . . . KW	B	6830	S1550		
.....	3.1	.....		3.1 HICKS . . . . .		6090	1530		
.....	10.2	.....		7.1 KOMO . . . . .		6040	.....		
.....	12.7	.....		8.1 STOUT . . . . . W		6840	.....		
.....	18.3	.....		8.4 YALE . . . . .		6050	.....		
.....	26.7	.....		9.3 TRAFALGAR . . . . .		6060	.....		
.....	36.0	.....		4.2 HOPE . . . . . WY		.....	1415		
1205	40.2	.....		3.8 FLOODS . . . . .		5780	.....		
.....	44.0	.....		10.1 CHEAM VIEW . . . . .		6380	.....		
.....	54.1	.....		11.8 ROSEDALE . . . . .		5740	.....		
.....	65.9	.....		5.9 CHILLIWACK . . . . . W		2750	S1330		
S1255	71.8	.....		4.7 ARNOLD . . . . .		5780	.....		
.....	76.5	.....		10.9 MATSQUI . . . . .		.....	F1259		
F1330	87.4	.....		0.5 MATSQUI JCT. . . . .		.....	1257		
1338	87.9	.....		Connection with C.P. Rly. 1.9 PAGE . . . . .		.....			
	89.8	.....		Jct. with C.P. Rly. 8.2 GLEN VALLEY . . . . .		.....		From CP Rail Mission Sub.	
	98.0	.....		3.7 HYDRO . . . . .		.....			
	101.7	.....		Jct. with Rawlison Sub. 1.5 FORT LANGLEY . . . . .		.....			
	103.2	.....		3.9 WESTLANG . . . . .		6450	.....		
	107.1	.....		8.9 THORNTON YARD . CKWZ	AN	.....	.....		
	116.0	114.0	112.5	1.5 GYPROC . . . . . Z		.....	.....		
	117.5	.....	114.0	0.7 FRASER RIVER JCT. . . . . P		.....	.....		
	118.2	.....		Jct with B.N. Rly.		.....	.....		

12.9

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.

.....	131.1	.....	.....	VANCOUVER JCT. . . . .	.....	.....	.....	.....
.....	131.8	.....	.....	Jct. with B.N. Rly. 0.7 VANCOUVER . . CKPWY	DI	.....	.....	.....
	CTC between Boston Bar and Mileage 114.0. Main track Yale Sub. ends at Mileage 131.1 Rule 105 applies between Mileages 131.1 and 131.8							Daily
<b>3</b>								<b>4</b>

## YALE SUBDIVISION FOOTNOTES

### 1 RULE MODIFICATIONS

#### 1.1 CLEARANCES

**Boston Bar**—No. 3 and passenger extra trains to Vancouver via C.P. Rly Mission, Cascade and Westminster Subdivisions must obtain C.P. Rly clearance from CN Operator at Boston Bar.

**Thornton Yard**—Movements from Thornton Yard to B.N. Rly Second Subdivision must obtain B.N. Rly clearance from CN operator at Thornton Yard.

**Vancouver**—No. 4 and passenger extra trains to Yale subdivision via C.P. Rly Westminster, Cascade and Mission Subdivisions must obtain clearance at Vancouver and may leave Matsqui Jct. without clearance. They must also obtain C.P. Rly clearance from CN operator at Vancouver.

#### 1.2 TRAIN REGISTER MODIFICATIONS

**Boston Bar**—Passenger trains may register by register ticket.

#### 1.3 CTC SPECIAL FEATURES

No train or engine shall clear the main track at the following locations: (R.T.C. 96433, 98192, 112744, R13452)

Spur .....	Mileage	7.4
East and west switches .....	Mileage	31.5
East and west switches .....	Mileage	49.6
Popkum spur .....	Mileage	60.6
Spur .....	Mileage	68.4
Spur .....	Mileage	71.5
Spur .....	Mileage	71.7
Spur .....	Mileage	74.1
Spur .....	Mileage	83.9
East and west switches (south track) .....	Mileage	87.4
East and west switches .....	Mileage	92.3
East and west switches (south track) .....	Mileage	97.9
Spur (north track) .....	Mileage	98.9
Spur .....	Mileage	103.1
Spur .....	Mileage	108.4
Spur .....	Mileage	108.7
Spur .....	Mileage	109.9

Eastward signals 994N, 970N, 946N, 898, 882N, 868N, 720, and 190 are located to the left of the track they govern.

Westward signals 35, 261, 881S, 909S, 969S, 993S, and 1017S are located to the left of the track they govern.

The "Two Tracks" between mileages 86.7 and 91.0 and between mileages 94.5 and 101.7 are designated as "North Track" and "South Track".

#### 1.4 OTHER MODIFICATIONS

**Rule 296B**—Applies at westward block signal 1017N. (See Page 103 of Time Table)

#### 1.5 GENERAL OPERATING INSTRUCTIONS — Form 696

**Item 2.6 Paragraph (2)** applies 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.

**Item 7.3** does not apply to loaded unit trains at Thornton Yard to North Shore Industrial Line. The maximum number of working units permitted in any engine consist is restricted to 30 motorized axles.

### 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 **Thornton Yard**—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 Thornton Yard 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 Thornton Yard until permission has been received from the B.N. Rly. train dispatcher at New Westminster.

Two Tracks between mileage 115.9 and mileage 117.5.

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 by CP Rail trains 1 and 2, CN Rail trains 3 and 4, and BN Rly. trains 793 and 794. These trains are due as follows:

No. 1—Vancouver Jct. 1154, Vancouver 1205

No. 3—Vancouver Jct. 1519, Vancouver 1530

No. 794—Vancouver Jct. 2335, Vancouver 2359

No. 793—Vancouver 0700

No. 4—Vancouver 1115

No. 2—Vancouver 1305

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 (Two Tracks) . . . . . Controlled Train dispatcher Kamloops controls interlocking signals. If necessary to pass an interlocking signal indicating STOP in accordance with Rule 264, the requirements of Rule 672 must be observed.

#### 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 (R.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.

(Continued on Page 66)

## YALE SUBDIVISION FOOTNOTES

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.

(e) When informed that CTC between north end Fraser River 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 an interlocking signal indicating STOP until conductor or engineman has been fully informed of the situation by the bridge controller-operator. Movement may then be made at restricted speed with D.P.W. clearance form "A".

(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	Other Trains
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 5000-5399 series diesel units must not exceed freight train speed.

### CONDITIONAL SPEEDS

		Miles per Hour	
		Passenger	Other Trains
5.3	<b>Mileage 64.5</b> Approaching with 2000 feet of crossing and until crossing occupied . . . . .	60	..
5.4	<b>Mileage 71.9</b> (Young Road South) Eastward movements approaching within 2000 feet of crossing and until crossing occupied . . . . . Westward movements proceeding at 10 miles per hour or less within 2400 feet of crossing, and until crossing occupied ..	60	..
5.5	<b>Mileage 72.2</b> (Yale Road) Approaching within 2000 feet of crossing and until crossing occupied . . . . . Westward movements proceeding at less than 10 miles per hour within 2000 feet of crossing and westward movements from siding, and until crossing occupied . . . . .	60	..
5.6	<b>Mileage 89.8</b> (Page) Entering and leaving turnout until entire train is through turnout . . . . .	25	25
5.7	<b>Mileage 102.98</b> (Glover Road) Eastward movements proceeding at less than 10 miles per hour within 2300 feet of crossing until crossing occupied. . . . .	10	10
5.8	<b>Mileage 103.5</b> (Wilson Townline Road) Westward movements proceeding at less than 25 miles per hour within 2900 feet of the crossing, until crossing occupied . . . . .	25	25
5.9	<b>Mileage 107.86</b> (Telegraph Trail) Eastward movements proceeding at less than 10 miles per hour within 1900 feet of crossing until crossing occupied. . . . .	10	10

### 6 SPRING SWITCHES

6.1 Spring switches located at the following mileages: 114.5, 115.9, 116.0, 116.1, 116.6, 116.7, 116.8 and 117.5. Low color light signal protects facing point movements over each spring switch. 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 the spring switch.

### 7 CONDITIONAL AND OTHER STOPS

7.1 At Hope, No. 3 will stop to detrain revenue passengers from Kamloops and beyond and will stop on flag to entrain revenue passengers for Coquitlam and Vancouver.

7.2 At Hope, No. 4 will stop to detrain revenue passengers from Vancouver and Coquitlam and will stop on flag to entrain revenue passengers for Kamloops and beyond where train is scheduled to stop.

## YALE SUBDIVISION FOOTNOTES

### 8 PUBLIC CROSSINGS AT GRADE

- 8.1 **Mileage 40.05** (6th Avenue) automatically protected. Equipped with push button.
- 8.2 **Mileage 43.9** (Airport Road) automatically protected. Pushbutton device to de-activate and restart protection for main track movements is located on instrument case at the crossing. Cut-out feature will not operate if main track is occupied within 50 feet of crossing.
- 8.3 **Mileage 66.3** (Annis Road) automatically protected. Equipped with push button.
- 8.4 **Mileage 71.9** (Young Road South) automatically protected. Westward: Special Instruction M-1(b) applicable. Stop signs erected on other than the main track.
- 8.5 **Mileage 107.86** (Telegraph Trail) automatically protected. Eastward: Special Instruction M-1(b) applicable.

### 9 HOT BOX AND DRAGGING EQUIPMENT DETECTORS

- 9.1 Located at Mileages 13.8, 39.8, 58.2 and 84.9.

### 10 SLIDE DETECTOR FENCES

10.1 Mileage	Length
6.95 to 7.11.....	850 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.
23.44 to 23.70.....	1040 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	West
Chapmans.....	12.7	2120	EastWest
Rock Pit.....	22.5	860	West
Squeah.....	31.5	1220	EastWest
Hope.....	40.2	4050	EastWest
Laidlaw.....	49.6	1080	EastWest
Popkum.....	60.6	2250	West
Smithvale.....	68.4	410	West
Frazier Hardwood Lbr. Co. . .	74.1	320	West
Cox Spur.....	83.2	1130	West
Rock Pit.....	83.9	950	West
Outfit Track (South Track) ..	87.4	1020	EastWest
Connection to CP Rly.			
Mission Sub.....	87.9	1570	East
Mt. Lehman.....	92.3	1080	EastWest
Outfit Track (South Track) ..	97.9	1600	EastWest
Lakewood Lbr. (North Track)	98.9	320	East
Spur.....	103.1	410	East
Texada Lime Ltd.....	106.4	4050	East
Parker Cedar Products.....	108.2	810	West
McKerlich Lbr. Co.....	108.4	360	East
S and R Sawmills Ltd. and			
Winde Pacific Forest			
Products Ltd. ....	108.7	770	East
Teal Cedar Products Ltd. . . .	109.9	500	East

## GREATER VANCOUVER TERMINALS

### 1 NORTH SHORE 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

System 1.3—Applies 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 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 (in the tunnel), 25D and 28D (on each side of lift span) and at Willingdon Jct.

Northward movements failing to receive a signal indication to proceed from Willingdon Jct. to North Shore Industrial Line must obtain permission to pass the signal from Control Operator at Second Narrows Bridge and from B.N. Rly. train dispatcher at New Westminster.

Southward movements destined beyond Willingdon Jct. must receive B.N. Rly. clearance from Control Operator at Second Narrows Bridge and will be governed by B.N. Rly. time table, rules and regulations at Willingdon Jct. Permission to pass southward signal at Willingdon Jct. in STOP indication must be obtained from train dispatcher at New Westminster. Movements against the current of traffic on B.N. Rly. double track must not be made without train order authority.

#### 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 2.9 .....	30
2.9 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 SIGNALLED TRACK N301

Single aspect dwarf signal 49D at mileage 4.97 and single aspect dwarf signal 52D at mileage 5.22 will govern the use of Track N301 between these two mileages.

If there is no movement between the signals and no movement is closely approaching the opposite signal, the governing signal will display a yellow (proceed at restricted speed) aspect when approaching within 250 feet.

When a red (stop) aspect is displayed, no movement may be made beyond the signal for at least 5 minutes and then only after a flagman has been placed at the opposite signal to stop opposing movements.

Other movements must not enter Track N301 through the three crossovers located between signals 49D and 52D until it has been ascertained that there are no conflicting movements on track N301.

#### 1.7 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 North Shore 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

Regional Special Instruction M-3 applies.

#### 4.2 RAILWAY CROSSINGS AT GRADE

B.C.H. Rly. .... mileage 0.79 .... non-interlocked  
(Freight Shed Spur)  
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 DRAWBRIDGE

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 10.12** (No. 5 Road)—Westward movements must first stop immediately clear of crossing and may then proceed.

(Continued on Page 69)

## GREATER VANCOUVER TERMINALS

### 4.5 MAXIMUM SPEED

Mileage	Miles Per Hour
0.0 to 15.6 .....	15
1.67 (14th Street).....	10
4.88 Swing Span Bridge.....	10
10.12 (No. 5 Road) Eastward move- ments, until crossing occupied .....	10
Spurs and tracks not otherwise covered..	10

4.6 Single aspect dwarf signal 15 at mileage 1.53 and single aspect dwarf signal 18 at mileage 1.74 will govern the use of trackage between these two mileages.

If there is no movement between the signals and no movement is closely approaching the opposite signal, the governing signal will display a yellow (proceed at restricted speed) aspect when approaching within 250 feet.

When a red (stop) aspect is displayed, no movement may be made beyond the signal for at least 5 minutes and then only after a flagman has been placed at the opposing signal to stop opposing movements.

Signal indication is not affected by switch to B.C. Hydro trackage at either end, but only indicates occupancy between the signals.

Crews must be sure BCH movements are clear and switch properly lined before accepting signal.

Non-interlocked railway crossing at grade with CP Rly. at mileage 1.65 is not protected by these signals and stop boards remain in place.

### 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 CRESTWOOD INDUSTRIAL BRANCH

**Mileage 9.07**—Lulu Island Industrial Line—extends southerly for 1.1 miles. Maximum speed — 10 miles per hour.

### 7.1 PUBLIC CROSSINGS AT GRADE

**Mileage 0.07** (Vulcan Way) — All movements over crossing must be protected by a member of the crew.

**Mileage 0.51** (Bridgeport Road) — All movements must stop before occupying crossing.

### 8 WOODWARD'S INDUSTRIAL LEAD

Extends from mileage 0.52 Crestwood Industrial Branch. Maximum Speed — 10 miles per hour.

### 8.1 PUBLIC CROSSING AT GRADE

**Mileage 0.16** (Viking Way) — All movements must stop before occupying crossing.

### 9 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.

### 10 CN-CP EXCHANGE YARD

CP Jct. mileage 145.3 B.N. Rly. Second Subdivision: Extends North on East leg of wye to Sapperton mileage 5.6 C.P. Rly. Westminster Subdivision then to Booth mileage 3.7 Westminster Subdivision (just North of Freeway over-pass)

Maximum Speed

Passenger Trains .....	45 M.P.H.
Other Trains and Engines .....	15 M.P.H.

Yard Limits Apply

Trains and Engines using the main track between Booth mileage 3.7 and Sapperton mileage 5.6 under the provisions of Rule 93 must, unless otherwise directed by the CTC Operator Coquitlam, clear the movement of the following passenger equipment in sufficient time to avoid delay:

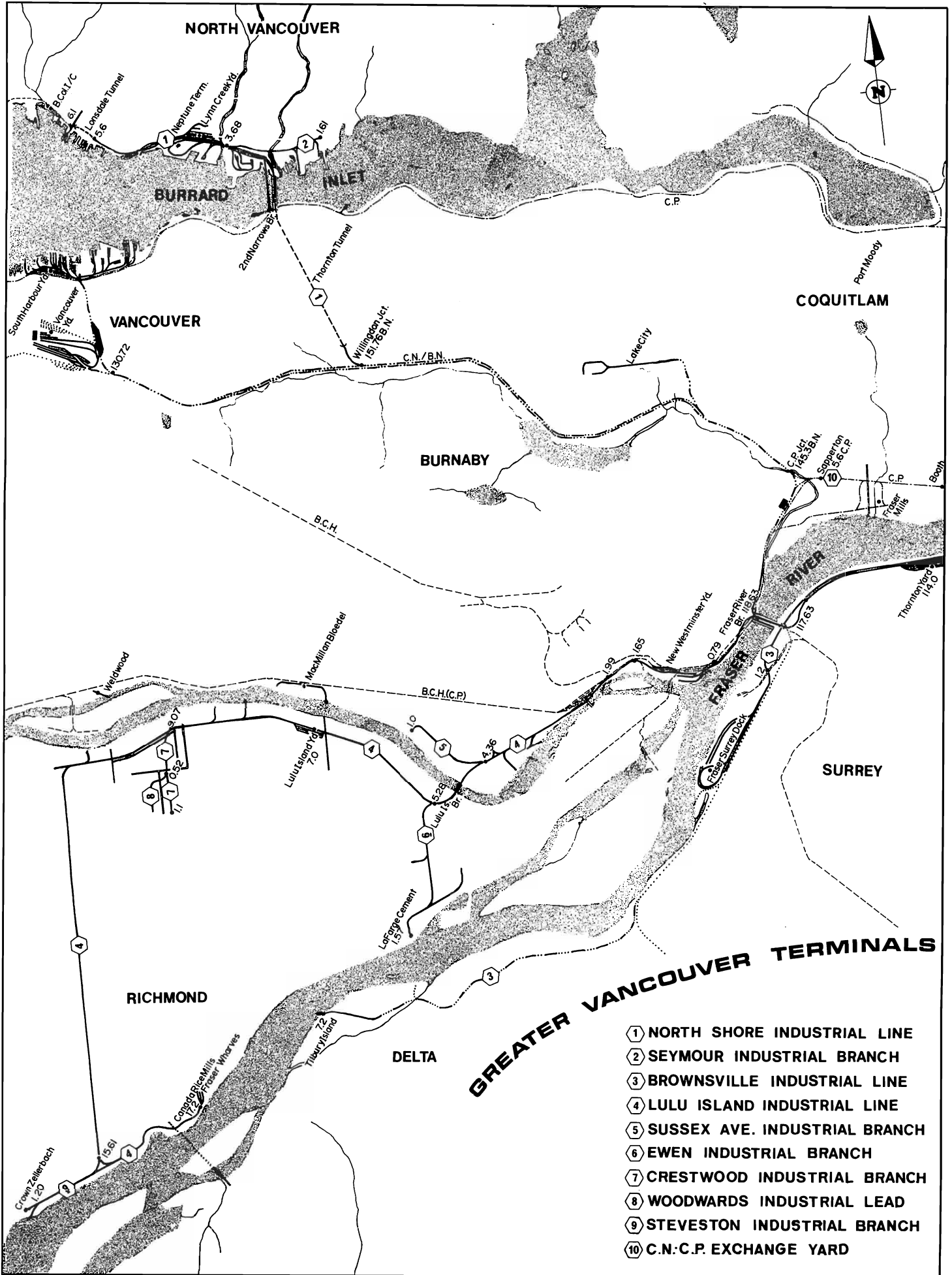
- Equipment for No. 1 (CP) due to leave Booth at 1125.
- Equipment for No. 3 (CN) due to leave Booth at 1450.
- Equipment for No. 4 (CN) due to leave Sapperton at 1140.
- Equipment for No. 2 (CP) due to leave Sapperton at 1335.

In addition to the above, permission must be obtained from CP CTC Operator Coquitlam before occupying the Main Track between these points AT ANY TIME.

Do not exceed 5 M.P.H. on East leg of wye.

Do not exceed 10 M.P.H. on new Fraser Mills Exchange yard and lead to C.N. Rly. connection track.

King Edward Ave. crossing mileage 4.9 must not be blocked by switching movements or standing trains between 0730 and 0745 or between 1600 and 1615. To avoid blocking this crossing, in case of delay, movements from exchange yard enroute B.N. Rly. tracks must call B.N. Rly. Train Dispatcher New Westminster before leaving and be governed by instructions received.



# COWICHAN SUBDIVISION FOOTNOTES

## 1 RULE MODIFICATIONS

1.1 **Rule 3 Paragraphs (3) and (4)** — Do not apply and it is the responsibility of train and engine crews to have correct time while on duty.

**Rule 105A** — Train Dispatcher need not be advised when cars are left on a siding.

## 1.2 SPECIAL INSTRUCTIONS

**System 1.2** — Applies on entire subdivision

## 2 GENERAL FOOTNOTES

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

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.

2.2 Movements must not be made between mileage 1.9 and mileage 57.9 account this portion of subdivision abandoned.

## 3 NON-INTERLOCKED

3.1 **Drawbridge**  
Selkirk Waters..... Mileage 0.4

WESTWARD TRAINS	Miles from Victoria	Yard Limits	COWICHAN SUBDIVISION		Siding Capacity in Feet	EASTWARD TRAINS
			STATIONS			
	0.0		.....	VICTORIA ..... Z (Point Ellice) 1.6	.....	
	1.6		.....	WYE ..... YZ 0.3	.....	
	1.9	1.9	Cowichan Subdivision abandoned between Mileage 1.9 and Mileage 57.9			
↓	58.2	57.9 58.7	MBS	0.3 ..... DEERHOLME .. CBYZ Jct. with Tidewater Sub.	1840	↑
	66.7	.....		8.5 ..... CULCHILLUM .....	930	
	72.8	.....		6.1 ..... LAKE COWICHAN .....	1260	
	81.9	81.5		9.1 ..... YOUNBOU..... RZ	.....	
	Rules 41 and 44 applicable Rules 321 to 323 applicable					

## 4 EQUIPMENT RESTRICTIONS

- 4.1 Heaviest power permitted — units in series 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 1.9	Zone	10
57.9 to 81.9	Zone	10

## CONDITIONAL SPEEDS

- 5.2 **Mileage 1.7** (Island Highway)  
Approaching within 500 feet of crossing and until crossing occupied ..... 5

## 6 PUBLIC CROSSING AT GRADE

- 6.1 **Mileage 1.66** (Sooke Highway)  
Automatically protected. STOP signs erected on all tracks.

## 7 SPURS AND OTHER TRACKS

	Mileage	Capacity in feet	Points Face
Saanich Spur.....	1.7	7230	East
Baine Logging Ltd .....	67.2	360	East
Western Forest Industries Ltd.	75.1	270	East

TIDEWATER SUBDIVISION FOOTNOTES	NORTHWARD TRAINS	Miles from Deerholme	Yard Limits	TIDEWATER SUBDIVISION	Siding Capacity in Feet	SOUTHWARD TRAINS	
	↓			STATIONS		↑	
<b>1 RULE MODIFICATIONS</b> 1.1 <b>Rule 3 Paragraphs (3) and (4)</b> — Do not apply and it is the responsibility of train and engine crews to have correct time while on duty. <b>Rule 105A</b> — Train Dispatcher need not be advised when cars are left on a siding. 1.2 <b>SPECIAL INSTRUCTIONS</b> <b>System 1.2</b> — Applies on entire subdivision			0.0	0.0	{ . . . . DEERHOLME . . . CBYZ Jct. with Cowichan Sub. 4.8 . . . . . TYUP . . . . . WZ 2.5 . . . COWICHAN BAY . . . . . Z		1840
		4.8		2900			
		5.3					
		7.3	7.3				
	Rules 41 and 44 Applicable Rules 321 to 323 Applicable						

- 1.3 **GENERAL OPERATING INSTRUCTIONS - Form 696**  
**Item 17.1(20)** applies to northward trains between Deerholme and Tyup.  
**Item 17.3(10)** applies to northward trains at Deerholme.

**2 GENERAL FOOTNOTES**

- 2.1 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 1000-1076.  
 3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

**4 SPEEDS**

4.1	<b>Mileage</b>		Miles per Hour
	0.0 to 7.3	Zone	All Movements
			10

**5 SPURS AND OTHER TRACKS**

5.1		Mileage	Capacity in Feet	Points Face
	Spur.....	6.0	1220	NorthSouth



WESTWARD TRAINS				Miles from McBride	Yard Limits	FRASER SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS			
FOURTH CLASS	FIRST CLASS	STATIONS	FIRST CLASS			FOURTH CLASS							
<b>833</b> Freight	<b>9</b> Passenger		<b>10</b> Passenger			<b>846</b> Freight	<b>720</b> Freight			<b>850</b> Freight			
Daily	Daily												
1025	0135	0.0	↓ 1.9	..... McBRIDE .. CKPWYZ	MD	5270	S0040	0450	1130	1900			
<b>1103</b>	F0205	13.1	.....	..... LEGRAND .....	.....	2610	F0009	0423	<b>1103</b>	1834			
1121	0219	21.6	.....	..... RIDER .....	.....	2570	2355	0405	1045	1816			
1132	F0229	27.8	.....	..... GOAT RIVER .....	.....	5710	F2345	0354	1034	1805			
1147	F0242	36.3	.....	..... LOOS .....	.....	2540	F2332	0339	1019	1750			
1202	0256	45.1	.....	..... URLING .....	.....	2490	2319	0324	1004	1735			
1217	<b>F0309</b>	51.9	.....	..... KIDD .....	.....	2490	F2307	<b>0309</b>	0949	1720			
.....	F0314	55.2 55.9	.....	..... DOME CREEK .....	Y P BN	.....	F2301	.....	.....	.....			
1226	F0320	57.7	.....	..... BEND .....	.....	5830	F2258	0250	0940	1711			
1238	0332	65.6	.....	..... GUILFORD .....	.....	2490	2247	0238	0928	1659			
1244	S0340	69.5	.....	..... PENNY .....	.....	2350	F2241	0232	0922	1653			
1253	0348	75.0	.....	..... LINDUP .....	.....	2350	2233	0223	0913	1644			
1300	F0355	79.4	.....	..... LONGWORTH .....	.....	5750	F2227	0216	0906	1637			
1312	F0408	87.4	.....	..... HUTTON .....	.....	2460	F2217	0204	0854	1625			
1320	0414	92.2	.....	..... DEWEY .....	.....	2430	2210	0156	0846	1617			
1332	F0426	100.2	.....	..... HANSARD .....	P	2500	F2200	0144	0834	1605			
.....	F0431	104.0	.....	..... UPPER FRASER .....	.....	.....	S2155	.....	.....	.....			
1347	F0441	108.8	.....	..... ALEZA LAKE .....	AK	5110	F2148	0129	0819	1550			
1359	0451	115.2	.....	..... NEULANDS .....	.....	2540	2138	0117	0807	1538			
1409	F0501	122.4	.....	..... GISCOME .....	P	2500	F2129	0107	0757	1527			
1416	F0508	127.0	.....	..... WILLOW RIVER .....	.....	2540	F2123	0100	0750	1520			
1429	F0521	136.3	.....	..... SHELLEY .....	.....	5740	F2111	0047	0737	1507			
1435	0527	140.7	.....	..... FOREMAN .....	.....	2610	2105	0041	0731	1501			
1445	S0550	146.1	↑ 143.0	..... PRINCE GEORGE CKPWYZ	GO	.....	2055	0030	0720	1450			
							Daily	Daily	Daily	Daily			
<b>833</b>	<b>9</b>						<b>10</b>	<b>846</b>	<b>720</b>	<b>850</b>			

**FRASER SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

**1.1 CLEARANCES**

**Prince George**—No. 10 will obtain clearance in Train Disptacher's Office.

**1.2 TRAIN REGISTER MODIFICATIONS**

**Prince George**—Nos. 9 and 10 will register on train register located in Train Dispatcher's Office.

**2 GENERAL FOOTNOTES**

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

**2.2 Train order** delivery device at Aleza Lake.

**2.3 All trains** lookout for fallen rocks between Mileages 20.5 to 21.0.

**2.4 Mileage 55.2**—Before using Wye, it must be known that brakes on all equipment being handled are in proper working order.

**2.5 Safety switch** point locks installed at siding west switch Hansard, siding west switch Giscome, east and west switches Willow River, Northwood Pulp and Timber Ltd. Mileage 136.0, siding east switch Shelley, east and west switches to BCR Interchange, west switch to lead G 050L and east switch to lead G 200L, Prince George Yard.

(Continued on Page 75)

## FRASER SUBDIVISION FOOTNOTES

2.6 **Prince George**—Warning device at switch G059 (PasPlaner) must be turned on before entering this track to alert employees of The Pas Lumber Company of impending switching operation. Warning device must be turned off upon leaving the spur.

Diesel units must not enter Interior Warehousing Ltd. building on tracks G067 and G068.

Track G049 in Work Equipment Complex may be used only when authorized by Supervisor of Work Equipment or delegate.

### 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	Freight
0.0 to 50.0		40	35
4.1 to 4.4		10	10
4.4 to 8.8		35	25
15.4 to 16.0		30	25
18.0 to 19.1		30	25
48.0 to 49.9		30	25
50.0 to 74.0		45	40
59.6 to 59.9		40	35
68.6 to 68.9		40	35
73.0 to 73.4		40	35
74.0 to 116.0		50	40
109.9 to 110.1		10	10
116.0 to 143.0		50	45
129.6 to 129.9		40	35
143.0 to 146.1		40	30

Passenger trains with 5000-5399 series diesel units must not exceed freight train speed.

5.2 Tracks and Spurs not otherwise covered . . . . . 10 10

Miles per Hour  
Passenger Freight

### CONDITIONAL SPEEDS

5.3	<b>Mileage 99.1</b> (Bridge)		
	Trains handling snow plows, flangers and spreaders in work service . . . . .	10	10
5.4	<b>Mileage 122.52</b> (Upper Fraser Road)		
	Westward movements proceeding at less than 10 miles per hour within 1650 feet of the crossing, until crossing occupied . . . . .	10	10
5.5	<b>Mileage 126.62</b> (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	<b>Mileage 145.3</b> (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
5.7	<b>Mileage 145.4</b> (London St.)		
	Approaching within 500 feet of crossing and until crossing occupied . . . . .	10	10

### 6 CONDITIONAL AND OTHER STOPS

6.1 Nos. 9 and 10 will stop on flag at Maurice Balcaen mileage 25.5, Crescent Spur mileage 33.7, Rock Pit mileage 47.0, Sinclair Mills mileage 90.7 and McGregor mileage 98.5.

### 7 PUBLIC CROSSINGS AT GRADE

7.1 **Mileage 145.3** (Highway 16)—Automatically protected. STOP sign erected on other than the main track governs eastward movements from such track over the crossing.

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

### 8 TUNNEL

8.1	<b>Mileage</b>	<b>Length</b>
	18.1 . . . . .	819 feet

### 9 SPURS AND OTHER TRACKS

Mileage	Capacity in feet	Points	
		Face	Back
9.1			
	Zeidler Forest Ind. Ltd. . . . .	2.7 1940	EastWest
	Spur . . . . .	5.4 320	West
	Spur . . . . .	6.9 720	East
	Spur . . . . .	16.6 950	East
	Sylva Lore Wood Products . . . . .	33.7 590	East
	Rock Pit . . . . .	47.0 8910	West
	Ballast Pit . . . . .	84.2 1110	West
	Northwood Pulp and Timber Ltd. . . . .	98.4 5040	East
	Northwood Pulp and Timber Ltd. . . . .	104.1 3650	EastWest
	Ballast Pit . . . . .	121.7 2250	East
	Rock Pit . . . . .	129.6 1450	East
	Northwood Pulp and Timber Ltd. . . . .	136.0 1940	East

WESTWARD TRAINS		Miles from Prince George	Yard Limits	NECHAKO SUBDIVISION			Office Signals	Siding Capacity in Feet	EASTWARD TRAINS			
FIRST CLASS	STATIONS			FIRST CLASS	FOURTH CLASS							
9 Passenger				10 Passenger	858 Freight	862 Freight			866 Freight			
Daily												
0630	0.0	↓ 2.2	..... PRINCE GEORGE CKPWYZ	GO	.....	S2030	1000	1310	2210			
0638	5.0	.....	..... OTWAY	.....	.....	2540	2019	0949	1258	2158		
0643	8.0	.....	..... MIWORTH	P	.....	2250	2014	0943	1252	2152		
0650	9.0	.....	..... CHILAKO	.....	.....	2610	2006	0934	1243	2143		
0658	14.0	.....	..... BEDNESTI	.....	.....	1880	1958	0925	1234	2134		
0708	20.2	.....	..... NICHOL	.....	.....	6120	1948	0913	1222	2122		
0714	28.0	.....	..... ISLE PIERRE	.....	.....	2460	1942	0907	1216	2116		
0722	32.4	.....	..... HUTCHISON	.....	.....	2460	1934	0857	1206	2106		
0729	38.7	.....	..... WEDGWOOD	.....	.....	2050	1927	0847	1156	2056		
0738	44.8	.....	..... FINMOORE	.....	.....	2460	1918	0837	1145	2045		
0746	50.1	.....	..... HULATT	.....	.....	6250	1910	0827	1135	2035		
0755	56.8	.....	..... SINKUT	.....	.....	2360	1901	0816	1124	2024		
S0806	63.2	.....	..... VANDERHOOF	PW	VN	2500	S1852	0806	1114	2014		
0815	69.4	.....	..... McCALL	.....	.....	2400	1841	0743	1103	2003		
F0823	76.2	.....	..... ENGEN	.....	.....	6030	F1833	0732	1052	1952		
0830	82.7	.....	..... MARTEN LAKE	.....	.....	2460	1826	0724	1044	1944		
F0839	87.9	.....	..... FORT FRASER	.....	.....	1440	F1818	0714	1034	1934		
0850	94.3	.....	..... ENCOMBE	.....	.....	2500	1808	0702	1022	1922		
0858	101.7	.....	..... FRASER LAKE	.....	.....	1800	.....	.....	.....	.....		
S0915	107.7	↑ 114.4	..... ENDAKO	KPWYZ	KO	5160	1750	0640	1000	1900		
	115.4						Daily	Daily	Daily	Daily		
							<b>10</b>	<b>858</b>	<b>862</b>	<b>866</b>		

NECHAKO SUBDIVISION FOOTNOTES ON PAGE 77

## 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.

### 2 GENERAL FOOTNOTES

2.1 **Otway**—Siding west switch equipped with safety switch point lock.

2.2 **Miworth**—Siding east switch equipped with safety switch point lock.

2.3 **Mileage 106.9**—All trains lookout for fallen rocks in this vicinity.

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

### 3 EQUIPMENT RESTRICTIONS

3.1 Units in series 4000-4017, 5000-5399 prohibited.

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

### 4 SPEEDS

4.1 Mileage			Miles per Hour	
			Passenger	Freight
0.0 to 2.0	Zone		40	40
2.0 to 115.4	Zone		50	40
9.6 to 10.0			30	25
12.5 to 13.6			35	30
23.0 to 23.6			30	25
46.8 to 49.0			30	25
53.4 to 53.8			35	30
57.5 to 59.2	On Curves		35	30
67.3 to 67.6			35	30
74.7 to 75.0			35	30
77.1 to 77.5			35	30
98.7 to 100.6	On Curves		35	30
106.8 to 107.1			35	30
4.2	Tracks and spurs not otherwise covered		10	10

### CONDITIONAL SPEEDS

Miles per Hour  
All Movements

- 4.3 **Mileage 1.05** (Cameron Street)  
Westward movements proceeding at 10 miles per hour or less within 1450 feet of crossing until crossing occupied . . . . . 10
- 4.4 **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
- 4.5 **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 AND OTHER STOPS

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

### 6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mileage 1.05** (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

- 7.1 **Plateau Mills Ltd.**  
**Mileage 84.3**—Capacity 6890 feet. Switch points face east and west.  
Cars and/or units must not be moved or switched underneath the permanent chip tower bin located on chip track NG38.

7.2	Mileage	Capacity in Feet	Points Face
Chinook Construction . . . . .	6.2	690	West
Gravel Pit . . . . .	7.9	5760	EastWest
Dupont of Canada Ltd. . . . .	16.1	180	West
Takla Forest Products Ltd. . . . .	29.9	650	West
Rock Spur . . . . .	37.6	1940	East
Gravel Pit . . . . .	42.5	2880	East
Nechako Lumber Ltd. . . . .	70.9	680	East
Bond Bros. Ltd. . . . .	72.4	950	East
Fraser Lake Sawmills Ltd. . . . .	93.9	2720	EastWest
Fraser Lake Sawmills Ltd. . . . .	103.3	4990	EastWest
Fraser Lake Sawmills Ltd. . . . .	107.6	2790	EastWest

WESTWARD TRAINS		Miles from Endako	Yard Limits	TELKWA SUBDIVISION			Office Signals	Siding Capacity in Feet	EASTWARD TRAINS			
FIRST CLASS	9 Passenger			STATIONS	FIRST CLASS	FOURTH CLASS						
						10 Passenger			720 Freight	876 Freight	878 Freight	
Daily												
0925	0.0	↓ 1.3	..... ENDAKO . . . KPWYZ	KO	5160	S1740	0440	1345	1915			
0934	6.2	.....	6.2 . . . . . SAVORY . . . . .	.....	2280	1720	0429	1331	1902			
0945	14.8	.....	8.6 . . . . . PRIESTLY . . . . .	.....	2130	1709	0417	1319	1850			
0952	20.8	.....	6.0 . . . . . SHERATON . . . . .	.....	2480	1702	0408	1310	1841			
1000	27.1	.....	6.3 . . . . . TINTAGEL . . . . .	.....	2460	1654	0359	1301	1832			
S1015	35.0	.....	7.9 . . . . . BURNS LAKE . . . PW	BK	2430	S1642	0345	1247	1818			
1022	40.3	.....	5.3 . . . . . DECKER LAKE . . . . .	.....	.....	1632	.....	.....	.....			
1028	45.3	.....	5.0 . . . . . PALLING . . . . .	.....	6010	1626	0330	1232	1803			
1035	51.3	.....	6.0 . . . . . ROSE LAKE . . . . .	.....	3040	1619	0320	1223	1754			
1045	58.9	.....	7.6 . . . . . FORESTDALE . . . . .	.....	2460	1609	0307	1210	1741			
1054	66.6	.....	7.7 . . . . . TOPLEY . . . . .	.....	6080	1600	0255	1158	1729			
1102	72.9	.....	6.3 . . . . . PEROW . . . . .	.....	2550	1552	0246	1147	1720			
1111	80.1	.....	7.2 . . . . . KNOCKHOLT . . . . .	.....	2290	1543	0236	1136	1710			
S1120	85.1	83.9) 86.0)	5.0 . . . . . HOUSTON . . . . . PZ	HU	2430	S1537	0229	1128	1703			
1123	87.5	.....	2.4 . . . . . DEREK . . . . .	.....	4650	1531	0225	1123	1700			
1128	88.4	.....	3.9 . . . . . BARRETT . . . . .	.....	6120	1526	0219	1110	1654			
1137	91.4	.....	7.4 . . . . . WALCOTT . . . . .	.....	2430	1517	0209	1100	1644			
1149	98.8	.....	8.3 . . . . . QUICK . . . . .	.....	2460	1505	0156	1046	1630			
1156	107.1	.....	5.7 . . . . . HUBERT . . . . .	.....	2540	1458	0146	1037	1622			
F1200	116.0	.....	3.2 . . . . . TELKWA . . . . .	.....	1010	F1452	0140	1031	1616			
1206	119.4	.....	3.4 . . . . . TATLOW . . . . .	.....	2390	1448	0130	1025	1610			
S1220	125.2	↑ 122.0	5.8 . . . . . SMITHERS . . . CKPWYZ	WA	4480	1440	0120	1015	1600			
						Daily	Daily	Daily	Daily			
	<b>9</b>					<b>10</b>	<b>720</b>	<b>876</b>	<b>878</b>			

TELKWA SUBDIVISION FOOTNOTES ON PAGE 79

## TELKWA SUBDIVISION FOOTNOTES

### 1 GENERAL FOOTNOTES

- 1.1 **Endako**—Siding is located between east and west switches.
- 1.2 **Houston**—Eastward one mile to yard limit sign (mileage 87.0) is located on north side of main track.
- 1.3 **Smithers**—Siding is located between Shop west lead and yard east lead. Siding switches designated by letter "S" stenciled on switch target.

### 2 EQUIPMENT RESTRICTIONS

- 2.1 Units in series 4000-4017, 5000-5399 prohibited.
- 2.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

### 3 SPEEDS

3.1 Mileage	Zone	Miles per Hour	
		Passenger	Freight
<b>0.0 to 125.2</b>		<b>50</b>	<b>40</b>
2.3 to 2.4 .....		10	10
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
* 66.5 to 66.9 .....		10	10
99.3 to 99.7 .....		45	..
102.1 to 104.1 .....		35	30
111.6 to 111.9 .....		40	35
119.7 to 120.0 .....		45	..

\* Advance speed restriction sign governing westward movements at the permanent slow order between mileages 66.5 and 66.9 is located to left of main track.

- 3.2 Tracks and spurs not otherwise covered      10      10

#### CONDITIONAL SPEEDS

- 3.3 **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      ..  
 Eastward movements proceeding at less than 10 miles per hour within 1400 feet of crossing and until crossing occupied .      10      10
- 3.4 **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
- 3.5 **Mileage 124.4** (Hudson's Bay Mountain Road)  
 Eastward movements approaching within 700 feet of crossing and until crossing occupied.....      20      20

### 4 PUBLIC CROSSINGS AT GRADE

- 4.1 **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.
- 4.2 **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.

### 5 SPURS AND OTHER TRACKS

- 5.1 **Houston Forest Products**  
**Mileage 88.07**—Capacity 11,400 feet. Switch points face west.  
 Maximum speed on spur lead — 15 miles per hour.

5.2	Mileage	Capacity in Feet	Points Face
Tibbetts (Babine Forest			
Prods.).....	22.0	6080	EastWest
J. T. Nicholson.....	34.2	500	East
Cigas Products Ltd. ....	36.5	770	West
Decker Lake Forest Products Ltd. ....	40.5	320	West
Decker Lake Forest Products Ltd. ....	45.5	2490	EastWest
Granisle Copper Ltd. ....	67.7	2070	EastWest
Noranda Mines.....	68.8	1220	EastWest
Railway Industrial Lead . . . . .	85.4	1490	East
Northwood Pulp Ltd.....	88.3	12920	West
Pacific Inland Resources Ltd.	115.8	1130	EastWest

WESTWARD TRAINS			BULKLEY SUBDIVISION				EASTWARD TRAINS			
FIRST CLASS	Miles from Smithers	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet	FOURTH CLASS				
						10 Passenger	882 Freight	886 Freight	720 Freight	
						9 Passenger	882	886	720	
Daily										
	1245	0.0	..... SMITHERS ..CKPWYZ	WA	4480	S1425	0925	1745	0105	
	1251	3.6	..... LAKE KATHLYN .....		2440	1405	0913	1736	0056	
	1259	9.1	..... EVELYN .....		2400	1357	0903	1726	0046	
	1307	15.5	..... DOUGHTY .....		2420	1349	0851	1714	0034	
	1316	21.9	..... MORICETOWN .....		6160	1339	0836	1659	0019	
	1331	27.3	..... SEATON .....		2490	1331	0825	1648	0008	
	1338	31.9	..... BEAMENT .....		2140	1323	0815	1638	2358	
	1349	39.4	..... BULKLEY CANYON .....		1300	1311	0803	1626	2346	
S1406	45.9		..... NEW HAZELTON.... PW	NA	2450	S1255	0748	1611	2331	
	1413	49.6	..... HAZELTON .....		1650	1245	0738	1601	2321	
	1425	56.7	..... CARNABY .....		5990	1233	0723	1546	2306	
F1432	62.0		..... SKEENA CROSSING .....			F1224				
	1436	63.8	..... NASH .....		2710	1219	0711	1534	2254	
	1444	68.4	..... ANDIMAU .....		3000	1210	0702	1525	2245	
S1454	73.0	72.0 73.9	..... KITWANGA .....	PZ KA	2380	S1202	0651	1516	2236	
F1504	80.6		..... WOODCOCK .....		2900	F1149	0639	1504	2224	
F1512	86.1		..... CEDARVALE .....		2530	F1142	0631	1446	2216	
F1523	94.5		..... RITCHIE .....		2750	F1130	0619	1434	2204	
F1532	100.9		..... DORREEN .....		2400	F1122	0609	1424	2154	
F1540	107.1		..... PACIFIC .....		5850	F1113	0600	1415	2145	
F1548	112.6		..... PITMAN .....		2130	F1106	0551	1406	2136	
F1558	119.3		..... USK .....		2500	F1057	0542	1357	2127	
1608	126.1		..... KITSELAS .....		2460	1048	0529	1344	2114	
S1630	131.9	130.0	..... TERRACE ..CKPWYZ	ON	4740	1040	0520	1335	2105	
						Daily	Daily	Daily	Daily	
	<b>9</b>					<b>10</b>	<b>882</b>	<b>886</b>	<b>720</b>	

BULKLEY SUBDIVISION FOOTNOTES ON PAGE 81

## BULKLEY SUBDIVISION FOOTNOTES

### 1 GENERAL FOOTNOTES

- 1.1 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.
- 1.2 **Smithers**—Siding is located between Shop west lead and yard east lead. Siding switches designated by letter "S" stencilled on switch target.
- 1.3 **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.
- 1.4 Main track switches between and including Hazelton and Kitselas equipped with safety switch point lock.
- 1.5 **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.

### 2 EQUIPMENT RESTRICTIONS

- 2.1 Units in series 4000-4017, 5000-5399 prohibited.
- 2.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

### 3 SPEEDS

3.1 Mileage	Zone	Miles per Hour	
		Passenger	Freight
0.0 to 36.0		45	35
27.9 to 29.2		40	..
30.8 to 31.4		35	25
36.0 to 55.3		40	30
40.0 to 45.5		25	25
50.4 to 50.6		25	25
51.3 to 52.9		30	25
55.3 to 73.0		45	35
62.0 to 63.4		30	25
65.5 to 66.7		25	25
69.8 to 70.7		40	30
* 73.0 to 129.7		50	45
75.2 to 75.4		45	35
79.2 to 79.6		..	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
129.7 to 131.9		45	35

\* Zone speed sign governing westward movements at mileage 73.0 located to left of main track.

3.2 Tracks and spurs not otherwise covered      10      10

### 4 CONDITIONAL AND OTHER STOPS

- 4.1 No. 9 will stop at Dorreen and Usk each Thursday to exchange royal mail.
- 4.2 No. 9 and No. 10 will stop on flag at mileage 125.7.

### 5 TUNNELS

5.1 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.

### 6 SPURS AND OTHER TRACKS

6.1	Mileage	Capacity in feet	Points Face
S. H. Forsyth, Imperial Oil Ltd.	46.3	450	East
Outfit Spur	46.5	270	East
Shell Canada Ltd.	46.6	360	West
CanCel Ltd.	46.8	2520	EastWest
Rim Forest Products Ltd.	51.4	2700	East
Skeena Crossing	61.9	630	EastWest
CanCel Ltd.	72.7	1620	EastWest
CanCel Ltd.	72.75	270	EastWest
CanCel Ltd.	72.8	450	West
Rock Pit Spur	110.1	2480	West

WESTWARD TRAINS			SKEENA SUBDIVISION				EASTWARD TRAINS		
FIRST CLASS	Miles from Terrace	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet	FIRST CLASS	FOURTH CLASS		
						10 Passenger	892 Freight	720 Freight	
						Daily			
1640	0.0	↓ 4.0	TERRACE . CKPWYZ	ON	4740	S1030	0740	1830	
1652	9.6		9.6 AMSBURY		2570	1010	0720	1810	
1703	17.7		8.1 SHAMES		2420	1001	0707	1756	
1712	24.6		6.9 EXSTEW		5330	0953	0656	1745	
1726	36.5		11.9 SALVUS		2460	0939	0638	1726	
F1740	48.2		11.7 KWINITSA	P KW	5740	F0925	0621	1700	
1756	61.8		13.6 SKEENA		1730	0909	0602	1641	
F1805	68.1		6.3 TYEE	W	2900	F0902	0553	1632	
F1810	71.1		3.0 HAYSPORT			F0858			
1820	78.3		7.2 SOCKEYE		5450	0848	0536	1615	
1828	83.9		5.6 PHELAN		1840	0839	0525	1604	
F1832	86.0	85.6	2.1 PORT EDWARD	Z		F0835			
	86.4	↑ 88.1	0.4 WATSON ISLAND	Z	1450				
1839	89.2	↓ 91.0	2.8 KAIEN		2170	0825	0512	1551	
S1850	94.6	↑	5.4 PRINCE RUPERT CKPWYZ	GS		0815	0500	1540	
			Main track Skeena Sub. ends at Mileage 94.4			Daily	Daily	Daily	
9			Rule 105 applies between Mileages 94.4 and 94.6			10	892	720	

**SKEENA SUBDIVISION FOOTNOTES**

**1 GENERAL FOOTNOTES**

- 1.1 **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.
- 1.2 **Train Order Delivery Device**—at Kwinitsa.
- 1.3 **Safety Switch Point Locks**—installed on west switch to Pohle Lbr. Chip Spur mileage 1.1, west switch to Skeena Forest Products Chip Spur mileage 2.15 and main track switches between and including Twin River Timber Ltd. Spur mileage 3.15 and Nelson Bros. Fisheries Spur mileage 86.04.
- 1.4 **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.

- 1.5 **Canadian Cellulose Co Ltd. Yard**, mileage 86.4—Keep sharp lookout for drainage ditches at various locations in this area.
- 1.6 **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.  
When passenger equipment is being serviced in front of station Prince Rupert, both switches of crossover in front of station building will be lined and locked for crossover movements. After servicing is completed, crossover switches will be lined and locked in normal position.

**2 EQUIPMENT RESTRICTIONS**

- 2.1 Units in series 4000-4017, 5000-5399 prohibited.
- 2.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- 2.3 Engines must not be operated over log track trestle at Watson Island.

### SKEENA SUBDIVISION FOOTNOTES

<b>3.0</b>		<b>SPEEDS</b>			
				Miles per Hour	
3.1	<b>Mileage</b>			Passenger	Freight
	0.0 to 1.0	<b>Zone</b>		<b>45</b>	<b>35</b>
	1.0 to 46.1	<b>Zone</b>		<b>55</b>	<b>45</b>
	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	<b>Zone</b>		<b>50</b>	<b>40</b>
	52.6 to 85.6	<b>Zone</b>		<b>55</b>	<b>45</b>
*	65.0 to 65.2			50	40
*	67.0 to 67.2			50	40
	71.0 to 72.4			45	35
	76.7 to 77.2			40	35
	85.6 to 86.2	<b>Zone</b>		<b>35</b>	<b>30</b>
	86.2 to 87.8	<b>Zone</b>		<b>20</b>	<b>20</b>
	87.8 to 91.5	<b>Zone</b>		<b>45</b>	<b>40</b>
	91.5 to 94.6	<b>Zone</b>		<b>30</b>	<b>25</b>

3.2 Tracks and spurs not otherwise covered 10 10

\* **SIGNS LOCATED TO LEFT OF MAIN TRACK AS FOLLOWS:**  
 Governing westward movements: 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.

**CONDITIONAL SPEEDS**

				Miles per Hour	
				Passenger	Freight
3.3	<b>Mileage 1.15</b> (Kenny Street)				
	Westward movements proceeding at 10 miles per hour or less within 1850 feet of crossing until crossing occupied . . . . .			10	10
3.4	<b>Mileage 92.9</b> (Ferry Access)				
	Eastward movements over crossing from Ferry Slip Lead, until crossing occupied . . . . .			15	15

**4**      **CONDITIONAL AND OTHER STOPS**

4.1 No. 9 and No. 10 will stop on flag at Cassiar, mileage 79.6.

**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.
- 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.

**6**      **TUNNEL**

6.1 **Mileage 39.9** . . . . . 400 ft.

**7**      **SPURS AND OTHER TRACKS**

7.1			Capacity	Points
		Mileage	in feet	Face
	Outfit Spur . . . . .	32.2	180	East
	Canadian Fishing Co. . . . .	81.9	220	West
	Nelson Bros. Fisheries Ltd. . . . .	86.0	590	EastWest
	Canadian Cellulose Co. Ltd. . . . .	86.4	YARD	EastWest
	Hooker Chemicals Ltd. . . . .	87.1	540	West


7.2 **Seal Cove Branch**—Extends from Mileage 94.6 Skeena Sub.

**PUBLIC CROSSING AT GRADE**

**Mileage 0.54 (Cow Bay Road).** Automatically protected. Stop signs located at crossing. Movements must not obstruct crossing until protection has been in operation for at least 20 seconds.

**8**      **RADIO SYSTEMS**

8.1 Communication on Skeena Sub., is by means of radio only.

NORTHWARD TRAINS		KITIMAT SUBDIVISION				SOUTHWARD TRAINS		
	Miles from Terrace	Yard Limits	STATIONS		Office Signals	Siding Capacity in Feet	FOURTH CLASS	
	38.5	↓ 37.7	..... KITIMAT ..... RWYZ		.....	.....	0900	896 Freight
	32.1		..... WEDEENE .....		.....	.....	.....	
	21.5	.....	..... DUBOSE .....		.....	1200	0750	
	13.4	.....	..... LAKELSE .....		.....	.....	.....	
	7.5	.....	..... THUNDERBIRD .....		.....	.....	.....	
0.0	↑ 2.2	..... TERRACE ... CKWYZ		ON	.....	0600		
Rules 41 and 44 applicable							Daily	896

### KITIMAT SUBDIVISION FOOTNOTES

**1 RULE MODIFICATIONS**

1.1 **SPECIAL INSTRUCTIONS**  
**System 1.2**— Applies on entire subdivision.

**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 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, 5000-5399, 5500-5610 prohibited.
- 3.2 Trains are restricted to a 3-unit operation.
- 3.3 Heaviest car permitted— 220,000 lbs. gross.

**4 SPEEDS**

- |   |                |
|---|----------------|
|   | Miles per Hour |
| 4.1 <b>Mileage</b>                        | All Movements  |
| <b>0.0 to 38.5</b>                        | <b>Zone 15</b> |
| 4.2 Over bridges mileage 0.8 and 6.6..... | 10             |
| 4.3 Sidings and Other tracks .....        | 10             |

**CONDITIONAL SPEEDS**

- |   |                |
|---|----------------|
|   | Miles per Hour |
|   | All Movements  |
| 4.4 <b>Kitimat (Alcan Highway)</b>                            |                |
| Approaching within 500 feet and until crossing occupied ..... | 5              |

**5 SPURS AND OTHER TRACKS**

	Mileage	Capacity in Feet	Points Face
5.1 Spur.....	5.1	720	North South
B.C. Hydro Spur .....	7.2	720	North
Lakelse Spur.....	13.4	1100	South

**6 RADIO SYSTEMS**

- 6.1 Communication on Kitimat Sub. is by means of radio only.

## EQUATED TONNAGE RATINGS

Note— See General Operating 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.

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 2000-2399, 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%. Series 5000-5399 units may be operated with one pair of traction motors cut out: reduce rating by one-third.

**EQUATED TONNAGE RATINGS**

**Note: See General Operating Instructions (Form 696)**

WESTWARD OR NORTHWARD						Between Station — Station	EASTWARD OR SOUTHWARD					
Single Unit Ratings							Single Unit Ratings					
Car Factor	1000-1076	1204-1397 1504-1508 1900-1917	4108-4353 4400-4601 9150-9199	4000-4017 5500-5610 9400-9699	5000-5399		5000-5399	4000-4017 5500-5610 9400-9699	4108-4353 4400-4601 9150-9199	1204-1397 1504-1508 1900-1917	1000-1076	Car Factor
10	2300	3150	3450	4500	5850	<b>WAINWRIGHT SUBDIVISION</b> Biggar and Calder	7050	5450	4150	3800	2800	12
5 5	1200 1200	.....	.....	.....	.....	<b>DODSLAND SUBDIVISION</b> Biggar and Ruthilda Ruthilda and Dewar Lake	.....	.....	.....	.....	1700 1200	8 5
8	1700	.....	.....	.....	.....	<b>PORTER SUBDIVISION</b> Oban Jct. and Cando	.....	.....	.....	.....	2200	10
12	2800	.....	.....	.....	.....	<b>BODO SUBDIVISION</b> Unity and Bodo	.....	.....	.....	.....	2800	12
12	2800	.....	.....	.....	.....	<b>DEMAY SUBDIVISION</b> Camrose Jct. and Ryley	.....	.....	.....	.....	1950	9
7 10 10	1500 2200 2200	2100 3000 3000	2300 3300 3300	3000 4300 4300	3900 5550 5550	<b>BLACKFOOT-VEGREVILLE SUBDIVISIONS</b> North Battleford and Highgate Highgate and Vermilion Vermilion and Calder	5550 5550 5550	4300 4300 4300	3300 3300 3300	3000 3000 3000	2200 2200 2200	10 10 10
15	3500	4750	.....	.....	.....	<b>BATTLEFORD SUBDIVISION</b> Battleford Jct. and Battleford	.....	.....	.....	3800	2800	12
7 5 6 6 8	1500 1200 1350 1400 1700	2050 1650 1900 1950 2350	2250 1850 2050 2100 2550	.....	.....	<b>BONNYVILLE-CORONADO SUBDIVISIONS</b> Grand Centre and Bonnyville Bonnyville and Abilene Jct. Heinsburg and Abilene Jct. Abilene Jct. and Redwater Redwater and St. Paul Jct.	.....	.....	2400 1700 1850 1850 2550	2150 1550 1650 1650 2350	1600 1100 1200 1200 1700	7 5 5 5 8
10 15	2300 3500	3150 4750	.....	.....	.....	<b>ATHABASCA SUBDIVISION</b> N.A.R. Jct. and Morinville Morinville and Athabasca	.....	.....	.....	3800 3000	2800 2200	12 10

**EQUATED TONNAGE RATINGS**

**Note: See General Operating Instructions (Form 696)**

WESTWARD OR NORTHWARD						Between Station — Station	EASTWARD OR SOUTHWARD					
Single Unit Ratings							Single Unit Ratings					
Car Factor	1000-1076	1204-1397 1504-1508 1900-1917	4108-4353 4400-4601 9150-9199	4000-4017 5500-5610 9400-9699	5000-5399		5000-5399	4000-4017 5500-5610 9400-9699	4108-4353 4400-4601 9150-9199	1204-1397 1504-1508 1900-1917	1000-1076	Car Factor
11	2600	3500	3850	5000	6500	<b>EDSON SUBDIVISION</b> Calder and Jasper	6750	5200	4000	3650	2700	12
10 5 7	2200 1100 1600	3000 1550 2150	3300 1700 2400	4300 2250 3100	5550 2900 4050	<b>SANGUDO SUBDIVISION</b> Calder and Whitecourt Whitecourt and Pass Creek Pass Creek and Kaybob	5550 5550 3130	4300 4300 2430	3300 3300 1850	3000 3000 1670	2200 2200 1230	10 10 5
3 3 2	650 550 450	950 750 650	1050 850 750	1400 1150 1000	1800 1450 1250	<b>FOOTHILLS-MOUNTAIN PARK SUBDIVISIONS</b> Bickerdike and Coalspur Coalspur and Foothills Coalspur and Cadomin	5000 4360 2850	3850 3380 2210	2950 2590 1650	2650 2340 1520	1950 1730 1120	9 7 5
4 4 15 4 5	..... ..... ..... ..... .....	1050 1050 4750 1100 1670	1150 1150 5200 1200 1850	1550 1550 6800 1600 2430	2000 2000 8800 2050 3130	<b>GRANDE CACHE SUBDIVISION</b> Swan Landing and Hanlon Hanlon and Mileage 60 Mileage 60 and Winniandy Winniandy and Latornell Latornell and Grande Prairie	8800 3130 3130 7050 3130	6800 2430 2430 5450 2430	5200 1850 1850 4150 1850	4750 1670 1670 3800 1670	..... ..... ..... ..... .....	15 5 5 12 5
9 12 15 9 8 15 11 10 15 9 15	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	2650 3800 4750 2650 2650 4750 3500 3150 4750 2650 4750	2950 4150 5200 2950 2900 5200 3850 3450 5200 2950 5200	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	<b>MANNING-MEANDER RIVER- PINE POINT SUBS.</b> Roma Jct. and Leddy Leddy and Dixonville Dixonville and Manning Manning and Hawk hills Hawk hills 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	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	5200 3450 2950 3600 2950 2900 4750 2950 2850 2950 4150	4750 3150 2650 3250 2650 2650 4300 2650 2550 2650 3800	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	15 10 9 10 9 8 14 9 8 9 12

Time Table No. 10 — June 8th, 1980

## EQUATED TONNAGE RATINGS

Note: See General Operating Instructions (Form 696)

WESTWARD OR NORTHWARD						Between Station — Station	EASTWARD OR SOUTHWARD					
Single Unit Ratings							Single Unit Ratings					
Car Factor	1000-1076	1204-1397 1504-1508 1900-1917	4108-4353 4400-4601 9150-9199	4000-4017 5500-5610 9400-9699	5000-5399		5000-5399	4000-4017 5500-5610 9400-9699	4108-4353 4400-4601 9150-9199	1204-1397 1504-1508 1900-1917	1000-1076	Car Factor
<b>OYEN-DRUMHELLER SUBDIVISIONS</b>												
10	2300	3150	3450	4500	5850	Kindersley and Hanna	5850	4500	3450	3150	2300	10
10	2300	3150	3450	4500	5850	Hanna and Munson	4650	3600	2750	2500	1850	8
10	2300	3150	3450	4500	5850	Munson and Drumheller	2400	1850	1400	1300	900	4
7	1700	2300	2550	3300	4300	Drumheller and Sarcee Yard	7050	5450	4150	3800	2800	12
<b>MANTARIO SUBDIVISION</b>												
10	2150	2920	3270	.....	.....	Glidden and Mantario Jct.	.....	.....	3500	3150	2300	10
<b>ACADIA VALLEY SUBDIVISION</b>												
7	1600	2200	.....	.....	.....	Eyre and Acadia Valley	.....	.....	.....	2350	1730	8
<b>SHEERNESS SUBDIVISION</b>												
7	1600	2200	2400	3150	.....	Cessford and Sheerness	.....	3850	2950	2650	1950	9
12	2800	3800	4150	5450	.....	Sheerness and Batter Jct.	.....	3850	2950	2650	1950	9
<b>ENDIANG SUBDIVISION</b>												
10	2300	3150	.....	.....	.....	Endiang Jct. and Endiang	.....	.....	.....	3800	2800	12
12	2800	3800	.....	.....	.....	Endiang and Byemoor	.....	.....	.....	3800	2800	12
<b>STETTLER SUBDIVISION</b>												
8	1700	2350	.....	.....	.....	Dinosaur and Warden	.....	.....	.....	2350	1700	8
7	1600	2200	.....	.....	.....	Warden and Ferlow Jct.	.....	.....	.....	2000	1450	7
<b>C.P. RLY. LANGDON SUB.</b>												
12	2800	3800	4150	5450	.....	Rosedale and East Coulee	.....	4500	3450	3150	2300	10
<b>THREE HILLS SUBDIVISION</b>												
7	1600	2150	2400	3100	4050	Sarcee Yard and Elnora	4050	3100	2400	2150	1600	7
7	1700	2300	2550	3300	4300	Elnora and Alix Jct.	4050	3100	2400	2150	1600	7
9	1950	2650	2950	3850	5000	Alix Jct. and Mirror	5000	3850	2950	2650	1950	9
<b>BRAZEAU SUBDIVISION</b>												
7	1600	2200	2400	3150	4050	Alix Jct. and Red Deer Jct.	5850	4500	3450	3150	2300	10
7	1600	2200	2400	3150	4050	Red Deer Jct. and Ullin Jct.	4900	3800	2900	2650	1950	8
5	1000	1400	.....	.....	.....	Ullin Jct. and Brazeau	.....	.....	.....	2650	1950	8
<b>RAM RIVER SUBDIVISION</b>												
8	1950	2650	2900	3800	4900	Ram River and Ullin Jct.	1750	1350	1050	950	650	3
<b>CAMROSE SUBDIVISION</b>												
7	1650	2250	2500	3250	4250	Mirror and Camrose	4050	3150	2400	2200	1600	7
9	1950	2650	2950	3850	5000	Camrose and Bretville Jct.	4350	3350	2550	2350	1700	8
<b>ALLIANCE SUBDIVISION</b>												
10	2300	3150	.....	.....	.....	Alliance and Alliance Jct.	.....	.....	.....	3150	2300	10

**EQUATED TONNAGE RATINGS**

**Note: See General Operating Instructions (Form 696)**

WESTWARD OR NORTHWARD						Between Station — Station	EASTWARD OR SOUTHWARD					
Single Unit Ratings							Single Unit Ratings					
Car Factor	1000-1076	1204-1397 1504-1508 1900-1917	4108-4353 4400-4601 9150-9199	4000-4017 5500-5610 9400-9699	5000-5399		5000-5399	4000-4017 5500-5610 9400-9699	4108-4353 4400-4601 9150-9199	1204-1397 1504-1508 1900-1917	1000-1076	Car Factor
						<b>ALBRED-A-CLEARWATER SUBS.</b>						
10	.....	3250	3600	4650	6050	Jasper and Redpass Jct.	7050	5450	4150	3800	.....	12
11	.....	3500	3850	5000	6500	Redpass Jct. and Albreda	4200	3250	2450	2250	.....	7
15	.....	4750	5200	6800	8800	Albreda and Blue River	4200	3250	2450	2250	.....	7
15	.....	4750	5200	6800	8800	Blue River and Birch Island	6050	4650	3600	3250	.....	10
15	.....	4750	5200	6800	8800	Birch Island and Kamloops	7050	5450	4150	3800	.....	12
						<b>ASHCROFT-YALE SUBS.</b>						
12	.....	3800	4150	5450	7000	Kamloops and Savona	7000	5450	4150	3800	.....	12
15	.....	4750	5200	6800	8800	Savona and Thornton Yard	7000	5450	4150	3800	.....	12
						<b>OKANAGAN-LUMBY SUBS.</b>						
5	1150	1550	1700	2250	.....	Kelowna and Vernon	.....	2250	1700	1550	1100	5
4	850	1150	1300	1700	.....	Lumby and Lumby Jct.	.....	1200	900	800	550	3
5	1050	1500	1650	2150	.....	Vernon and Armstrong	.....	1850	1400	1300	900	4
4	900	1300	1400	1850	.....	Armstrong and Monte Lake	.....	3350	2550	2350	1700	8
15	3500	4750	5200	6800	.....	Monte Lake and Can.Pac.Jct.	.....	1150	850	750	550	3
12	2800	3800	4150	5450	.....	Can.Pac.Jct. and Kamloops	.....	6800	5200	4750	3500	15
						<b>TETE JAUNE-FRASER-NECHAKO-TELKWA-BULKLEY-SKEENA SUBS.</b>						
12	.....	3650	4000	5200	6750	Redpass Jct. and Tete Jaune	3130	2430	1850	1670	.....	5
12	.....	3650	4000	5200	6750	Tete Jaune and McBride	7050	5450	4150	3800	.....	12
12	.....	3800	4150	5450	7050	McBride and Prince George	7050	5450	4150	3800	.....	12
12	.....	3800	4150	5450	.....	Prince George and Terrace	.....	5450	4150	3800	.....	12
15	.....	4750	5200	6800	.....	Terrace and Prince Rupert	.....	6150	4750	4300	.....	14
						<b>KITIMAT SUB.</b>						
4	.....	1050	1150	1500	.....	Kitimat and Dubose	.....	6800	5200	4750	.....	15
4	.....	1050	1200	1600	.....	Dubose and Terrace	.....	1500	1150	1050	.....	4
						<b>GREATER VANCOUVER TERMINALS</b>						
7	1690	2290	2530	2820	4265	Thornton Yard and Vancouver	2865	1900	1700	1530	1120	5
7	1690	2290	2530	2820	4265	Thornton Yard and Lynn Creek	4110	2720	2440	2200	1620	7

Time Table No. 10 — June 8th, 1980

**LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED  
BY "TELL-TALES" OR RESTRICTED CLEARANCE SIGNS**

**NOTE— See General Operating Instructions (Form 696)**

	Location	Obstruction	Side of Track
Alliance Sub. . . . .	Forestburg . . . . . Forestburg Collieries Ltd. Track 5 . . . . .	Loading Ramp . . . . .	West
Brazeau Sub. . . . .	Brazeau . . . . . Brazeau Collieries Track 1 . . . . .	Tipple . . . . .	South
	" . . . . . " " Track 2 . . . . .	Tipple . . . . .	Both
	" . . . . . " " Track 3 . . . . .	Tipple . . . . .	Both
Drumheller Sub. . . . .	Rosedale . . . . . Subway Coal Co. Storage Track . . . . .	Ramp . . . . .	North
	" . . . . . " " " Storage Track . . . . .	Tipple . . . . .	North
Edson Sub. . . . .	Edmonton . . . . . Freight Shed Track 5 . . . . .	Ramp . . . . .	North
	" . . . . . " " Track 6 . . . . .	Ramp . . . . .	South
" . . . . .	Spruce Grove . . . . . Industrial Track . . . . .	Shed . . . . .	South
	" . . . . . Platform Track . . . . .	Shed . . . . .	South
" . . . . .	Wabamun . . . . . Building Products of Canada . . . . .	Wood Piles . . . . .	Both
" . . . . .	Hinton . . . . . St. Regis (Alberta) Ltd. Track 4 . . . . .	Shed Doors . . . . .	Both
	" . . . . . " " " " Track 6 . . . . .	Shed and Stand Pipe . . . . .	Both
	" . . . . . " " " " Track 7 . . . . .	Stand Pipe . . . . .	North
Grande Cache Sub. . . . .	Winniandy . . . . . McIntyre Coal Loading Track . . . . .	Platform . . . . .	West
Manning Sub. . . . .	Manning . . . . . Industrial Track . . . . .	Loading Ramp . . . . .	West
" . . . . .	High Level . . . . . Industrial Track . . . . .	All Shed platforms between . . . . .	West
		and including Baroid	
		of Canada Ltd. and	
		Beaver Lbr. Co.	
	" . . . . . Team Track No. 2 . . . . .	Loading Ramp . . . . .	West
	" . . . . . Swanson Lbr. Co. Ltd. . . . .	Loading Ramp . . . . .	South
	" . . . . . Consolidated Hydro-Carbons Ltd. . . . .	Gateposts . . . . .	Both
Meander River Sub. . . . .	Enterprize . . . . . Team Track . . . . .	Loading Ramp . . . . .	West
	" . . . . . " " . . . . .	Dirk Vos Shed platform . . . . .	West
" . . . . .	Hay River . . . . . Team Track No. 1 . . . . .	Loading Ramp . . . . .	East
	" . . . . . Consolidated Hydro-Carbons Ltd. . . . .	Gatepost and Retaining . . . . .	East
		Wall	
	" . . . . . Pacific Petroleums Ltd. . . . .	Gatepost and Fence . . . . .	West
	" . . . . . Gulf Oil Spur . . . . .	Stand Pipes and Hoses . . . . .	East
	" . . . . . Northern Transportation Co. Ltd. (Shed Spur) . . . . .	Shed . . . . .	East
	" . . . . . " " " " (Ramp Spur) . . . . .	Side Ramp . . . . .	West
	" . . . . . " " " " (Ramp Spur) . . . . .	Shed . . . . .	East
Mountain Park Sub. . . . .	Cadomin . . . . . Inland Cement Co. Ltd. . . . .	New Tipple . . . . .	Overhead
Pine Point Sub. . . . .	Pine Point . . . . . Ramp Track . . . . .	Loading Ramp . . . . .	South
" . . . . .	Pine Point Mines . . . . . Main track, Mileage 52.9 . . . . .	Concentrate loading ramp . . . . .	South
	" . . . . . Fertilizer Spur . . . . .	Conveyors . . . . .	South
	" . . . . . Diesel Spur . . . . .	Stand Pipes . . . . .	South
	" . . . . . Butane Spur . . . . .	Stand Pipes . . . . .	South
	" . . . . . Track No. 1 — Oil Shed . . . . .	Unloading Dock . . . . .	West
	" . . . . . " " " — Warehouse . . . . .	Unloading Dock . . . . .	West
	" . . . . . Track No. 2 — Lime unloading station . . . . .	Pipe . . . . .	East
	" . . . . . " " " — Concentrator Doors 43, 44 . . . . .		
	" . . . . . " " " — Grinding Bay . . . . .	Platform . . . . .	East
	" . . . . . Zinc tail track . . . . .	Door Frames . . . . .	Both
		Old loading ramp . . . . .	South
Sangudo Sub. . . . .	Windfall . . . . . Texasgulf Inc. Spur . . . . .	Stairs and building . . . . .	Both
Three Hills Sub. . . . .	Hubalta . . . . . Western Rolling Mills, Mileage 124.2 . . . . .	Overhead Crane . . . . .	Overhead

**LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY  
"TELL-TALES" OR RESTRICTED CLEARANCE SIGNS**

**NOTE— See General Operating Instructions (Form 696)**

		Location	Obstruction	Side of Track
Albreda Sub. ....	Blue River .....	Oil Tank track .....	Tank .....	South
Ashcroft Sub. ....	Kamloops. ....	Gulf Oil. Canada Ltd. Track N-20 .....	Buildings and Ramp .....	North
" .....	Boston Bar. ....	Ice House Track .....	Platform .....	South
Bulkley Sub. ....	Kitwanga .....	CanCel Ltd. Mileage 72.75 .....	Platform .....	North
Clearwater Sub. ....	Vavenby. ....	Weyerhaeuser Can. Ltd. Mileage 55.2. ....	Banding Machine .....	Both
" .....	Rayleigh. ....	Balco Forest Products Mileage 130.11. ....	Platform .....	South
" .....	Kamloops. ....	Coal Track .....	Sandhouse .....	North
	" .....	Repair Track 10. ....	Platform .....	South
	" .....	Stores Track .....	Platform .....	North
	" .....	Scale Track .....	Scale .....	North
	" .....	High Line Track 5 .....	Ramp .....	North
	" .....	Shed Track .....	Freight Shed .....	West
Fraser Sub. ....	Prince George ..	Freight Shed track .....	Freight Shed .....	South
Okanagan Sub. ....	Rutland .....	Spur Mileage 114.5 .....	Fence Post and Platform .....	East
" .....	Kelowna. ....	Industrial Track .....	Can. Cannery .....	East
	" .....	Dom. Cannery .....	Platform .....	East
	" .....	Interchange Track .....	Dom. Cannery Spur .....	East
	" .....	Imperial Oil Spur. ....	Rowcliffe Cannery .....	East
	" .....	Wharf Spur .....	Dock Office .....	West
	" .....	Slip Tracks .....	Towers .....	Both
	" .....	Interchange Tracks .....	Guy Wire .....	East
Skeena Sub. ....	Prince Rupert ..	Repair Tracks 1 and 2. ....	Post .....	Between Tracks
	" .....	Seal Cove Line Mileage 2.0. ....	Building .....	South
	" .....	" " " Mileage 2.4. ....	Platform .....	South
Yale Sub. ....	Fort Langley ..	Spur Mileage 103.1 .....	Platform .....	South
" .....	Westlang .....	Spur Mileage 108.5 .....	Platform .....	North
" .....	Thornton Yard ..	South Stores Track .....	Platform .....	Both
	" .....	North Stores Track .....	Platform .....	South
" .....	Vancouver .....	Coach Yard Tracks C3 and C5 .....	Trainshed Roof .....	South
	" .....	" " Tracks C4 and C6 .....	Trainshed Roof .....	North
	" .....	" " Track C11 .....	Washing Machine .....	Overhead and Both
	" .....	" " Tracks C12 and C13 .....	Platform and Canopy .....	South
	" .....	" " Tracks C16, C17 and C18 .....	Shelter .....	Both
	" .....	" " Tracks C25 and C27 .....	Platforms and Bldgs. ....	South
	" .....	Main Yard Track M10 .....	Shed .....	North
	" .....	" " Track M13 .....	Platform .....	South
	" .....	" " Track M17 .....	Platform .....	North
	" .....	" " Track M19 .....	Scale House .....	South
	" .....	Waterfront Yard Track W14 (East end) .....	Switch .....	South
	" .....	" " Track W15 (East end) .....	Switch .....	North
	" .....	" " Track W36 and W37 .....	Crane .....	Both
	" .....	" " Track W40 and W41 .....	Crane .....	Both

## RADIO DIRECTORY

These Instructions supplement SECTION 3.0 of General Operating Instructions (Form 696)

	RADIO CHANNELS								
	Lens	1	2	3	4	5	6	7	8
<b>ROAD MOBILE RADIOS</b>									
Mainline Engines and Railiners	(4 Ch)	○	X	X	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	X				
Track Mtce. Portables	(2 Ch)	○			X				
Track Mtce. Portables	(4 Ch)	○	X	X	X				
<b>BASE STATION CONTROL</b>									
Biggar Operator		X			○				
Dispatcher WAINWRIGHT EAST SUB.		X	②			(See Note Below)			
Wainwright Operator		X			○				
Dispatcher WAINWRIGHT WEST SUB.		X	②						
North Edmonton Operator		X			○				
Calder Switch Tender, Yardmaster		X			○				
Edmonton City Yardmaster					○				
Edson Operator		○							
Dispatcher EDSON EAST SUB.		X	①						
Dispatcher EDSON WEST SUB.		X	②						
Hinton Operator		X			○				
Jasper Operator and Yardmaster		X			○				
Whitecourt Operator					○				②
Dispatcher SANGUDO SUB.		X							①
Leyland Operator				○					
Dispatcher FOOTHILLS and MTN. PK. SUBS.						(See Page 22)			
Fort Saskatchewan Operator		X			○				
Dispatcher VEGREVILLE SUB.		X		①					
Vegreville Operator		X			○				
Vermilion Operator		X			○				
Lloydminster Operator		X			○				
Dispatcher BLACKFOOT SUB.		X		①					
North Battleford Operator		X			○				
Camrose Operator		X			○				
Dispatcher CAMROSE SUB.		X		②					
Mirror Operator		X			○		○		
Red Deer Operator		X			○			X	
Dispatcher THREE HILLS SUB.		X		①					
Dispatcher BRAZEAU and RAM RIVER SUBS.							②	②	
Otway Operator							○		
Sarcee Yard Operator		○			X				
Drumheller Operator		○			X				
Dispatcher DRUMHELLER SUB.		X		②					
Hanna Operator		○			X				
Dispatcher OYEN SUB.		X		②					
Kindersley Operator		○			X				
Winniandy Operator					X		○		
Grande Prairie Operator					X			○	
Dispatcher GRANDE CACHE SUB.							②	②	
Dispatcher ROMA JCT.							②	②	
Roma Jct. Yard		X			X		①		
High Level Operator								①	
Hay River Operator					X			①	
Pine Point Mine							①		

### 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

- (1) Select on the chart the party you desire to call.
- (2) Determine his standby channel (i.e. ○).
- (3) Select his standby channel on your radio.
- (4) If his standby channel does not show a tone number (i.e. ○) voice call.
- (5) 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.
- (6) 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 handi-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 1 is the standby channel only when radio-equipped track units are operating on-track or under train order protection provided by Examples (2), (3), and (4) of Form Y.

**NOTE:** To call Wainwright East Sub. dispatcher from between Mileages 0.0 and 28.0 use Channel 2 tone 1; between Mileages 28.0 and 140.1 use Channel 2 tone 2.

# RADIO DIRECTORY

These Instructions supplement SECTION 3.0 of General Operating Instructions (Form 696)

ROAD MOBILE RADIOS	Lens	RADIO CHANNELS							
		1	2	3	4	5	6	7	8
Mainline engines	(4 Ch)	○	X	X	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	X				
Track Mtce. Portables	(2 Ch)	○			X				
Track Mtce. Portables	(4 Ch)	○	X	X	X				
<b>BASE STATION CONTROL</b>									
Jasper Operator		X			○				
Jasper Yardmaster					○				
Redpass Jct. Operator		X			○				
Dispatcher <b>ALBREDA SUB.</b>		X	①						
Blue River Operator		X			○				
Dispatcher <b>CLEARWATER SUB.</b>		X	②						
Kamloops Operator		X			○				
Kamloops Yardmaster					○				
Dispatcher <b>ASHCROFT SUB.</b>		X	①						
Boston Bar Operator		X			○				
Chilliwack Operator		X			○				
Dispatcher <b>YALE SUB.</b>		X	②						
Thornton Yard Operator		○			X				
Thornton Yard Yardmaster					○				
Redpass Jct. Operator		X			○				
McBride Operator		X			○				
Dispatcher <b>TETE JAUNE SUB.</b>		X		②					
Dispatcher <b>FRASER SUB.</b>		X		②					
Prince George Operator and Yardmaster		X			○				
Vanderhoof Operator		X			○				
Dispatcher <b>NECHAKO SUB.</b>		X		②					
Dispatcher <b>TELKWA, BULKLEY</b>		X		①					
<b>SKEENA AND KITIMAT SUBS.</b>		X		①					
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			○				
Vernon Operator									
Dispatcher <b>OKANAGAN SUB.</b>									
Kelowna Operator					○				
<b>YARD ENGINE CREWS</b>									
	Lens	1	2	3	4	5	6	7	8
Kamloops	Yard 1				○	X			
	Yard 2				○				X
	Yard 3			X	○				
Prince George	Yard 1				○	X			
	Yard 2				○				X
	Yard 3		X		○				
Smithers			X		○				
	Terrace		X		○				
	Prince Rupert	Yard 1			○	X			
	Yard 2				○				X
	Yard 3		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

- (1) Select on the chart the party you desire to call.
- (2) Determine his standby channel (i.e. ○).
- (3) Select his standby channel on your radio.
- (4) If his standby channel does not show a tone number (i.e. ○) voice call.
- (5) 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.
- (6) 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 handi-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.

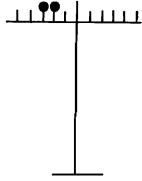
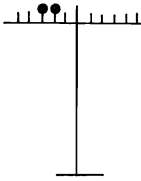
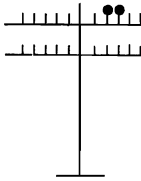
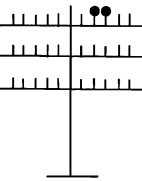
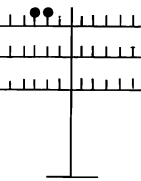
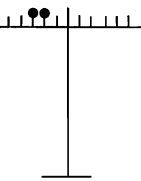
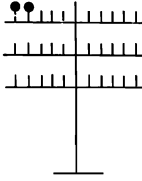
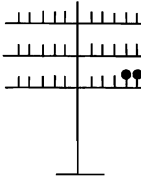
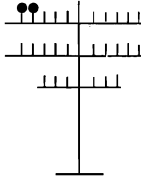
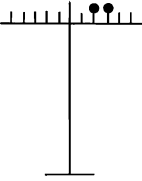
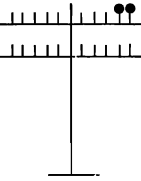
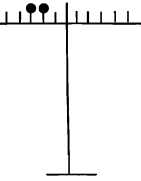
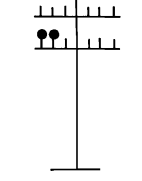
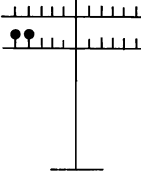
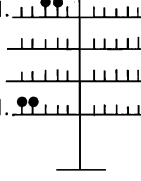
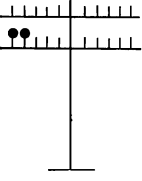
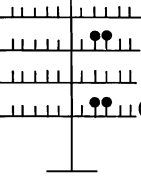
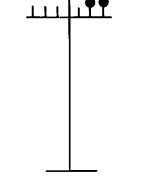

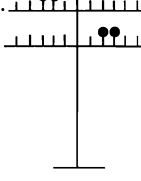
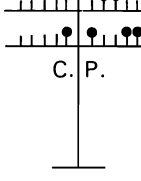
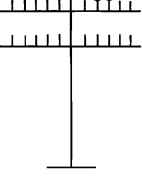
## MAINTENANCE OF WAY RADIOS

Channel 1 is the standby channel only when radio-equipped track units are operating on-track or under train order protection provided by Examples (2), (3), and (4) of Form Y.

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES

Face in Direction Named. Count Crossarms From the Top Down.

Train Phone Wires Marked •

 <p>LOOK WEST Biggar to East Jct.</p>	 <p>LOOK WEST North Battleford to North Edmonton</p>	 <p>LOOK SOUTH Bretville Jct. to Mileage 45.5</p>	 <p>LOOK SOUTH Mileage 45.5 to Camrose</p>	 <p>LOOK SOUTH Camrose to Mirror</p>	 <p>LOOK WEST Union Jct. to Whitecourt</p>
 <p>LOOK WEST West Jct. to Evansburg</p>	 <p>LOOK WEST Evansburg to Edson</p>	 <p>LOOK WEST Edson to Jasper</p>	 <p>LOOK EAST St. Paul Jct. to St. Paul and Abilene Jct. to Bonnyville</p>	 <p>LOOK EAST Bonnyville to Grand Centre</p>	 <p>LOOK SOUTH Mirror to Sarcee Yard</p>
 <p>LOOK WEST Mileage 44.0 to Mileage 66.0 Drumheller Sub.</p>	 <p>LOOK WEST Chilliwack to Fraser River Jct.</p>	 <p>B.N. C.N.</p> <p>LOOK WEST New Westminster to Vancouver</p>	 <p>LOOK SOUTH Kamloops to Mile 2.3 Okanagan Sub.</p>	 <p>C.P. C.N.</p> <p>LOOK SOUTH Mile 3.5 Okanagan Sub. to Campbell Creek</p>	 <p>LOOK SOUTH Mile 2.6 to Mile 3.5 and Mile 14.5 to Mile 70.8 Okanagan Sub.</p>
 <p>C.P. C.N.</p> <p>LOOK SOUTH Armstrong to Vernon</p>	 <p>C.N. C.P.</p> <p>LOOK SOUTH Vernon to Lumby Jct.</p>	 <p>LOOK SOUTH Lumby Jct. to Kelowna</p>	 <p>LOOK EAST Lumby Jct. to Lumby</p>		

In CTC territory, train dispatcher's telephones are located in close proximity to all dual control switches, electrically-locked switches and spring switches.

Between Jasper and Boston Bar, and between Redpass Jct. and Terrace, train dispatcher's circuit is located on a covered pair of wires. Access to this pair is by designated drops only. Drops have been installed at numerous locations and are marked by a white plastic strip near the top of the telephone pole.

On the Yale Sub., drops from train dispatcher's circuit are installed approximately every half-mile between mileages 0.2 and 39.5, at mileage 62.8 and at mileage 63.25.

## WATCH INSPECTORS

Location	Name	Location	Name
Biggar, Sask. . . . .	Operator	Prince George, B.C. . . . .	Operator
Blue River, B.C. . . . .	Blue River Watch Clinic	Prince Rupert, B.C. . . . .	Cook's Jewellers
Calgary, Alta. . . . .	Operator, Sarcee Yard	Roma Jct . . . . .	Wally
Drumheller, Alta. . . . .	Walter Brooke Wade Jewellery	Smithers, B.C. . . . .	The Watchmakers Shop
Edmonton. . . . .	Operators Edmonton and Calder	Smithers, B.C. . . . .	Carter's Jewellers Ltd
Edson, Alta. . . . .	Agent	Smithers, B.C. . . . .	Smithers Jewellery Ltd.
Grande Prairie, Alta. . . . .	Operator	Surrey, B.C. . . . .	Sawicki's Time Service 8362A - 120 Street (Scott Road)
Hanna, Alta. . . . .	Blair's Jewellery	Terrace, B.C. . . . .	H. Lehmann Jewellers Ltd.
Hay River, N.W.T. . . . .	Terminal Supervisor	Vancouver, B.C. . . . .	W. H. Grassie 566 Seymour Street
High Level, Alta. . . . .	Yard Agent	Vancouver, B.C. . . . .	Fredrick Jewellers 521 Seymour Street
Jasper, Alta . . . . .	Helen's Gems	Vancouver, B.C. . . . .	Millers Credit Jewelers Ltd. 47 West Hastings Street
Kamloops, B.C. . . . .	Wilson's Jewellery and Watch Repairs 367 Victoria Street	Vancouver, B.C. . . . .	Polney's Jewellers 1163 Commercial Drive
Kamloops, B.C. . . . .	Webber's Jewellery and Gift Shop 405 Victoria Street	Vermilion, Alta. . . . .	Kinniburgh Jewellers
Kelowna, B.C. . . . .	J. Haworth and Sons	Victoria, B.C. . . . .	W. H. Grassie (Victoria Ltd.) 1209 Douglas Street
Kindersley, Sask. . . . .	Agent	Wainwright, Alta. . . . .	Agent
Lacombe, Alta. . . . .	Ed Galenza Jeweller	Whitecourt, Alta. . . . .	Agent
Mirror, Alta. . . . .	Agent		
New Westminster, B.C. . . . .	Cartwright Jewellers 630 - 6th Avenue		
North Battleford, Sask . . . .	Operator		
North Vancouver, B.C. . . . .	John Bishop Jewellers Ltd. 1598 Lonsdale		

## 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. T. G. Staunton Dr. A. Barsoum	Kitimat, B.C. ....	Dr. G. N. Bomphray
Calgary, Alta. ....	Dr. L. A. McKercher *Dr. Wm. M. Chisholm *Dr. Frank L. Dallison	McBride, B.C. ....	*Dr. G. Cowburn
Camrose, Alta. ....	Dr. F. M. Smith	North Battleford, Sask. ....	*Dr. G. J. Breton Dr. W. J. W. Wolfe *Dr. W. J. Nikiforuk
Chilliwack, B.C. ....	Dr. A. D. Colledge	Peace River, Alta. ....	*Dr. E. S. Takacs
Drumheller, Alta. ....	*Dr. B. A. Nahornick	Penticton, B.C. ....	Dr. W. A. Wickett
Edmonton, Alta. ....	Dr. R. N. Eidem *Dr. R. J. Johnston *Dr. K. E. Schmidt	Prince George, B.C. ....	*Dr. Ross A. Geddis *Dr. V. A. Johnson
Edson, Alta. ....	*Dr. J. E. Crawford	Prince Rupert, B.C. ....	*Dr. J. E. Schinbein *Dr. E. J. McDonald
Elk Point, Alta. ....	*Dr. F. G. Miller	Quesnel, B.C. ....	Dr. L. H. Appleby
Grande Prairie, Alta. ....	Dr. A. R. Murray	Red Deer, Alta. ....	*Dr. R. M. Chadwick
Hanna, Alta. ....	*Dr. John Pollock Donald	St. Paul, Alta. ....	*Dr. F. R. Decosse
Hay River, N.W.T. ....	*Dr. Earle L. Covert	Smithers, B.C. ....	*Dr. A. J. G. Wilson *Dr. W. J. Sands
Hazelton, B.C. ....	Dr. F. D. MacIntosh *Dr. P. A. Muir	Terrace, B.C. ....	Dr. Robert E. Lee *Dr. R. C. Brooks
Hope, B.C. ....	*Dr. D. B. Singleton	Unity, Sask. ....	Dr. Wm. J. Doyle
Jasper, Alta. ....	*Dr. Roy P. Wilkinson *Dr. Peter R. Callegari *Dr. W. R. Pimbley	Vancouver, B.C. ....	Dr. B. C. Wyatt *Dr. J. H. Watson
Kamloops, B.C. ....	*Dr. I. G. Smillie *Dr. H. O. L. Murray *Dr. Emery Fournier *Dr. W. S. Haynes *Dr. J. L. McKeen	Vanderhoof, B.C. ....	Dr. A. W. Mooney Dr. Charles H. Stephen
Kelowna, B.C. ....	*Dr. R. B. Ferguson	Vernon, B.C. ....	Dr. H. A. Gilchrist
Kindersley, Sask. ....	*Dr. O. N. Gulka	Victoria, B.C. ....	*Dr. W. Graham
		Wainwright, Alta. ....	*Dr. V. N. Sawchuk *Dr. D. S. White

\*Also Eye, Ear and Physical Examiners.

## SYSTEM SPECIAL INSTRUCTIONS

### EMPLOYEES WHOSE DUTIES ARE IN ANY WAY AFFECTED BY THE TIME TABLE MUST HAVE A COPY OF GENERAL OPERATING INSTRUCTIONS, FORM 696 ACCESSIBLE WHILE ON DUTY.

#### 1.0 UNIFORM CODE OF OPERATING RULES

- 1.1 Rule 5**—Where the time of a passenger train applies at the station a portion of the train may pass the station before the leaving time for the purpose of entraining and detraining passengers provided such movement is made at restricted speed.
- 1.2 Rule 8**—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.
- 1.3 Rule 14**—Except for the purpose 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.)
- 1.4 Rule 16**—Each car of a passenger train must be connected with the engine by a communicating signal appliance or by a voice communication system. When the communicating signal appliance or the voice communication system fails, the conductor will arrange for hand signals to be given enginemen approaching all stations and the train will proceed to the first point where repairs can be made.
- 1.5 Rule 18**—First paragraph, is amended to read: Yard engines will display a headlight to the front and rear by day and night.
- 1.6 Rule 42**—Paragraph "B" is modified to read: By day place a yellow flag and, in addition, by night a yellow light at least 2200 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.
- 1.7 Rule 46**—Rule 46 has been revised to read: When flags or lights are placed as set forth in Rules 41-45 inclusive, they will be mounted on staffs and elevated so there will be an unobstructed view of them from an approaching train. The use of reflectorized lenses, targets or discs of the colour prescribed by Rules 41 to 44, in lieu of lights, is permissible.
- 1.8 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 pertaining to RUN LATES and WAITS must not be handled in this manner.
- 1.9 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 or arrived at a station ahead within yard limits. 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 or arrived at a station ahead within yard limits, 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.

- 1.10 Rule 93**—(a) (Paragraph (1) is hereby restricted): The main track may be used within yard limits, CLEARING by NOT LESS THAN FIVE MINUTES the leaving times of first and second class trains from the next station where their time is shown. Protection against third class, fourth class, extra trains and engines is not required.

(b) When it is not practicable to obtain the necessary information by other means advice may be received by Yardmaster, 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 pertaining to RUN LATES and WAITS 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.

(d) On Subdivisions or portions thereof where this special instruction applies, yard limits provide protection for Track Units against third class, fourth class, extra trains and engines. Where yard limits are so designated the words in Rule 93, "known to be clear", are defined as known to be clear of trains, engines, cars, and Track Units and the NOTE in Rule 93 does not apply.

#### Exception

(1) Yard limits provide protection outside ABS territory, and within ABS territory where the NOTE in Rule 93 does not apply, against third class, fourth class, extra trains and engines, for Sperry Cars when testing, for Highway-Rail Wrecking Cranes, for Burro Cranes, and for other cranes equipped with a standard coupler.

(2) Yard limits provide protection within ABS territory where the NOTE in Rule 93 does apply, against third class, fourth class, extra trains and engines, for Sperry Cars when not testing, and for cranes when coupled to a standard railway car.

- 1.11 Rule 99**—WITHIN ABS TERRITORY, Paragraphs 1 and 2 on Page 49 of the Uniform Code of Operating Rules have been revised to read:

When a train stops under circumstances in which it may be overtaken by another train, with the protection of at least two block signals to the rear, protection against following trains is not required.

(Continued on Page 98)

# SYSTEM SPECIAL INSTRUCTIONS

When necessary to protect against trains moving in the opposite direction, flag protection prescribed for OUTSIDE ABS TERRITORY must be provided except that on single track where there are at least two block signals to the front governing opposing trains, protection for a standing train is not required.

**1.12 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.

**1.13 Rule 211**—All clearances must be OK'd by the Train Dispatcher. Paragraphs 2 and 3 of U.C.O.R. Rule 211 are restricted accordingly.

This special instruction does not modify the requirements of Rule 213.

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.

**1.14 Rule 266**—(a) When it becomes necessary to move a train or engine into or through a block already occupied by another train or engine a Rule 266 authority must be issued to the Conductor or Engineman of the train or engine 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 occupied block must also obtain authority in writing and repeat it to the Train Dispatcher in the following form:

Authority given (**occupation**), (**name**) on (**train, 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**) until (**time**).

Restricted speed as required by ABS Rules and Rules 104A, 104B and 672 must be applied.

(b) A joint Rule 266 authority may be issued when it is necessary for more than one train or engine to work within the same limits.

Before issuing such authority the Train Dispatcher must block all signal controls governing movements into such limits at STOP and must not remove such blocking, nor permit any other train or engine to enter such limits until each train or engine has been reported clear, REGARDLESS OF THE TIME LIMITS GRANTED.

Before any movement is made under joint authority the Conductors and Engineman of such trains and engines required to protect against each other must have a thorough understanding in writing as to the movements of each other and the protection to be provided.

All movements within such limits must be made at restricted speed as required by ABS Rules.

NOTE:—Reference to Engineman in Paragraphs (a) and (b) not applicable to track units operating as trains.

(c) Fifth paragraph is amended to read as follows:

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.

**1.15 Rule 268**—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 emergency release is to be used on an electric switch 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 and 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 the authorized direction, signal blocking against following movements 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.

**1.16 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.

**1.17 Train Order Territory**—Crews on trains leaving the main track are responsible to ensure that other trains in the same direction passing that point are aware of their presence unless relieved of this responsibility in writing by the train dispatcher who must advise other trains affected.

**1.18 Regulations For the Protection of Track Units and Maintenance Work (Form 835)**—Train and engine crews are not required to have a copy of these regulations but are affected as outlined herein:

(a) CTC Territory

If Rule 264 or Rule 266 authority contains the words:

“Joint Authority granted with Foreman

..... between ..... and  
(Name) (Location)

.....  
(Location) (train or engine)

must not proceed until instructions have been received from Foreman.....”

(Name)

## SYSTEM SPECIAL INSTRUCTIONS

The train or engine must not enter the limits specified until instructions have been received from the foreman named in the Rule 264 or Rule 266 authority.

These instructions may be received by telephone, radio, or personal contact.

(b) Outside CTC Territory

(i) Example (3) Form Y Train Order

“Eastward Trains wait at C and  
Westward Trains wait at F”

A train holding this train order must not proceed beyond the designated point.

This may be modified by adding:

“unless authorized to proceed by Foreman  
..... either by telephone, radio,  
(Name)

or personal contact.”

The train must not proceed beyond the designated point until instructions have been received from the foreman named in the train order.

NOTE: When Example (3) Form Y train order is used, flags and lights as prescribed by Rule 42, will not be placed.

(ii) Example (4) Form Y Train Order

“Work Extra 1234  
Clears main track  
Between A and D  
After Ten Hundred 1000”

A work extra holding this train order must clear the track or tracks specified between the points designated before the time stated.

This may be modified by adding:

“Unless authorized to proceed by Foreman  
..... either by telephone, radio,  
(Name)

or personal contact.”

The work extra must clear the track or tracks specified between the points designated before the time stated unless otherwise authorized by the Foreman named in the train order.

NOTE: When Example (4) Form Y Train Order is used, flags and lights as prescribed by Rule 42, will not be placed.

### 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. When issuing an MBS clearance the Train Dispatcher must provide for protection against conflicting movements. All movements authorized by MBS clearance must be recorded on the train sheet. MBS clearance 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 “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 the book provided for the purpose, reading aloud all applicable written and preprinted portions as he transmits it. 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 clearances must be in the possession of the Conductor and Engineman before being acted on.

MBS clearances will be issued as follows:

(a) When issued to Operator, copies will be delivered to the Conductor and the Engineman of the train addressed or to the Foreman addressed.

(b) When issued to the Conductor, he must make a copy for delivery to the Engineman.

(c) When issued directly to a train, it will be copied simultaneously by the Engineman and the Conductor. The Conductor will repeat to the Engineman who will then repeat to the Train Dispatcher and will include confirmation that the Conductor has copied and repeated correctly. The Train Dispatcher may then issue repeated time.

Conductors and Enginemen are responsible to ensure that all 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 clearances may be issued to the Foreman for the purpose of carrying out maintenance work and for the operation of Track Units, but do not provide protection against other Track Units. MBS clearances do not become effective until repeated time has been given by the Train Dispatcher and must not be acted upon until the Foreman has read aloud the contents of the MBS clearance to at least one accompanying employee, if any, to ensure a clear understanding. When in possession of an MBS clearance Rule 40, 41 or 42 protection is not required and Train Dispatcher must provide protection until Foreman has reported such protection is no longer required and it has been cancelled.

2.6 Yard limits provide protection for track units against extra trains and engines. The words in Rule 93 “known to be clear” are defined as known to be clear of trains, engines, cars and Track Units. Maintenance work must not be performed under the protection of Rule 93. MBS “work” clearance may be issued for maintenance work within yard limits provided the Train Dispatcher can control all train and engine movements at that location.

2.7 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. When MBS bulletins are issued for the protection of slow track, flags and lights must be placed as required by Rule 43.

(Continued on Page 100)

## SYSTEM SPECIAL INSTRUCTIONS

- 2.8** When transmitting each MBS bulletin, the Train Dispatcher must write it in the 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. The employees copying MBS bulletins must, when practicable, check the other repeats for correctness.
- 2.9** 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.
- 2.10** Except as provided by instructions 2.14, 2.16 and 2.17 MBS clearance authorizes exclusive main track occupancy and flag protection is not required.
- 2.11** Stations will be used to designate the limits of an MBS clearance except that a mileage may be used provided such location can be identified by a mileage sign or switch, but such authority does not permit use of the main track between switches of a siding, at either of the stations named, unless the MBS clearance authorizes "hold main track at .....
- 2.12** A train or track unit authorized to "proceed" must move in the direction specified. The Train Dispatcher must be promptly advised when the entire train or track unit has:
- (a) left the limits specified on the MBS clearance or,
  - (b) entered yard limits or,
  - (c) arrived or left locations specified by the Train Dispatcher.
- The main track will be considered clear as the rear of the train or track unit passes each siding, or where there is no siding, passes each station.
- 2.13** A train authorized to "work", may move in either direction between the points named, until the MBS clearance is cancelled.
- 2.14** Two or more work extras may be authorized to work within the same limits, protecting against each other, and when so authorized their MBS clearance will so specify. When a train which is authorized to "proceed" is instructed to protect against a work extra, the train must not enter the limits specified until instructions have been received from the Conductor and Engineman of the work extra. When provision is made for trains to "proceed" within the same limits, both the preceding train and the following train must be instructed to protect against each other. Conductors and Enginemen of trains required to protect against other trains must first have a thorough understanding, in writing, as to their movements and the protection to be provided. Such arrangements must be repeated to ensure a proper understanding. Conductors and Enginemen are responsible to ensure that all members of the crew have a proper understanding of such arrangements before any movement is made. Should communication fail between the trains involved no movement is to be made other than that which was last arranged.
- 2.15** Before cancelling an MBS clearance a train or track unit affected must be:
- (a) issued a new MBS clearance  
OR
  - (b) stopped within yard limits  
OR
  - (c) clear of the main track  
OR
  - (d) protected as prescribed by Rules 40 or 99.
- Cancellation must be sent to and acknowledged by the Conductor and Engineman or Foreman, who will state their name at time of cancellation, which must be recorded by the Train Dispatcher. The Conductor and Engineman or Foreman must immediately destroy their copy of cancelled MBS clearance and ensure that all members of the crew have been advised.
- 2.16** Before issuing an MBS clearance to permit two trains to occupy the same limits the restriction must be issued first to the Conductor and Engineman of the train being restricted.
- RESTRICTIONS ON MBS CLEARANCES WILL BE ISSUED:**
- (a) to make provision for a train to move through the limits of a work extra,
  - (b) to make provision for trains to move through foreman's limits,
  - (c) to make provision for two or more work trains to work within the same limits,
  - (d) to make provision for following trains to "proceed" within the same limits.
- 2.17** When a train is instructed to protect against a foreman the train must not enter the limits specified until instructions have been received from the foreman named in the restriction. These instructions must be repeated to ensure correctness.
- 2.18** When provision is made for following trains to "proceed" within the same limits an interval of not less than 20 minutes must be maintained. Snow plows must not be authorized to operate within the same limits as a preceding train.
- 2.19** When a Train Dispatcher is relieved, he must make a transfer of all MBS clearances and MBS bulletins in effect, as prescribed by 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.
- 2.20** 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 24 hours prior to and, unless otherwise directed, for six days after it takes effect.
- 3.0 OPERATION OF TRACK UNITS AS TRAINS OPERATING REQUIREMENTS**
- These instructions do not apply to Sperry cars when running light (not testing).
- 3.1** Track Units when under the direction of a Conductor must be operated as trains and all Uniform Code of Operating Rules and Special Instructions apply, except as provided herein. Certain Track Units must be operated as trains and will be specified in special instructions.

## SYSTEM SPECIAL INSTRUCTIONS

- 3.2** Track Units operating under these instructions are defined as units of on track equipment, not primarily intended for movement in trains.
- 3.3** Track Units will be designated in train orders, clearances and other forms of operating authority by the words, "Track Unit".
- For example: Track Unit Extra TC 103 East  
Track Unit Work Extra 104  
No. 880 Eng. 67-252 Track Unit
- Sperry cars will be designated in accordance with the 4th paragraph of Rule 206.
- 3.4** Track Units whether standing or moving cannot be relied upon to properly actuate signal systems. Block and Interlocking signal indications do not provide operating authority and the indication of such signals may be considered suspended.
- 3.5** Time Table Freight speeds or specified speed for type of unit will apply, whichever is the lesser.
- 3.6** Track Units operating as trains must be shown in lineups. In an emergency situation, when a Track Unit is not shown in a lineup, or is operating ahead of the time shown in a lineup, a train order must be issued reading:  
"Operate at a speed which will permit stopping within one-half the range of vision also prepared to stop short of any obstruction or switch not properly lined. This order is annulled at . . . . .".
- TRAIN ORDER TERRITORY**
- 3.7** Track Units operating as extra trains must be authorized by Form "G" train order or Form "H" train order. Rear protection, when required, must be provided by Form "U" train order or as prescribed by Rule 99 for OUTSIDE ABS.
- 3.8** On subdivisions or portions thereof specified in Special Instructions, yard limits provide protection for Track Units against third class, fourth class, extra trains and engines.  
**Exception:** Yard limits provide protection against third class, fourth class, extra trains and engines, for Sperry Cars, for Highway-Rail Wrecking Cranes, for Burro Cranes and for other cranes equipped with a standard coupler.
- 3.9** Station Protection Signals provide no protection against opposing or following movements and Track Units must proceed through a block protected by an "SPS" signal at restricted speed.
- 3.10** Track Units operating as trains must maintain the intervals as prescribed by Rule 91, except that the interval need not be maintained by track inspection cars or rail test cars when testing.
- ABS TERRITORY** (including Rules 251-257 and Rules 261-262 Territories)
- 3.11** Track Units cannot be relied upon to properly actuate the automatic block signal system and extra trains must be authorized by Form "G" train order or Form "H" train order. Rear protection, when required, must be provided by Form "U" train order, or as prescribed by Rule 99 for OUTSIDE ABS TERRITORY. Block and Interlocking signal indications do not provide operating authority and the indication of such signals may be considered suspended.
- 3.12** In the application of Rule 86, WITHIN ABS TERRITORY, Track Units must be clear at the time a superior train in the same direction is due to leave the next station in the rear where time is shown.
- 3.13** On subdivisions or portions thereof specified in Special Instructions, yard limits provide protection for Track Units against third class, fourth class, extra trains and engines.  
**Exception:** Yard limits provide protection where the "NOTE" in Rule 93 does not apply, against third class, fourth class, extra trains and engines, for Sperry Cars when testing, for Highway-Rail Wrecking Cranes, for Burro Cranes and for other cranes equipped with a standard coupler.  
Sperry Cars when not testing, and all cranes when coupled to a standard railway car are protected at all locations.
- 3.14** Station Protection Signals provide no protection against opposing or following movements and Track Units must proceed through a block protected by an "SPS" signal at restricted speed.
- 3.15** The following intervals must be maintained between a preceding train and a Track Unit operating in the same direction:
- (1) When all preceding trains have left a station ahead or cleared the main track or arrived at a station ahead within yard limits. Train Dispatcher will ensure such interval is maintained at open train order offices, but when this cannot be done the Track Unit may follow after twenty minutes, running at restricted speed until such advice is received.
  - (2) When a Track Unit 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 or arrived at a station ahead within yard limits, it may follow after twenty minutes running at restricted speed until such advice is received, except that the interval need not be maintained by track inspection cars or rail test cars when testing.
- Radio may be used to ensure that the prescribed intervals are maintained.
- CTC TERRITORY**
- 3.16** Track Units whether standing or moving cannot be relied upon to properly activate the CTC signal system. The signal indications do not provide operating authority. The indication of such signals may be considered suspended.
- 3.17** All movements must be authorized by Rule 266 as modified herein:  
Before issuing such authority the Train Dispatcher must block all levers controlling signals governing movements into such limits at STOP and must not remove lever blocks nor permit any other train or engine to enter the limits until the Track Unit is reported clear of the track or tracks specified REGARDLESS OF THE TIME LIMITS GRANTED. Train Dispatcher must be advised when the Track Unit has entered the limits specified.  
Train Dispatcher must, when practicable, line switches against potential conflicting movements.
- 3.18** Further modifications to Rule 266 as contained in System Special Instructions apply.

## SYSTEM SPECIAL INSTRUCTIONS

**3.19** Train Dispatcher must, when practicable, line and block levers controlling dual control switches. Before passing over such dual control switches the points must be observed to know that the switch is properly lined and a speed of 5 miles per hour must not be exceeded. When the Train Dispatcher cannot line and block levers controlling dual control switches the switches **MUST** be operated manually but must not be restored to "power" positions until the track unit has moved off the switch.

### MBS TERRITORY

**3.20** Track Units operating as trains will be governed by System Special Instructions pertaining to MBS.

### INTERLOCKINGS

**3.21** Track Units operating as trains must stop before passing signal governing movements into interlocking limits regardless of the indication displayed and will be governed by items (a), (b) or (c).

(a) At controlled interlockings, the Conductor must **BEFORE PROCEEDING**, receive permission or hand signal from the Signalman to proceed.

The Signalman must provide protection by blocking controlling signals governing movements on or conflicting with the authorized route at **STOP**, and must not remove blocking until the Conductor has reported clear of the interlocking limits. At locations specified in the time table the permission from the Signalman to proceed must be in writing.

(b) At controlled interlockings, should all means of communication with the Signalman fail or when a controlled interlocking station is closed when no immediate conflicting movement is evident, the Conductor, after opening the knife switch, must wait three minutes, unless a greater time is specified, before the Track Unit may proceed.

Knife switch must not be closed until the Track Unit has cleared the interlocking limits. Where knife switches are not provided the Conductor must be governed by special instructions.

(c) At automatic interlockings, when no immediate conflicting movement is evident, the Conductor after opening the knife switch, must wait three minutes, unless a greater time is specified, before the Track Unit may proceed. Knife switch must not be closed until the track unit has cleared the interlocking limits.

### NON-INTERLOCKED RAILWAY CROSSING AT GRADE NON-INTERLOCKED DRAWBRIDGES

**3.22** A Track Unit operating as a train must stop at the **STOP** sign and after making certain there is no conflicting movement and the route is properly lined, may proceed.

### PUBLIC CROSSINGS AT GRADE

**3.23** Track Units operating as trains must not enter any crossing until the movement is properly protected as prescribed by items (a), (b) or (c).

(a) At crossings where Gatemen or Watchmen are employed the crossing must not be entered until gates are in horizontal position or "Proceed" hand signal has been received.

(b) At crossings protected by automatic gates, the crossing must be protected by member of the crew unless the gates are in horizontal position.

(c) At other crossings, Track Units must not enter the crossing without the protection of a flagman unless it is known that there is no traffic closely approaching the crossing.

## 4.0

## GENERAL

### 4.1 Dangerous Commodities

In addition to current marshalling regulations, tank car shipments of flammable compressed gases must be separated in a train from tank car shipments of chlorine, anhydrous ammonia and sulphur dioxide by at least five non placarded cars.

The five (5) non placarded cars do not include:

(A) Open top cars where lading protrudes or is liable to protrude over the car end.

(B) Cars with operating heating or refrigerating units.

(C) Any car with open flame device.

Tank car shipments of flammable compressed gases are identified on switch lists, advance consists and train journals with a special handling code of "SCH".

### 4.2 Engine and Tonnage Restrictions

The tonnage of unit trains handling only CNWX hoppers loaded with grain, is increased to that which can be handled by 24 motorized axles. Item 7.3 of Form 696 is modified accordingly.

### 4.3 Pushing Movements With Freight Equipment

Consideration should also be given to using only the units necessary which are against the train for power with the remainder of the units in the engine consist off the line.

In these circumstances appropriate load meter control can be obtained by changing control cabs. Item 7.2 of Form 696 is modified accordingly.

### 4.4 Transfer Movement Brake Test

Transfer Movement — A movement over main tracks between yards and/or industrial areas within a terminal area.

A transfer movement must have the air brake hoses coupled between all cars and angle cock properly positioned.

The air brake system must be charged and a full service brake application made. It must be known that the air brakes on the rear car apply.

After noting the brakes are applied an emergency brake application must be made from the engine and it must be noted that an emergency application is obtained on the rear car. When the movement is made up of cars known to have been previously tested the requirement for an emergency application will not apply.


Brakes may then be released and before departing it must be known that the brakes have released on the last car.

### 4.5 Conditions Requiring the Use of Radio

Item 3.2 of General Operating Instructions, Form 696 does not apply to passenger trains not equipped with a communicating signal appliance.

## 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 footnotes, 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 signal	Proceed, medium speed within interlocking limits or through turnouts approaching next signal at medium speed.

## REGIONAL SPECIAL INSTRUCTIONS

**M-1.** 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.

(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.

(c) Unless otherwise specified in subdivision footnotes, movements on bonded track, other than through movements, must not obstruct a crossing until protection is and has been in operation for at least 25 seconds and where provided, gates are horizontal.

(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-2.** 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 answer-back 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-3.** Before undertaking any work which may render the track unsafe for movement on spurs and other tracks where this special instruction applies the following protection must be provided:

(a) By day place a red flag and in addition, by night a red light between the rails 200 yards in each direction from the defective or working point and place torpedoes on each rail to cause an explosion 200 yards beyond the red signals, also:

(b) By day place a yellow over red flag and in addition, by night, a yellow and red light at least 2000 yards in each direction from

the defective or working point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals.

(c) Trains approaching the signals prescribed in clause (b) must stop, replace the torpedoes and proceed to the red signal prescribed by clause (a) prepared to stop and there be governed by instructions or signal of the flagman, but must not proceed until the red signal has been removed in the clear view of the engineman.

**M-4.** 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.

**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 obnoxious 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.** 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-8.** In signalled sidings and signalled yard tracks in C.T.C., Rules 263-273 inclusive and all main track operating rules apply.

Movements must not enter signalled sidings or signalled yard tracks under the provisions of Rule 265.

**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.

## REGIONAL SPECIAL INSTRUCTIONS

**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          | D. Contents           |
| B. Where set out | E. Destination        |
| C. Car number    | F. Nature of defect   |
|                  | G. Where waybill left |

**M-12.** When information is received or if there is an indication 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.

**M-13.** Reference General Operating Instructions (Form 696) Item 19.1.3(E), 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.** When livestock is killed or injured by a train, engineman will submit a special "livestock report" in lieu of Form 3903. General Operating Instructions (Form 696) Item 19.1.3(c) is amended accordingly.

**M-15.** Spreaders CN 50939, 50940, 50941 and 50942 may be handled in trains at subdivision freight train speeds not exceeding sixty (60) miles per hour when properly pointed in direction of movement. When these spreaders are working or are improperly pointed when handled in trains, speed is restricted to twenty (20) miles per hour.

**M-16.** Movements handling cars equipped with arch bar trucks must at no time exceed 30 miles per hour.

**M-17.** At locations where there is no approach signal to the signal governing movements to CTC, all train and engine movements must approach such governing signal prepared to stop and there be governed by indication displayed.

Protection against opposing and following trains and engines between the entering signal to CTC and the next signal within CTC is not required unless signals are declared in-operative.

**M-18.** Movements handling air dump cars in series 52850 to 52899 and 56500 to 56599 must not exceed 40 miles per hour.

**M-19.** System Special Instruction 2.7 is amended to include the following: MBS Bulletins will be issued to provide protection for maintenance work as prescribed by Rule 42. Reference to examples (1) and (2) of Form Y train order also apply to MBS Bulletins.

## SUPERINTENDENTS' TERRITORIES

### SUPERINTENDENT — EDMONTON, ALBERTA NORTH DIVISION

Albreda Sub. . . . . Mileages 0.0 to 0.9	Foothills Sub.
Alliance Sub.	Grande Cache Sub.
Athabasca Sub.	Manning Sub.
Battleford Sub.	Meander River Sub.
Blackfoot Sub. . . . . Mileages 0.4 to 124.4	Mountain Park Sub.
Bodo Sub.	Pine Point Sub.
Bonnyville Sub.	Porter Sub.
Camrose Sub. . . . . Mileages 4.8 to 93.5	Sangudo Sub. . . . . Mileages 2.3 to 167.6
Coronado Sub.	Vegreville Sub. . . . . Mileages 0.0 to 125.0
Demay Sub.	Wainwright Sub. . . . . Mileages 0.0 to 258.0
Dodsland Sub.	Watrous Sub. . . . . Mileages 246.2 to 247.3
Edson Sub. . . . . Mileages 15.1 to 235.7	

### SUPERINTENDENT — EDMONTON, EDMONTON TERMINALS DIVISION

Camrose Sub. . . . . Mileages 0.0 to 4.8  
 Edson Sub. . . . . Mileages 0.0 to 15.1  
 Greater Edmonton Terminals  
 Sangudo Sub. . . . . Mileages 0.0 to 2.3  
 Vegreville Sub. . . . . Mileages 125.0 to 126.4  
 Wainwright Sub. . . . . Mileages 258.0 to 266.7

### SUPERINTENDENT — CALGARY, ALBERTA SOUTH DIVISION

Acadia Valley Sub.  
 Brazeau Sub.  
 Calgary Terminals  
 Camrose Sub. . . . . Mileages 93.5 to 95.1  
 Drumheller Sub.  
 Endiang Sub.  
 Mantario Sub.  
 Oyen Sub. . . . . Mileages 1.9 to 136.4  
 Ram River Sub.  
 Sheerness Sub.  
 Stettler Sub.  
 Three Hills Sub.

### SUPERINTENDENT — KAMLOOPS, YELLOWHEAD DIVISION

Albreda Sub. . . . . Mileages 0.9 to 132.3  
 Ashcroft Sub.  
 Clearwater Sub.  
 Lumby Sub.  
 Okanagan Sub.  
 Rawlison Sub.  
 Yale Sub. . . . . Mileages 0.0 to 112.0

### SUPERINTENDENT — VANCOUVER, PACIFIC TERMINALS DIVISION

Cowichan Sub.  
 Greater Vancouver Terminals  
 Tidewater Sub.  
 Yale Sub. . . . . Mileages 112.0 to 131.8

### SUPERINTENDENT — PRINCE GEORGE, B.C. NORTH DIVISION

Bulkley Sub.  
 Fraser Sub.  
 Kitimat Sub.  
 Nechako Sub.  
 Skeena Sub.  
 Telkwa Sub.  
 Tete Jaune Sub.

**OFFICERS****REGIONAL TRANSPORTATION**

Senior Operations Officer	J. R. Hibberd	Edmonton
Senior Transportation Officer	M. G. Lyons	Edmonton
Senior Transp. Control Officer	K. R. Mason	Edmonton
Transp. Control Officers	J. W. Cameron	Edmonton
	F. S. Jessop	Edmonton
	L. A. Perry	Edmonton
	R. J. Richard	Edmonton
	E. W. Worsfold	Edmonton

**ALBERTA NORTH DIVISION**

Superintendent	J. L. McQuarrie	Edmonton
Assistant Superintendents	R. L. Anderson (Terminal)	Jasper
	C. L. Brown	Roma Jct.
	K. H. McIntyre	Edmonton
Trainmasters	A. J. Belland	Edmonton
	R. L. Gaudin	Edson
	E. W. Hannon	Jasper
	R. A. Matthews	Edmonton
	J. G. Smith	Biggar
Master Mechanics	K. L. Hammell	Jasper
	A. O. Quevillon	Edmonton
	R. J. Robinson	Edmonton

**EDMONTON TERMINALS DIVISION**

Superintendent	G. W. Burton	Edmonton
Assistant Superintendent	R. S. Stowe	Edmonton
Operations Co-ordinators		Edmonton

**ALBERTA SOUTH DIVISION**

Superintendent	B. A. Lowerison	Calgary
Trainmasters	J. F. Maloney	Calgary
	R. I. Richardson	Calgary
	W. C. Whiteman	Mirror

**YELLOWHEAD DIVISION**

Superintendent	W. G. Wright	Kamloops
Assistant Superintendents	K. P. McGinley	Kamloops
	G. J. Pichette	Thornton Yard
Trainmasters	R. A. Chapman	Kamloops
	G. E. Downey	Jasper
	L. E. Merryfield	Kamloops
Master Mechanics	G. H. Gordon	Jasper
	J. R. Hastie	Thornton Yard
	C. B. Humphreys	Kamloops

**PACIFIC TERMINALS DIVISION**

Superintendent	R. B. Hopewell	Vancouver
Assistant Superintendent	J. A. Degagne	Thornton Yard
Trainmaster	C. N. Rolin	Thornton Yard
Master Mechanic	C. J. Loader	Thornton Yard
Operations Co-ordinators		Thornton Yard

**BC NORTH DIVISION**

Superintendent	E. W. Matheson	Prince George
Assistant Superintendent	W. S. Rodgers	Prince George
Trainmasters	A. Rossi	Smithers
	P. R. Gaudet	Prince George
	J. D. Kehoe	Prince Rupert
Master Mechanic	R. Kelm	Prince George

**DISPATCHING OFFICE AT EDMONTON — OFFICE SIGNAL "DK"**

Telephone Nos. 429-8885; 429-8886; 429-8887

North Branch—429-8877

South Branch—429-8893

W. R. Harmon ..... 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  
 D. G. McMinn ..... Assistant Chief Train Dispatcher

**Train Dispatchers:**

G. C. Blundell	T. W. Korchinsky	J. A. Rushton
D. G. Buchinski	D. L. Krowchenko	G. A. Schiele
W. A. Burgess	E. Kunkel	K. C. Sherman
T. W. Dennis	R. G. Landry	R. D. Sherman
E. C. Dowdell	F. A. Matwychuk	W. Sherstenko
W. F. Fowler	B. L. McIntyre	M. L. Shockey
A. P. Haczkewicz	M. Medvid	R. C. Shockey
J. W. Hill	R. D. Michayluk	H. L. Tilley
R. R. Hillis	M. F. O'Connor	W. Zaplitny
T. D. Husel	E. J. Patenaude	V. Zavaduk
W. Jwaszko	F. P. Pylypow	
H. F. Kary	L. M. Quilichini	

**TRAIN DISPATCHERS' OFFICE AT ROMA JCT.**

Telephone Nos. 332-4601; 332-4602; 332-4603

**Train Dispatchers:**

J. Babiuk	R. J. Strachan
E. F. Ford	G. E. Willetts

**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. T. Mychaluk ..... Assistant Chief Train Dispatcher  
 L. C. Fraser ..... Assistant Chief Train Dispatcher  
 D. B. McDonald ..... Assistant Chief Train Dispatcher

**Train Dispatchers:**

G. E. Ashbaugh	P. J. Geddis	J. S. Malanchuk
B. Baleshta	R. P. Geddis	K. L. Marlow
R. L. Barr	L. Golanowski	L. J. Mazur
J. D. Baugh	H. F. Goodwin	C. H. Paterson
V. Baun	J. Griffin	R. N. Richardson
D. J. Brown	L. A. Harms	E. E. Stark
G. E. Brown	R. W. Holt	M. W. Trainor
F. R. Charles	K. G. Johnston	P. F. VanHoof
E. Dembicki	E. R. Kolesnikoff	G. D. Wilson

**DISPATCHING OFFICE AT PRINCE GEORGE — OFFICE SIGNAL "SM"**

Telephone No. 563-4270

J. F. Kelly ..... Chief Train Dispatcher  
 T. Humeniuk ..... Assistant Chief Train Dispatcher  
 H. E. Fielding ..... Assistant Chief Train Dispatcher

**Train Dispatchers:**

S. F. Apps	L. H. Folsom	A. A. Nunweiler
J. K. Castle	E. Gunderson	M. Pattinson
M. D. Clare	D. L. James	O. J. Sawka
E. R. Coster	J. A. Kinnear	S. Shurma
G. D. Evanoff	D. H. Marshall	R. G. Trask

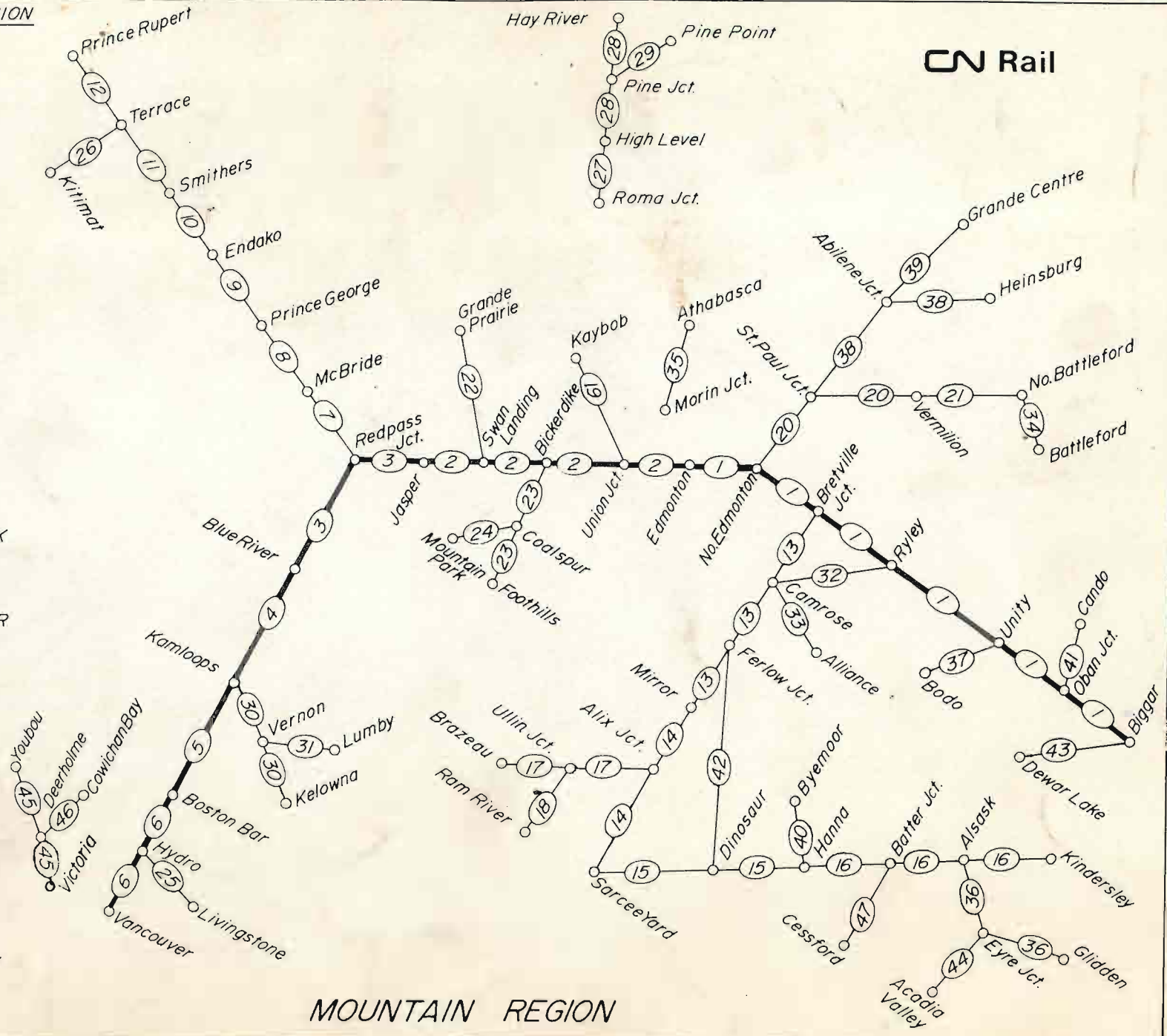
97-0728  
NORM CORNELISS

### SPEED TABLE

Time per mile				Miles per hour	Time per mile				Miles per hour
0	min.	40	sec.	90	1	min.	20	sec.	45
0	"	42	"	85	1	"	30	"	40
0	"	45	"	80	1	"	43	"	35
0	"	48	"	75	2	"	0	"	30
0	"	51	"	70	2	"	24	"	25
0	"	55	"	65	3	"	0	"	20
1	"	0	"	60	4	"	0	"	15
1	"	5	"	55	6	"	0	"	10
1	"	12	"	50	12	"	0	"	5

REF. No. - SUBDIVISION

- 1 WAINWRIGHT
- 2 EDSON
- 3 ALBREDA
- 4 CLEARWATER
- 5 ASHCROFT
- 6 YALE
- 7 TETE JAUNE
- 8 FRASER
- 9 NECHAKO
- 10 TELKWA
- 11 BULKLEY
- 12 SKEENA
- 13 CAMROSE
- 14 THREE HILLS
- 15 DRUMHELLER
- 16 OYEN
- 17 BRAZEAU
- 18 RAM RIVER
- 19 SANGUDO
- 20 VEGREVILLE
- 21 BLACKFOOT
- 22 GRANDE CACHE
- 23 FOOTHILLS
- 24 MOUNTAIN PARK
- 25 RAWLISON
- 26 KITIMAT
- 27 MANNING
- 28 MEANDER RIVER
- 29 PINE POINT
- 30 OKANAGAN
- 31 LUMBY
- 32 DEMAY
- 33 ALLIANCE
- 34 BATTLEFORD
- 35 ATHABASCA
- 36 MANTARIO
- 37 BODO
- 38 CORONADO
- 39 BONNYVILLE
- 40 ENDIANG
- 41 PORTER
- 42 STETTLER
- 43 DODSLAND
- 44 ACADIA VALLEY
- 45 COWICHAN
- 46 TIDEWATER
- 47 SHEERNESS



MOUNTAIN REGION