

**CN RAIL**

**MOUNTAIN REGION  
TIME TABLE  
PEACE RIVER DIVISION**

**12**

**EFFECTIVE  
THURSDAY, JANUARY 1st, 1981**

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  
EDMONTON

## SUBDIVISION INDEX

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Total Division Mileage — 923.0			

## GENERAL INDEX

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**EFFECTIVE AT 0001 MOUNTAIN STANDARD TIME, THURSDAY, JANUARY 1st, 1981**

**Governed by:**

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

Mountain Daylight Saving Time commencing 0300 Sunday, April 26th, 1981 and by:

Mountain Standard Time commencing 0100 Sunday, October 25th, 1981.

NORTHWARD TRAINS	Miles from Dunvegan Jct.	Yard Limits	WESTLOCK SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS
			STATIONS				
	0.0		. . . . DUNVEGAN JCT. . . . Z				
			Jct. with Edson Sub.				
	0.7		0.7				
			. . DUNVEGAN YARDSCKWYZ	D			
	2.0		1.3			6720	
			. . . . CALLAGHAN . . . . Z				
	4.3		2.3				
			. . . CAMPBELL PARK. . . . Z			2685	
	10.5	6.0	6.2				
			. . . . McARTHUR. . . . .				
	14.3		3.8				
			. . . . BANKO JCT. . . . .				
	14.5		Jct. with Lac La Biche Sub.				
			0.2				
	19.5		. . . . CARBONDALE. . . . Y			1630	
			5.0				
	20.2		. . . . MORINVILLE . . . . .			5230	
			0.7				
	28.4		. . . . MORIN JCT . . . . .				
			Jct. with Athabasca Sub.				
	30.4		8.2				
			. . . . MEARNS. . . . .			2205	
	34.7	33.1	2.0				
			. . . . ALCOMDALE . . . . .				
	35.2		4.3				
			. . . . BUSBY . . . . . YZ			2160	
	43.7	36.8	0.5				
			. . . . CARLEY JCT . . . . . Z				
	52.5		Jct. with Barrhead Sub.				
			8.5				
	59.8		. . . . PICARDVILLE . . . . .			2110	
			8.8				
	65.9		. . . . WESTLOCK . . . . .			5900	
			7.3				
	74.4		. . . . PIBROCH . . . . .			2685	
			6.1				
	82.1		. . . . DAPP . . . . .			1965	
			8.5				
	87.4		. . . . JARVIE . . . . .			2350	
			7.7				
	93.5		. . . . FAWCETT . . . . .			2015	
			5.3				
	101.2		. . . . KILSYTH . . . . .			6000	
			6.1				
	109.9	107.9 } 111.6 }	. . . . FLATBUSH . . . . .			2160	
			7.7				
	122.6		. . . . TIELAND . . . . .				
			8.7				
	130.9	129.0	. . . . CHISHOLM . . . . . Z			2205	
			12.7				
			. . . . HONDO . . . . .			2300	
			8.3				
			. . . . SMITH . . . . . YZ	SM		2540	
Rules 41 and 44 applicable Rules 321 to 323 applicable Main track commences at mileage 0.7 Rule 105 applies between mileages 0.0 and 0.7							

**WESTLOCK SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

**1.1 TRAIN REGISTER MODIFICATIONS**

Dunvegan Yards—Standard Clock and Bulletins only.

**1.2 OTHER MODIFICATIONS**

**Rule 5**—At initial stations, unless otherwise specified, leaving time of all trains applies at the last main track switch where trains can leave the siding or yard tracks.

**Rule 105A**—Train Dispatcher must be advised when cars are left on sidings Callaghan, Morinville, Mearns, Westlock, Kilsyth and Chisholm.

**1.3 SPECIAL INSTRUCTIONS**

**System 2.0**—Applies between Dunvegan Yards and Smith.


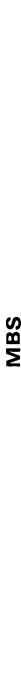

**2 GENERAL FOOTNOTES**

**2.1 Dunvegan Yards**—Southward trains will head in at the north switch of the working lead unless otherwise instructed.

Gates on the Nelson Lumber Spur have been equipped with a switch lock. Crews using this trackage are to ensure that gates are closed and locked after use.

(Continued on Page 3)



WESTWARD TRAINS		Miles from Dunvegan Jct.	Yard Limits	SLAVE LAKE SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS			
				STATIONS							
		130.9	↓ 132.9	MBS 	..... SMITH ..... YZ	SM	2540				
		137.8	.....		6.9	..... DECRENE .....	.....		.....		
		143.8	.....		6.0	..... SAULTEAUX .....	.....		5280		
		156.0	152.7 } 157.8 }		12.2	..... MITSUE ..... Z	.....		2445		
		162.9	.....		6.9	..... SLAVE LAKE .....	.....		2640		
		172.6	.....		9.7	..... WAGNER .....	.....		2205		
		177.6	.....		5.0	..... CANYON CREEK .....	.....		2205		
		180.9	.....		3.3	..... ASSINEAU .....	.....		1630		
		191.3	.....		10.4	..... KINUSO .....	.....		2015		
		199.1	.....		7.8	..... FAUST .....	.....		2255		
		204.5	.....		5.4	..... DRIFTPILE .....	.....		2205		
		211.1	.....		6.6	..... JOUSSARD .....	.....		2255		
		227.4	.....		16.3	..... ENILDA .....	.....		3215		
		234.2	232.7 } 236.2 }		6.8	..... HIGH PRAIRIE ..... Z	.....		3215		
		248.2	.....		14.0	..... KENZIE .....	.....		5280		
		262.2	.....		259.4	..... McLENNAN . . . CKYZ	KN		.....		
	Rules 41 and 44 applicable Rules 321 to 323 applicable										

**SLAVE LAKE SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

**1.1 TRAIN REGISTER MODIFICATIONS**

**McLennan**— Standard Clock and Bulletins only.

**1.2 OTHER MODIFICATIONS**

**Rule 5**—At initial stations, unless otherwise specified, leaving time of all trains applies at the last main track switch where trains can leave the siding or yard tracks.

**Rule 105A**—Train Dispatcher need not be advised when cars are left on sidings Mitsue, Wagner, Canyon Creek, Assineau, Faust, Joussard and High Prairie.

**1.3 SPECIAL INSTRUCTIONS**

**System 2.0**—Applies between Smith and McLennan.

**2 GENERAL FOOTNOTES**

**2.1 Smith**—When yarding trains which include loads 220,000 lbs. gross weight or over, or when setting out such loads, tracks 1 and 2 must be used.

Track 6 is spiked and cannot be used.

**2.2 Mitsue**—Blue light is installed on top of operator's station on loading rack, Chevron Standard Ltd. track. When light rotating, it indicates warning to Trainmen that hoses are connected to tank cars. Rotating blue light is in addition to STOP sign on rails.

**2.3 Faust, Driftpile and High Prairie**—Trains will approach and pass through Faust, Driftpile and High Prairie with caution expecting to find cars foul of main track or other obstruction due to vandalism.

**2.4 Train Dispatcher's Telephones** located as follows:  
 Smith ..... Roadmaster's Quarters  
 Slave Lake ..... Station, West Room  
 Kinuso ..... M of W Dwelling  
 Enilda ..... M of W Dwelling  
 High Prairie ..... M of W Dwelling

**SLAVE LAKE SUBDIVISION FOOTNOTES**

**3 EQUIPMENT RESTRICTIONS**

- 3.1 Heaviest power permitted — 2000 h.p. six axle units.
- 3.2 Cars exceeding 263,000 lbs. gross must be covered by General Supt. Transportation handling instructions.

**4 SPEEDS**

		Miles per Hour
		All Trains
4.1	<b>Mileage</b>	
	130.9 to 208.0 <b>Zone</b>	30
	131.2 to 133.6..... On curves.....	25
	173.0 to 174.8..... On curves.....	25
	208.0 to 260.8 <b>Zone</b>	35
	239.1 to 239.3..... On curves.....	30
	241.7 to 244.0..... On curves.....	30
	260.8 to 262.2 <b>Zone</b>	25
4.2	Through turnouts, entering or leaving main tracks or sidings.....	10

**CONDITIONAL SPEEDS**

- 4.3 **Mileages 133.0 to 208.0**  
Trains handling cars exceeding 220,000 lbs. gross ..... 25
- 4.4 **Mileages 208.0 to 260.8**  
Trains handling ore and/or concentrates in hopper or gondola cars, open or covered..... 30  
Trains handling in excess of 10,000 tons. . 30
- 4.5 **Mileages 260.0 to 260.8**  
Trains handling cars exceeding 220,000 lbs. gross ..... 25



**5 SPURS AND OTHER TRACKS**

- 5.1 **Mitsue Lake Industrial Park Lead**  
Extends 2.2 miles from mileage 154.0. Switch points face west. Serves following trackage (west to east):

	Capacity in Feet	Points Face
Vanderwell Contractors Ltd .....	380	West
Alberta Aspen Board Ltd. ....	335	West
Arcom Timber Ltd .....	480	West
W. R. Ziedler (1962) Ltd .....	620	West

Maximum permissible speed on lead and all spurs leading therefrom: 15 miles per hour.

	Mileage	Capacity in Feet	Points Face
5.2 Ballast pit .....	202.5	4220	West
Bissell Bros. Ltd .....	226.8	430	East
Buchanan Lumber Ltd.....	234.6	670	West
Imperial Oil Ltd .....	234.7	285	West
Gulf Oil Canada Ltd .....	234.9	285	West

WESTWARD TRAINS	Miles from Dunvegan Jct.	Yard Limits	<b>SMOKY SUBDIVISION</b>		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS
			STATIONS				
	262.2		. . . . . McLENNAN . . . CKYZ	KN	. . . . .		
	263.5	↓ 265.0	. . . . . WINAGAMI . . . . . YZ Jct. with Peace River Sub. 6.9	. . . . .	. . . . .		
	270.4		. . . . . DONNELLY . . . . .	. . . . .	1725		
	273.6	272.4 } 275.3 }	. . . . . FALHER . . . . . Z	. . . . .	2495		
	279.7		. . . . . GIROUXVILLE . . . . .	. . . . .	2880		
	288.2		. . . . . CULP . . . . .	. . . . .	3020		
	298.0	296.9 } 300.1 }	. . . . . WATINO . . . . . Z	. . . . .	1965		
	307.8		. . . . . TANGENT . . . . .	. . . . .	4940		
	315.7		. . . . . EAGLESHAM . . . . .	. . . . .	1725		
	322.6		. . . . . CODESA . . . . .	. . . . .	1630		
	329.1		. . . . . BELLOY . . . . .	. . . . .	1680		
	335.2		. . . . . WANHAM . . . . .	. . . . .	2400		
	341.9		. . . . . MANIR . . . . .	. . . . .	1630		
	351.9	349.8	. . . . . RYCROFT . . . . . Z Jct. with Grande Prairie Sub. 10.0	. . . . .	2205		
	357.2		. . . . . SPIRIT RIVER . . . . . Z	. . . . .	. . . . .		
Rules 41 and 44 applicable Rules 321 to 323 applicable Main Track ends at mileage 357.1 Rule 105 applies between mileages 357.1 and 357.2							

**SMOKY SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

- 1.1 **TRAIN REGISTER MODIFICATIONS**  
McLennan—Standard Clock and Bulletins only.
- 1.2 **OTHER MODIFICATIONS**  
Rule 5—At initial stations, unless otherwise specified, leaving time of all trains applies at the last main track switch where trains can leave the siding or yard tracks.  
Rule 105A—Train Dispatcher must be advised when cars are left on sidings Culp, Watino, Tangent and Wanham.
- 1.3 **SPECIAL INSTRUCTIONS**  
System 2.0—Applies between Winagami and Rycroft.

**2 GENERAL FOOTNOTES**

- 2.1 **Winagami**—Junction switch is in normal position when lined for Peace River Sub.
- 2.2 **Culp and Tangent**—When descending grades Culp to Watino and Tangent to Watino, retainers must be used unless train can be controlled by use of pressure maintaining.
- 2.3 **Rycroft**—Junction switch is in normal position when lined for Grande Prairie Sub.

- 2.4 Train Dispatcher's Telephones located as follows:  
Culp . . . . . Shelter mileage 289.2  
Watino . . . . . Roadmaster's Quarters  
Mileage 305 . . . . . Shelter  
Eaglesham . . . . . M of W Toolhouse  
Wanham . . . . . M of W Toolhouse  
Rycroft . . . . . M of W Bunkhouse

**3 EQUIPMENT RESTRICTIONS**

- 3.1 Heaviest power permitted—1750 h.p. units.
- 3.2 Cars exceeding 263,000 lbs. gross must be covered by General Supt. Transportation handling instructions between McLennan and Rycroft.
- 3.3 Cars exceeding 192,000 lbs. gross must be covered by General Supt. Transportation handling instructions between Rycroft and Spirit River.

**SMOKY SUBDIVISION FOOTNOTES**

<b>4</b>	<b>SPEEDS</b>		
		Miles per Hour	
4.1	<b>Mileage</b>	All Trains	
	262.2 to 288.2	Zone	30
	288.2 to 306.7	Zone	20
	306.7 to 313.0	Zone	30
	313.0 to 343.0	Zone	35
	343.0 to 348.0	Zone	25
	343.1 to 343.6	On curves	20
	345.1 to 345.6	On curve	20
	347.3 to 347.7	On curve	20
	348.0 to 352.3	Zone	35
	352.3 to 357.8	Zone	20
4.2	Through turnouts, entering or leaving main tracks or sidings		10


**CONDITIONAL SPEEDS**

4.3	<b>Mileages 262.5 to 288.2</b>		
	Trains handling cars exceeding 220,000 lbs. gross		25
4.4	<b>Mileages 306.7 to 313.0</b>		
	Trains handling cars exceeding 220,000 lbs. gross		25

4.5	<b>Mileages 313.0 to 343.0</b>	Miles per Hour	
	Trains handling ore and/or concentrates in hopper or gondola cars, open or covered	All Trains	30
	Trains handling in excess of 10,000 tons		30
4.6	<b>Mileages 348.0 to 352.3</b>		
	Trains handling ore and/or concentrates in hopper or gondola cars, open or covered		30
	Trains handling in excess of 10,000 tons		30
4.7	<b>Mileages 352.3 to 357.8</b>		
	Trains handling cranes or pile drivers		15
4.8	<b>Mileage 351.7 (Highway No. 2)</b>		
	Eastward trains leaving siding, until crossing occupied		5

**5 SPURS AND OTHER TRACKS**

5.1		Mileage	Capacity in Feet	Points Face
	Falher Alfalfa Ltd	273.2	1535	East
	Terrace Corporation (Construction) Ltd	273.5	1200	EastWest
	Ballast Pit	298.6	2400	EastWest
	Alberta Pool Elevators Ltd	335.7	765	West
	Brett Young Seeds Ltd	350.8	380	West
	Maywest Grain Company Limited	351.6	380	West

WESTWARD TRAINS		Miles from Rycroft	Yard Limits	GRANDE PRAIRIE SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
				STATIONS					
		0.0	↓ 1.2	..... RYCROFT ..... Z	.....	.....			
		12.7	.....	Jct. with Smoky Sub. 12.7 ..... WOKING .....	.....	1580			
		27.2	.....	14.5 ..... WEBSTER .....	.....	1150			
		36.0	34.7 } 37.5 }	8.8 ..... SEXSMITH ..... Z	.....	2110			
		43.0	.....	7.0 ..... CLAIRMONT .....	.....	1680			
		49.7	46.1 } 52.3 }	6.7 ... GRANDE PRAIRIE ... KYZ	RA	.....			
		58.6	.....	Jct. with Grande Cache Sub. 8.9 ..... DIMSDALE .....	.....	1630			
		64.9	.....	6.3 ..... WEMBLEY .....	.....	1725			
		71.1	.....	6.2 ..... HUALLEN .....	.....	2015			
		78.4	.....	7.3 ..... BEAVERLODGE .....	.....	2400			
		83.5	.....	5.1 ..... ALBRIGHT .....	.....	.....			
		88.1	.....	4.6 ..... HYPHE .....	.....	2255			
		97.5	.....	9.4 ..... LYMBURN .....	.....	2015			
		115.4	.....	17.9 ..... TUPPER .....	.....	2015			
		132.0	.....	16.6 ..... POUCE COUPE .....	.....	2015			
		135.4	.....	3.4 ..... IRACARD .....	.....	3020			
		138.0	136.2	↑ 2.6 ... DAWSON CREEK ... YZ	KR	.....			
					Rules 41 and 44 applicable Rules 321 to 323 applicable				

**GRANDE PRAIRIE SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

- 1.1 **TRAIN REGISTER MODIFICATIONS**  
Grande Prairie—Standard Clock and Bulletins only.
- 1.2 **OTHER MODIFICATIONS**  
**Rule 5**—At initial stations, unless otherwise specified, leaving time of all trains applies at the last main track switch where trains can leave the siding or yard tracks.  
**Rule 105A**—Train Dispatcher must be advised when cars are left on sidings Sexsmith and Beaverlodge.
- 1.3 **SPECIAL INSTRUCTIONS**  
**System 2.0**—Applies between Rycroft and Dawson Creek.

**2 GENERAL FOOTNOTES**

- 2.1 **Rycroft**—Junction switch is in normal position when lined for Grande Prairie Sub.

- 2.2 **Grande Prairie**—Movements over public crossings at Mileage 49.9 (100th St.) and Mileage 50.1 (102nd St.) must be kept to absolute minimum between the hours of 1150 and 1315.  
Trains and engines using connections to Grand Cache Sub. over these crossings will move at restricted speed.
- 2.3 All movements approach rock cut Mileage 110.5 under control, prepared to stop clear of obstruction.
- 2.4 **Dawson Creek**—Cars interchanged to B.C. Railway tracks must be shoved to designated track. Cars received in interchange from B.C. Railway must be pulled from designated track.  
When using wye, movement will back around West leg and head out East leg.
- 2.5 Train Dispatcher's Telephones located as follows:  
Webster ..... M of W Bunkhouse  
Lymburn ..... M of W Toolhouse  
Mileage 105 ..... Pole Box

**GRANDE PRAIRIE SUBDIVISION FOOTNOTES**

**3 EQUIPMENT RESTRICTIONS**

- 3.1 Heaviest power permitted— 1750 h.p. units.
- 3.2 Cars exceeding 263,000 lbs. gross must be covered by General Supt. Transportation handling instructions.
- 3.3 At Dawson Creek, diesel units must not be operated over cement unloading pit on team track.

**4 SPEEDS**

		Miles per Hour
		All Trains
4.1	<b>Mileage</b>	
	0.0 to 10.0 Zone	35
	0.0 to 0.3 Over switch and on curve	10
	10.0 to 25.0 Zone	25
	25.0 to 138.0 Zone	30
	48.0 to 49.6 .....	15
	109.8 to 112.5..... On curves.....	25
	120.3 to 120.6..... On curves.....	20
	131.3 to 131.8..... On curve.....	20
	134.3 to 135.1..... On curves.....	20
	138.9 ... B.C. Rly Interchange Tracks...	10
4.2	Through turnouts, entering or leaving main tracks or sidings.....	10

**CONDITIONAL SPEEDS**

- 4.3 **Mileages 0.0 to 10.0**  
Trains handling ore and/or concentrates in hopper or gondola cars, open or covered..... 30  
Trains handling in excess of 10,000 tons.. 30
- 4.4 **Mileages 25.0 to 49.0**  
Trains handling cars exceeding 220,000 lbs. gross ..... 25
- 4.5 **Mileage 48.97 (105th Avenue)**  
Westward trains approaching crossing and until crossing occupied ..... 10
- 4.6 **Mileage 49.32 (100th Avenue)**  
Eastward trains approaching crossing and until crossing occupied ..... 5

Miles per Hour  
All Trains

- 4.7 **Mileage 49.48 (97th Street)**  
Movements approaching crossing and until crossing occupied..... 5
- 4.8 **Mileage 49.9 (100th Street)**  
Movements approaching crossing and until crossing occupied..... 5
- 4.9 **Mileage 50.1 (102nd Street)**  
Movements approaching crossing and until crossing occupied..... 5
- 4.10 **Mileage 50.91 (Wapiti Road)**  
Movements approaching crossing and until crossing occupied..... 15
- 4.11 **Mileage 137.8 (8th Street)**  
Eastward trains approaching crossing and until crossing occupied..... 10



**5 PUBLIC CROSSINGS AT GRADE**

- 5.1 **Mileage 49.9 (100th Street)**—Automatically protected. Equipped with push buttons. STOP signs located on elevator track. Movements on elevator track must not occupy crossing until protection has been in operation for at least 20 seconds.
- 5.2 **Mileage 137.8 (8th Street)**—Automatically protected. Equipped with push buttons.

**6 SPURS AND OTHER TRACKS**

- 6.1 **Euro Canada Trade Limited**  
**Mileage 36.5** — capacity 4510 feet, switch points face east. Gates across this trackage are equipped with switch lock and must be kept closed and locked when not in use.
- 6.2
 

	Mileage	Capacity in Feet	Points Face
Imperial Oil Ltd .....	78.3	190	West
Railway spur including Cardium Service & Supply	83.3	670	East
Railway Spur .....	122.9	860	West

PEACE RIVER SUBDIVISION FOOTNOTES	NORTHWARD TRAINS	Miles from Winagami	Yard Limits	PEACE RIVER SUBDIVISION	Siding Capacity in Feet	SOUTHWARD TRAINS
				STATIONS		
<p><b>1 RULE MODIFICATIONS</b></p> <p><b>1.1 OTHER MODIFICATIONS</b>  <b>Rule 5</b>—At initial stations, unless otherwise specified, leaving time of all trains applies at the last main track switch where trains can leave the siding or yard tracks.</p> <p><b>Rule 105A</b>—Train Dispatcher need not be advised when cars are left on a siding.</p> <p><b>1.2 SPECIAL INSTRUCTIONS</b>  <b>System 2.0</b>—Applies between Winagami and Hines Creek.</p> <p><b>1.3 GENERAL OPERATING INSTRUCTIONS—Form 696</b>  <b>Item 17.3(10)</b> applies to northward movements between Judah and Peace River and to southward movements between Roma and Peace River.</p>		0.0	1.4	. . . . . WINAGAMI . . . . . YZ Jct. with Smoky Sub. 8.0	.....	
		8.0	.....	. . . . . CROWELL . . . . . 8.4	.....	
		16.4	.....	. . . . . SPRINGBURN . . . . . 7.5	1775	
		23.9	.....	. . . . . RENO . . . . . 6.6	2540	
		30.5	.....	. . . . . NAMPA . . . . . 11.1	2160	
		41.6	.....	. . . . . JUDAH . . . . . 7.0	3215	
		48.6	47.5 } 50.5 }	. . . . . PEACE RIVER . . . . . YZ 8.9	1580	
		57.5	.....	. . . . . ROMA . . . . . 3.1	1440	
		60.6	59.6 } 60.8 }	. . . . . ROMA JCT. . . . . Z Jct. with Manning Sub. 4.4	.....	
		65.0	.....	. . . . . GRIMSHAW . . . . . 6.5	2445	
		71.5	.....	. . . . . BERWYN . . . . . 6.1	1340	
		77.6	.....	. . . . . BROWVALE . . . . . 7.0	1630	
		84.6	.....	. . . . . WHITELAW . . . . . 7.2	1630	
		91.8	.....	. . . . . BLUESKY . . . . . 5.6	2015	
		97.4	.....	. . . . . FAIRVIEW . . . . . 7.7	2495	
		105.1	.....	. . . . . GAGE . . . . . 8.3	2015	
		113.4	.....	. . . . . HINES CREEK . . . . . YZ	.....	
Rules 41 and 44 applicable Rules 321 to 323 applicable						

**2 GENERAL FOOTNOTES**

- 2.1 **Winagami**—Junction switch is in normal position when lined for Peace River Sub.
- 2.2 **Judah**—Before descending grade Judah to Peace River, a standing test of air brakes must be made. Retainers must be used except when train can be controlled by use of pressure maintaining.
- 2.3 **Peace River**—Diesel units must not be operated in multiple when switching 'hole tracks'. Extreme caution must be used when switching Commercial track along Railway Avenue. Engine bell must be kept ringing.  
 Restricted clearance at UGG elevator spur switch in 'hole track'.
- 2.4 **Roma**—Before descending grade Roma to Peace River, a standing test of air brakes must be made. Retainers must be used except when train can be controlled by use of pressure maintaining.  
 EXCEPTION: Southward trains will not be required to make standing test of air brakes at Roma provided:
  - a) Southward trains originating at Roma Jct. on Manning Sub. have received No. 1 terminal test at Roma Jct. or,
  - b) Southward trains have made standing train inspection and standing test of air brakes at Grimshaw.

- 2.5 **Roma Jct.**—Trains and engines using Manning Sub. trackage will be governed by instructions, written or verbal, issued by Train Dispatcher at Roma Jct. Radio communication is provided between Peace River Sub. trains and Train Dispatchers at Roma Jct. on Channel (1).  
 Movements using Manning Sub. trackage will move at restricted speed.
- 2.6 **Hines Creek**—Conductors or Enginemen of trains arriving and leaving Hines Creek will advise Train Dispatcher the time crew booked off duty and on duty as such times apply.  
 This is in addition to requirement of System Special Instruction 2.12.
- 2.7 Train Dispatcher's Telephones located as follows:  
 Mileage 10. . . . . Shelter  
 Judah . . . . . Pole Box  
 Roma Jct . . . . . Pole Box  
 Roma Jct . . . . . Dispatcher's Office  
 Grimshaw . . . . . Repeater Building

**PEACE RIVER SUBDIVISION FOOTNOTES**

**3 EQUIPMENT RESTRICTIONS**

- 3.1 Heaviest power permitted between Winagami and Grimshaw - 2000 h.p. six axle units.
- 3.2 Heaviest power permitted between Grimshaw and Hines Creek - 1750 h.p. units.
- 3.3 At Peace River diesel units 1750 h.p. and heavier must not be operated opposite Revelstoke Building Materials Ltd. warehouse at end of 'hole track'.
- 3.4 At Hines Creek, diesel units must not be operated over cement unloading pit located on team track.
- 3.5 Cars exceeding 263,000 lbs. gross must be covered by General Supt. Transportation handling instructions between Winagami and Grimshaw.
- 3.6 Cars exceeding 192,000 lbs. gross must be covered by General Supt. Transportation handling instructions between Grimshaw and Hines Creek.

**4 SPEEDS**

4.1 Mileage	Zone	Miles per Hour All Trains
0.0 to 42.0		30
0.0	..... Over switch.....	10
8.8 to 9.6	..... On curves.....	25
17.3 to 17.6	..... On curve.....	25
42.0 to 57.0		15
47.8 Southbound.....	..... On curve.....	10
57.0 to 65.3		30
59.4	..... Over bridge.....	20
65.3 to 113.4		25
4.2 Through turnouts, entering or leaving main tracks or sidings .....		10



**CONDITIONAL SPEEDS**

	Miles per Hour All Trains
4.3 <b>Mileages 31.0 to 42.0</b> Trains handling cars exceeding 220,000 lbs. gross .....	25
4.4 <b>Mileages 57.0 to 65.0</b> Trains handling cars exceeding 220,000 lbs. gross .....	25
4.5 <b>Mileages 65.0 to 113.4</b> 1750 h.p. and 1200 h.p. 4 axle diesel units	20
4.6 <b>Mileages 65.3 to 113.7</b> Trains handling cranes or pile drivers ....	15

**5 SPURS AND OTHER TRACKS**

- 5.1 **Horne and Pitfield Foods Ltd.**  
**Mileage 49.2**—Track 1 (River Track) capacity 2205 feet. Track 2 (Pit Track) capacity 1920 feet. Both tracks connected to north and south legs of wye.  
Warehouse spur extends off Track 1 for 100 feet. Diesel units must not enter warehouse.
  - 5.2
- |                      | Mileage | Capacity<br>in Feet | Points<br>Face |
|----------------------|---------|---------------------|----------------|
| Platform Track ..... | 49.5    | 860                 | North          |

<b>BARRHEAD SUBDIVISION FOOTNOTES</b>  <b>1 RULE MODIFICATIONS</b> <b>1.1 OTHER MODIFICATIONS</b> <b>Rule 5</b> —At initial stations, unless otherwise specified, leaving time of all trains applies at the last main track switch where trains can leave the siding or yard tracks.  <b>Rule 105A</b> —Train Dispatcher need not be advised when cars are left on siding Manola.  <b>1.2 SPECIAL INSTRUCTIONS</b> <b>System 2.0</b> — Applies between Carley Jct. and Barrhead.	<b>WESTWARD TRAINS</b>  	Miles from Carley Jct.  0.0  18.7  26.1	Yard Limits  1.6  21.7	<b>BARRHEAD SUBDIVISION</b>  <b>STATIONS</b>  ..... CARLEY JCT ..... YZ Jct. with Westlock Sub. 18.7 ..... MANOLA ..... 7.4 ..... BARRHEAD ..... YZ	Siding Capacity in Feet  .....  1340  .....	<b>EASTWARD TRAINS</b>  																								
Rules 41 and 44 Applicable Rules 321 to 323 Applicable Main track ends at mileage 25.9 Rule 105 applies between mileages 25.9 and 26.1																														
<b>2 EQUIPMENT RESTRICTIONS</b> 2.1 Heaviest power permitted - 1750 h.p. units.  2.2 Cars exceeding 220,000 lbs. gross must be covered by General Supt. Transportation handling instructions between mileage 1.2 and Barrhead.																														
<b>3 SPEEDS</b>  <table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:80%;"></th> <th style="width:20%; text-align: center;">Miles per Hour All Trains</th> </tr> </thead> <tbody> <tr> <td>3.1 <b>Mileage</b></td> <td></td> </tr> <tr> <td>    0.0 to 26.1                      <b>Zone</b></td> <td style="text-align: center;"><b>30</b></td> </tr> <tr> <td>    19.6                      ..... Over bridge.....</td> <td style="text-align: center;">10</td> </tr> <tr> <td>3.2 Through turnouts, entering or leaving main tracks or sidings .....</td> <td style="text-align: center;">10</td> </tr> </tbody> </table> <b>CONDITIONAL SPEEDS</b> 3.3 <b>Mileages 0.0 to 26.1</b> Trains handling cars exceeding 220,000 lbs. gross .....		Miles per Hour All Trains	3.1 <b>Mileage</b>		0.0 to 26.1 <b>Zone</b>	<b>30</b>	19.6                      ..... Over bridge.....	10	3.2 Through turnouts, entering or leaving main tracks or sidings .....	10	25																			
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3.2 Through turnouts, entering or leaving main tracks or sidings .....	10																													
<b>4 PUBLIC CROSSING AT GRADE</b> 4.1 <b>Mileage 0.10</b> (Busby Access Road) - Automatically protected. Equipped with push button. STOP sign located just west of crossing governs eastward trains from Barrhead Sub.																														
<b>5 SPURS AND OTHER TRACKS</b>  <table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:60%;"></th> <th style="width:10%; text-align: center;">Mileage</th> <th style="width:15%; text-align: center;">Capacity in Feet</th> <th style="width:15%; text-align: center;">Points Face</th> </tr> </thead> <tbody> <tr> <td>5.1 Alexander Pulpwood Ltd ..</td> <td style="text-align: center;">22.6</td> <td style="text-align: center;">525</td> <td style="text-align: center;">East</td> </tr> <tr> <td>Imperial Lumber Co. Ltd...</td> <td style="text-align: center;">23.5</td> <td></td> <td></td> </tr> <tr> <td>    Lumber loading track ...</td> <td></td> <td style="text-align: center;">1295</td> <td style="text-align: center;">EastWest</td> </tr> <tr> <td>    Chip loading track .....</td> <td></td> <td style="text-align: center;">960</td> <td style="text-align: center;">East</td> </tr> <tr> <td>Federated Co-op Ltd.....</td> <td style="text-align: center;">25.8</td> <td style="text-align: center;">285</td> <td style="text-align: center;">East</td> </tr> </tbody> </table>		Mileage	Capacity in Feet	Points Face	5.1 Alexander Pulpwood Ltd ..	22.6	525	East	Imperial Lumber Co. Ltd...	23.5			Lumber loading track ...		1295	EastWest	Chip loading track .....		960	East	Federated Co-op Ltd.....	25.8	285	East						
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LAC LA BICHE SUBDIVISION FOOTNOTES	NORTHWARD TRAINS	Miles from Banko Jct.	Yard Limits	LAC LA BICHE SUBDIVISION	Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS
<b>1 RULE MODIFICATIONS</b> <b>1.1 OTHER MODIFICATIONS</b> <b>Rule 5</b> — At initial stations, unless otherwise specified, leaving time of all trains applies at the last main track switch where trains can leave the siding or yard tracks.  <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 2.0</b> —Applies between Banko Jct. and Lac La Biche.  <b>2 GENERAL FOOTNOTES</b> <b>2.1</b> Train Dispatcher's telephones located in M of W Dwelling at Bon Accord and in Pole Boxes on Repeater Buildings at Thorhild and Boyle.		0.0	.....	..... <b>BANKO JCT</b> ..... <b>Y</b> Jct. with Westlock Sub. 8.4	.....	.....	
		8.4	.....	..... <b>BON ACCORD</b> .....	.....	2160	
		16.5	.....	..... <b>FEDORAH</b> .....	.....	1580	
		23.6	.....	..... <b>OPAL</b> .....	.....	1965	
		30.6	.....	..... <b>EGREMONT</b> .....	.....	1630	
		38.8	.....	..... <b>THORHILD</b> .....	.....	1580	
		46.0	.....	..... <b>ABEE</b> .....	.....	1630	
		52.9	.....	..... <b>NEWBROOK</b> .....	.....	1580	
		59.6	.....	..... <b>ALPEN</b> .....	.....	1580	
		65.1	.....	..... <b>ELLSCOTT</b> .....	.....	1630	
		72.5	.....	..... <b>BOYLE</b> .....	.....	2640	
		86.8	.....	..... <b>CASLAN</b> .....	.....	1580	
		100.0	.....	..... <b>HYLO</b> .....	.....	1630	
104.0	.....	..... <b>VENICE</b> .....	.....	.....			
113.1	.....	..... <b>LAC LA BICHE</b> .. <b>YZ</b>	BI	.....			
Rules 41 and 44 applicable Rules 321 to 323 applicable							

- 3.1** Unless authorized by Chief Train Dispatcher, heaviest power permitted between mileages 0.0 and 30.0 - 1200 h.p. six-axle units.
- 3.2** Heaviest power permitted between mileage 30.0 and Lac La Biche - 1750 h.p. units.
- 3.3** Cars exceeding 192,000 lbs. gross must be covered by General Supt. Transportation handling instructions.

**4 SPEEDS**

Mileage	Zone	Miles per Hour All Trains
0.0 to 30.0	Zone	20
30.0 to 113.1	Zone	35
101.7 to 103.1	On curves	25
109.5 to 110.6	On curves	25
4.2	Through turnouts, entering or leaving main tracks or sidings	10

**CONDITIONAL SPEEDS**

- 4.3 Mileages 0.0 to 30.0**  
Trains handling cranes or pile drivers . . . . . 15
- 4.4 Mileages 30.0 to 113.1**  
Trains handling ore and/or concentrates in hopper or gondola cars, open or covered . . . . . 30  
Trains handling in excess of 10,000 tons . . . . . 30

- 4.5 Mileage 112.8 (Highway 36)**  
Southward movements approaching crossing and until crossing occupied . . . . . 15

**5 SPURS AND OTHER TRACKS**

	Mileage	Capacity in Feet	Points Face
5.1	Pelican Spruce Mills Ltd . . . . . 71.9	860	NorthSouth
	Boyle Forage Processors Ltd . . . . . 73.1	1150	NorthSouth
5.2	<b>Ballast Pit</b> <b>Mileage 84.0</b> —Capacity 3000 feet. Switch points face north. Movements must not exceed 5 m.p.h. over bridge mileage 0.13.		

NORTHWARD TRAINS		WATERWAYS SUBDIVISION				SOUTHWARD TRAINS	
Miles from Banko Jct.	Yard Limits	STATIONS		Office Signals	Siding Capacity in Feet		
113.1	↓ 114.5	.. LAC LA BICHE ..	YZ	BI	.....		
121.3	.....	..... BARNEGAT .....			1680		
129.0	.....	..... TWEEDIE .....			.....		
137.5	.....	..... IMPERIAL MILLS .....			.....		
139.1	.....	..... PITLOCHRIE .....			1630		
150.8	.....	..... PHILOMENA .....			1775		
161.7	.....	..... BEHAN .....			2685		
173.6	.....	..... MARGIE .....			.....		
183.3	.....	..... DEVENISH .....			1630		
193.5	.....	..... CONKLIN .....			1630		
203.2	.....	..... LEISMER .....			1535		
212.9	.....	..... CHARD .....			1535		
218.2	.....	..... PINGLE .....			2780		
232.5	.....	..... QUIGLEY .....			1725		
247.1	.....	..... CHEECHAM .....			1295		
261.4	.....	..... ANZAC .....			1680		
274.4	↑ 273.3	..... LYNTON .....	Z		1630		
281.8		..... DRAPER .....	Z		1295		
285.5		... WATERWAYS ...	CKYZ	WR	.....		

Rules 41 and 44 applicable  
Rules 321 to 323 applicable

**WATERWAYS SUBDIVISION FOOTNOTES**

**1 RULE MODIFICATIONS**

- 1.1 **TRAIN REGISTER MODIFICATIONS**  
Waterways— Standard Clock and Bulletins only.
- 1.2 **OTHER MODIFICATIONS**  
**Rule 5**—At initial stations, unless otherwise specified, leaving time of all trains applies at the last main track switch where trains can leave the siding or yard tracks.  
**Rule 105A**—Train dispatcher need not be advised when cars are left on a siding.
- 1.3 **SPECIAL INSTRUCTIONS**  
**System 2.0**—Applies between Lac La Biche and Waterways.

- 2.2 **Lynton**—When descending grade Lynton to Draper, retainers must be used except when train can be controlled by use of pressure maintaining.
- 2.3 Whistle signal 14(I) must be sounded for private crossing mileage 285.36.
- 2.4 **Waterways**—When turning engines and equipment, engines will enter wye at South main track switch. Power consist is limited to two units when switching north of bridge mileage 285.9.
- 2.5 Train Dispatcher's telephones located in Repeater Building at mileage 168, in Roadmaster's Quarters at Conklin and in Repeater Building at mileage 235.

**2 GENERAL FOOTNOTES**

- 2.1 **Cheecham**—Numac Oil and Gas Ltd. spur connected at south end near mid-point of Cheecham siding. Capacity 575 feet.

**WATERWAYS SUBDIVISION FOOTNOTES**

**3 EQUIPMENT RESTRICTIONS**

- 3.1 Heaviest power permitted - 1750 h.p. units.
- 3.2 At Waterways units 1750 h.p. and heavier must not be operated on wye.
- 3.4 Cars exceeding 220,000 lbs. gross must be covered by General Supt. Transportation handling instructions.

**4 SPEEDS**

		Miles per Hour
		All Trains
4.1	<b>Mileage</b>	
	113.1 to 203.0 <b>Zone</b>	30
	180.6 to 181.0 ..... On curve .....	25
	203.0 to 217.0 <b>Zone</b>	25
	217.0 to 275.0 <b>Zone</b>	30
	243.1 to 243.9 ..... On curves .....	20
	245.3 to 246.0 ..... On curves .....	20
	263.5 ..... Over bridge .....	25
	275.0 to 281.9 <b>Zone</b>	20
	281.9 to 285.5 <b>Zone</b>	30
	283.9 to 284.2 ..... On curves .....	25
4.2	Through turnouts, entering or leaving main tracks or sidings .....	10
<b>CONDITIONAL SPEEDS</b>		
4.3	<b>Mileages 203.0 to 217.0</b>	
	Trains handling cranes or pile drivers .....	20
4.4	<b>All trackage north of mileage 285.5</b>	
	Trains handling cranes, pile drivers or scale test cars .....	10

**5 SPURS AND OTHER TRACKS**

- 5.1 **Petro Can Spur**  
**Mileage 174.8**—Capacity 195 feet. Switch points face north. Hand brakes must be applied to all cars placed in this spur.
- 5.2 **Ballast Pit**  
**Mileage 197.2**—Capacity 1440 feet. Switch points face south. Diesel units must not be operated over pit located on centre track. Maximum speed on this spur - 5 m.p.h. Extreme care must be used when switching or spotting cars for unloading.
- 5.3 **Intermodal Service Yard**  
**Mileage 275.1**—Capacity of 9 tracks 7680 feet. Switch points face south. Maximum speed over track scale, South Sulphur No. 1 track is 3 m.p.h.  
Diesel units must not be operated over track scale.  
Extreme caution must be used when operating diesel units over unloading pit on Track 4.
- 5.4 **Waterways Yard**  
Maximum speed applicable on following trackage:  
Northern Transportation Co. Ltd. trackage ..... 10 m.p.h.  
Tail of wye along Clearwater River. .... 10 m.p.h.  
Over crossover switch on wye track  
and south leg of wye..... 5 m.p.h.

## 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.

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) Model GP-9 units. One traction motor cut out: reduce rating 25%. When operating on ascending grades of 1% or over, reduce rating 50%. These units must not be operated with more than one traction motor cut out.
- (b) Individual traction motors must not be cut out on diesel units 1200 h.p. or less unless authorized by Mechanical Supervisor.
- (c) Individual traction motors cannot be cut out on Model SD38-2 diesel units. When necessary to cut out traction motors, tonnage rating must be reduced by 33%. When operating on ascending grades of 1% or over, reduce rating 50%.

## 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	301-312 1000-1076 (1200 H.P.) 6-axle	1204-1397 (1200 H.P.) 4-axle	201-211 4108-4353 (1750 H.P.) 4-axle		401-404 (2000 H.P.) 6-axle		401-404 (2000 H.P.) 6-axle		201-211 4108-4353 (1750 H.P.) 4-axle	1204-1397 (1200 H.P.) 4-axle	301-312 1000-1076 (1200 H.P.) 6-axle	Car Factor	
						<b>WESTLOCK-SLAVE LAKE- PEACE RIVER SUBDIVISIONS</b>							
12	2825	3800	4200	....	6680	Dunvegan Jct. and Smith	5550	....	3490	3170	2340	10	
10	2340	3170	3490	....	5550	Smith and McLennan	7400	....	4660	4240	3140	13	
10	2340	3170	3490	....	5550	Winagami and Judah	5290	....	3320	3015	2235	10	
10	2340	3170	3490	....	5550	Judah and Peace River	1210	....	760	685	480	2	
3	530	755	840	....	1330	Peace River and Roma	5550	....	3490	3170	2340	10	
10	2225	3015	3320	....	....	Roma and Berwyn	....	....	3490	3170	2340	10	
13	3140	4240	4670	....	....	Berwyn and Hines Creek	....	....	3490	3170	2340	10	
						<b>SMOKY-GRANDE PRAIRIE SUBDIVISIONS</b>							
15	4045	5440	5990	....	9530	McLennan and Culp	5550	....	3490	3170	2340	10	
15	4045	5440	5990	....	9530	Culp and Watino	2210	....	1390	1260	910	4	
4	910	1260	1390	....	2210	Watino and Tangent	5550	....	3490	3170	2340	10	
10	2340	3170	3490	....	5550	Tangent and Rycroft	5550	....	3490	3170	2340	10	
10	2340	3170	3490	....	....	Rycroft and Spirit River	....	....	3490	3170	2340	10	
5	1230	1690	1870	....	2970	Rycroft and Webster	5550	....	3490	3170	2340	10	
10	2340	3170	3490	....	5550	Webster and Grande Prairie	2970	....	1870	1690	1230	5	
8	1730	2355	2600	....	4140	Grande Prairie and Dawson Creek	4140	....	2600	2355	1730	8	
						<b>LAC LA BICHE-WATERWAYS SUBDIVISIONS</b>							
5	1230	1690	1870	....	....	Banko Jct. and Egremont	....	....	1870	1690	1230	5	
10	2340	3170	3490	....	....	Egremont and Lac La Biche	....	....	2300	2090	1530	7	
5	1230	1690	1870	....	....	Lac La Biche and Devenish	....	....	2300	2090	1530	7	
5	1230	1690	1870	....	....	Devenish and Lynton	....	....	1870	1690	1230	5	
5	1230	1690	1870	....	....	Lynton and Waterways	....	....	930	836	590	3	
						<b>BARRHEAD SUBDIVISION</b>							
8	1730	....	....	....	....	Carley Jct. and Barrhead	....	....	....	....	1625	7	

Time Table No. 12 — January 1st, 1981

## RADIO DIRECTORY

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

ROAD MOBILE RADIOS	RADIO CHANNELS		
	Lens	1	2
Mainline Engines	○	○	X
Cabooses	○	○	X
Train Crew Portables	○	○	
On Track Maintenance Equipment	○	○	X
Yard Portables	○	○	
<b>BASE STATION CONTROL</b>			
<b>Dispatcher</b>			
Westlock Sub.	○	○	X
Slave Lake Sub.	○	○	X
Smoky Sub.	○	○	X
Grande Prairie Sub. (See Note)	○	○	X
Peace River Sub.	○	○	X
Barrhead Sub.	○	○	X
Lac La Biche Sub.	○	○	X
Waterways Sub.	○	○	X
<b>Operators</b>			
Dunvegan Yards	○	○	X
Smith	○	○	X
McLennan	○	○	X
Grande Prairie	○	○	X
Peace River	○	○	X
Lac La Biche	○	○	X
Waterways	○	○	X

### LEGEND TO CHART

○ standby channel

X Alternate channel

### DEFINITIONS

**STANDBY CHANNEL** is the channel on which a given radio is ready to receive intelligence at any time.

**ALTERNATE CHANNEL** is another channel provided on the equipment other than the standby channel.

### HOW TO USE RADIOS

The radios are to be used on the standby channel 1 position for all end-to-end, train-to-train, train-to-portable, and train-to-operator operations, as well as in non use or standby condition.

### TO RECEIVE A CALL FROM DISPATCHER

- (1) An audio alert tone will be heard at the radio so equipped on the standby channel.
- (2) Press the "RESET" button to stop the audio alert tone.
- (3) When the red transmit light goes out, advise the engine crew that you are switching to channel 2.
- (4) Switch the radio to channel 2 and voice reply the dispatcher.
- (5) All communications to the dispatcher are carried on in the channel 2 position.
- (6) When the voice communications have been completed, switch the radio to channel 1.

### TO CALL THE DISPATCHER

- (1) The radio must be on channel 1 position.
- (2) Depress the "CALL" button momentarily.
- (3) When the red transmit light goes out, switch to channel 2.
- (4) A ringback tone, as with a telephone, indicates that the call has been received. A busy tone, as with a telephone, indicates that the dispatcher is using the system with someone else, therefore, return the radio to channel 1 and call again in a few minutes.
- (5) All communications to the dispatcher are carried on in the channel 2 position.
- (6) When the voice communications have been completed, switch the radio to channel 1.

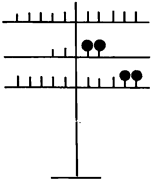
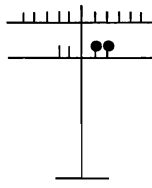
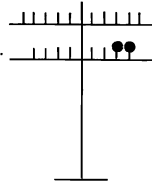
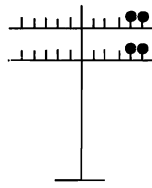
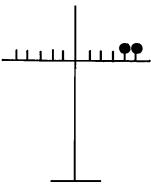
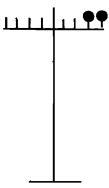
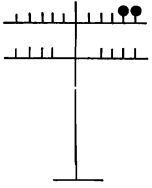
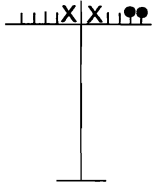
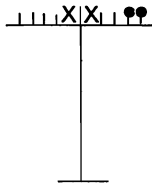
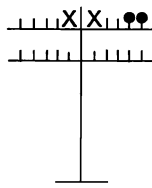
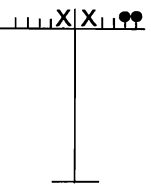
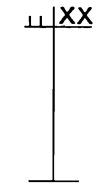
**NOTE:** Train to wayside radio coverage is not provided between Beaverlodge and Dawson Creek.

**DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES**

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

Train Phone Wires Marked •

Way Phone Wires Marked X

 <p>LOOK NORTH Dunvegan Yards to Carbondale</p>	 <p>LOOK NORTH or WEST Carbondale to High Prairie</p>	 <p>LOOK WEST High Prairie to McLennan</p>	 <p>LOOK WEST McLennan to Winagami</p>	 <p>LOOK WEST Winagami to Rycroft</p>	 <p>LOOK WEST Rycroft to Grande Prairie</p>
 <p>LOOK WEST Grande Prairie to Dawson Creek</p>	 <p>LOOK NORTH Banko Jct. to Waterways</p>	 <p>LOOK NORTH Winagami to Peace River</p>	 <p>LOOK NORTH Peace River Bridge to Mile 52</p>	 <p>LOOK NORTH Mile 52 to Grimshaw</p>	 <p>LOOK NORTH Grimshaw to Hines Creek</p>

**WATCH INSPECTORS**

Location	Name	Location	Name
Dunvegan Yards . . . . .	Train Dispatcher	McLennan, Alta. . . . .	Yardmaster or Operator
Grande Prairie, Alta. . . . .	Agent-Operator		

**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

Dawson Creek . . . . .	Dr. A. B. Watson	McLennan . . . . .	Dr. J. Buchanan Dr. J. R. Perry
Fairview . . . . .	Dr. S. Y. Chung	Peace River . . . . .	Dr. E. S. Takacs
Grande Prairie . . . . .	Dr. A. R. Murray	Slave Lake . . . . .	Dr. A. C. Cobban
Lac La Biche . . . . .	Dr. M. S. Onischuk	Spirit River . . . . .	Dr. E. W. Block
		Westlock . . . . .	Dr. Geo. L. Whissell

## 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**—(This special instruction only applies at locations specified.) 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.
- 1.4 Rule 16**—(First paragraph has been revised to read) 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 21)

## 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 Enginemen 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 23)

## 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:
- left the limits specified on the MBS clearance or,
  - entered yard limits or,
  - 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:
- issued a new MBS clearance  
OR
  - stopped within yard limits  
OR
  - clear of the main track  
OR
  - 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:
- to make provision for a train to move through the limits of a work extra,
  - to make provision for trains to move through foreman's limits,
  - to make provision for two or more work trains to work within the same limits,
  - 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 AND 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 cocks 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.

## 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 answerback tone is received confirming connection, voice call dispatcher.

If no answer received, the base station remains connected for 20 seconds only but dispatcher's control console light continues to identify calling base station. Dispatcher acknowledges by reactivating the calling base station and identifying himself.

(b) Emergency Call: Proceed as above to call dispatcher. On receipt of answerback tone voice call MAYDAY three times followed by your identification, location, nature of distress and assistance required. Base station remains latched to dispatcher 20 seconds after voice communication ends.

(c) End to End Call on Train or Between Trains: Voice call on the appropriate channel without using call tone buttons. Communication is completed using the near base station as a repeater rather than direct radio to radio.

(d) If train being called does not answer and is likely to be beyond range of near base station, depress call tone 1 button 2-3 secs. After answerback tone is received, voice call desired train. Call tone 1 connects all base stations and the one activated by answering train remains connected for duration of communication.

**M-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.

**M-20.** On unit coal trains consisting of rotary dumping equipment, air hoses should not be crossed under the couplers in the conventional manner, during normal operating conditions, but should be connected in a straight line alongside the couplers. The double rotary cars are equipped with dual angle cocks and air hoses at each end of the car to enable connecting hoses in a straight line. Hoses not in use must have dummy coupling applied.

**M-21.** Pursuant to authority granted by the Railway Transport Committee, CN Rail will use the Air Flow Method of testing train brakes in Freight Service whenever a No. 1, No. 2 or Road Test would otherwise be required as specified in Form 8915E and as reproduced in CN Forms 696 and 697.

This authority is conferred to all freight trains which meet the standards.

The standards and procedures for conducting Air Flow Method brake tests are outlined in CN Rail Operations booklet TT-251, "THE AIR FLOW METHOD OF TESTING AIR BRAKES" as revised 11-78.

A train failing to meet the AFM Standards must perform the Leakage Method of brake testing specified in Form 8915E.

**M-22.** Movements handling crane NAR 16527 must not exceed 20 miles per hour.

### OFFICERS

#### REGIONAL TRANSPORTATION

Transp. Control Officers .....	J. W. Cameron .....	Edmonton
	P. L. Creegan .....	Edmonton
	F. S. Jessop .....	Edmonton
	L. A. Perry .....	Edmonton
	R. J. Richard .....	Edmonton
Regional Master Mechanic .....	W. J. Dear .....	Edmonton

#### DIVISIONAL OFFICERS

Operations Managers .....	R. A. Lloyd .....	Edmonton
	H. G. Miseck .....	McLennan
Road Foreman, Instructor & Mechanical Supervisor .....	F. T. Dove .....	Edmonton

**DISPATCHING OFFICE AT DUNVEGAN YARDS — OFFICE SIGNAL "D"**  
**Telephone No. 452-6160**

J. Kobylanski ..... Chief Train Dispatcher

**Train Dispatchers:**

D. I. Anderson  
P. T. Brown  
W. C. Donlevy

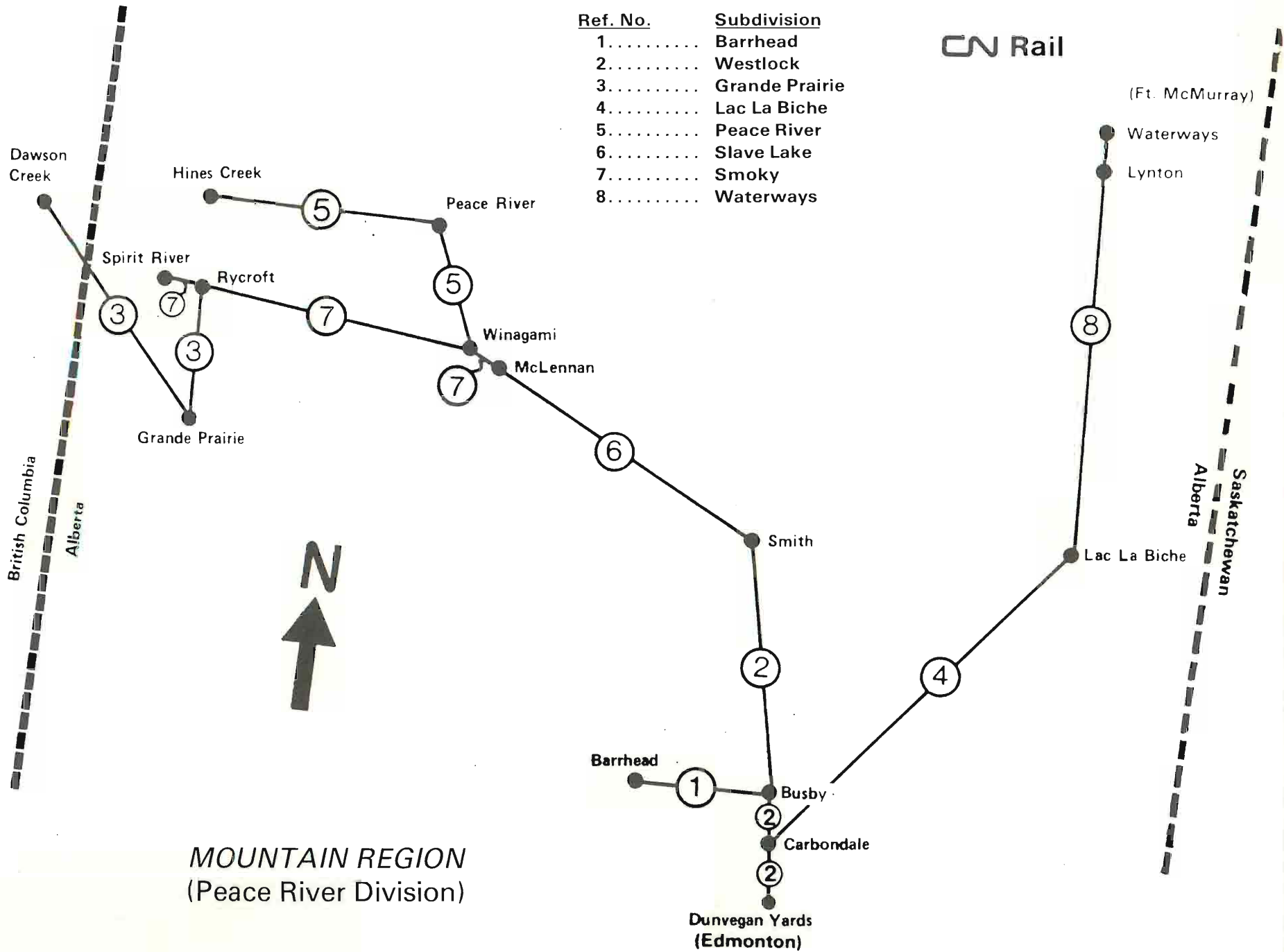
D. H. Gibson  
F. S. Hasiuk  
G. Kushneryk  
C. J. Swanson

### 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.....	Barrhead
2.....	Westlock
3.....	Grande Prairie
4.....	Lac La Biche
5.....	Peace River
6.....	Slave Lake
7.....	Smoky
8.....	Waterways

**CN Rail**



**MOUNTAIN REGION**  
(Peace River Division)