MOUNTAIN REGION

ALBERTA AREA

SUPPLEMENT

1

TO EMPLOYEES' OPERATING TIMETABLE

18

TAKING EFFECT AT 0001 WEDNESDAY, JAN. 7th, 1970

SUPERSEDING WAINWRIGHT, EDMONTON EAST AND EDMONTON WEST TERMINAL, EDSON AND SANGUDO SUBDIVISIONS, PAGE 5 OF WAINWRIGHT SUBDIVISION, PAGE 19 OF EDSON SUBDIVISION AND ADDING MANUAL BLOCK SYSTEM SPECIAL INSTRUCTIONS AND GRANDE CACHE SUBDIVISION.

J. O. PITTS
MANAGER
EDMONTON

G. W. KEEFE
OPERATIONS MANAGER
EDMONTON

J. F. MUNSEY
SUPT. TRANSPORTATION
EDMONTON

J. G. DELANEY
SUPT. TRANSPORTATION
CALGARY

WESTWARD TRAINS FIRST CLASS 695 Passenger Railiner Daily	1 Passenger Daily	---- ---- ----	Miles from Biggar	Yard Limits	WAINWRIGHT SUBDIVISION MOUNTAIN STANDARD TIME STATIONS	Office Signals	Siding Car Capacity	EASTWARD TRAINS FIRST CLASS 2 Passenger	694 Passenger Railiner	---- ---- ----
----	s0955	----	0.0	---	BIGGAR CKPWY	BI	219	s 2100	----	----
					8.6					
----	----	----	8.6	---	OBAN P	---	117	2048	----	----
					0.2					
----	----	----	8.8	---	OBAN JCT. P (Jct. with Porter Sub.)	---	---	----	----	----
					7.5					
----	----	----	16.3	---	PALO P	---	118	----	----	----
					13.7					
----	----	----	30.0	---	CAVELL P	---	117	----	----	----
					12.7					
----	----	----	42.7	---	SCOTT P	---	115	----	----	----
					15.2					
----	s1055	----	57.9	---	UNITY PW	---	123	s 1945	----	----
					10.6					
----	----	----	68.5	---	VERA P	---	117	----	----	----
					16.0					
----	----	----	84.5	---	YONKER P	---	117	----	----	----
					12.0					
----	----	----	96.5	---	ARTLAND P	---	117	----	----	----
					10.4					
----	1140	----	106.9	---	CHAUVIN P	---	115	1855	----	----
					9.9					
----	----	----	116.8	---	DUNN P	---	117	----	----	----
					11.0					
----	----	----	127.8	---	HEATH P	---	117	----	----	----
					7.5					
----	----	----	135.3	---	GREENSHIELDS P	---	117	----	----	----
					4.8					
----	s1210	----	140.1	---	WAINWRIGHT KPWY	GN	124	1825	----	----
	1215	----						s1820	----	----
					6.5					
----	----	----	146.6	---	FABYAN P	---	115	----	----	----
					11.1					
----	----	----	157.7	---	IRMA P	---	115	----	----	----
					14.4					
----	----	----	172.1	---	KINSELLA P	---	117	----	----	----
					12.4					
----	1300	----	184.5	---	VIKING P	---	117	1732	----	----
					12.2					
----	----	----	196.7	---	BRUCE P	---	117	----	----	----
					9.2					
----	----	----	205.9	---	HOLDEN PW	---	117	----	----	----
					8.8					
----	1325	----	214.7	---	RYLEY P	---	122	1705	----	----
					0.9					
----	----	----	215.6	---	HAIGHT JCT. P (Jct. with Haight Sub.)	---	---	----	----	----
					10.6					
----	----	----	226.2	---	TOFIELD PY	---	119	----	----	----
					6.2					
----	----	----	232.4	---	LINDBROOK P	---	117	----	----	----
					11.4					
----	----	----	243.8	---	UNCAS P	---	115	----	----	----
					6.2					
From Camrose Sub.	1355	----	250.0	---	ARDROSSAN P	---	116	1632	To Camrose Sub.	----
					9.1					
	----	----	259.1	---	CLOVER BAR P	---	104	----		----
					1.1					
1214	----	----	260.2	---	BRETVILLE JCT. P (Jct. with Camrose Sub.)	---	---	----	1735	----
					3.2					
1219	1413	----	263.4	---	NORTH EDMONTON P (Interlocked with Edmonton East Terminal and Vegreville Subs.)	---	64	1610	1730	----
					Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required. CTC controlled by Train Dispatcher at Edmonton. Special Instruction M-2 applicable (See Special Instructions 11 and M-25).			Daily	Daily	----
695	1	----						2	694	----

WAINWRIGHT SUBDIVISION FOOTNOTES

1. CLEARANCES

Wainwright—All trains must obtain clearance.

North Edmonton—Eastward extra trains created at North Edmonton must obtain clearance at Calder or Edmonton and may then leave North Edmonton without obtaining clearance.

2. CTC FEATURES

Trains or engines must not clear the main track at the following locations (BTC 109010-111212).

Spur mileage 36.5	Spur mileage 112.0
East switch mileage 55.3	Spur mileage 165.9
Spur mileage 58.2	Spur mileage 210.4
Spur mileage 102.9	Spur mileage 221.3
Spur mileage 106.7	Spur mileage 254.6

Biggar—movements entering the main track from the siding through either crossover, must comply with Rule 268 before reversing switch connecting the crossover with the siding.

Clover Bar—movements entering the main track through crossover at west end of run-around track mileage 259.2 must comply with Rule 268 before reversing the crossover east switch.

3. Rule 287 modified—
Except at siding west end at Ryley, Clover Bar and North Edmonton and except as may be required by Special Instruction M-15 trains or engines accepting a SLOW CLEAR indication on a dwarf signal governing movement from a siding, may proceed at a speed not exceeding 25 miles per hour.

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

Westward trains destined Porter Sub. see Item 1 Porter Sub. footnotes.

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

5. Unity—Bodo Sub. connects with siding Unity. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Bodo Sub.

6. Wainwright—First class trains may register by register ticket.

Be governed by signs on both sides of the yard and located 400 feet east of the station which read "Cars must not be left between these signs". Except when trains are to make a through connection, cars must not be left standing between these signs on any track.

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

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

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

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

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

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

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

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

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

Westward one mile to yard limit sign governing approach to yard limits at North Edmonton on Edmonton East Terminal Sub. located to left of main track.

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

12. CONDITIONAL PASSENGER STOPS

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

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

13. INTERLOCKINGS

Railway Crossings at Grade:

C.P. Rly. ---------- Mileage 37.7 ---------- Automatic

Trains must not exceed 45 miles per hour while passing the governing approach signal. Interlocking signals are not controlled by the train dispatcher and Rules 264 or 265 do not apply. If necessary to pass an interlocking signal indicating STOP, the requirements of Rule 672 must be observed, after which, movement may proceed at Restricted Speed to the next signal.

(Continued on Page 6 of Timetable No. 18)

EDMONTON EAST TERMINAL SUBDIVISION

WESTWARD TRAINS — FIRST CLASS				Miles from Edmonton	Miles from North Edmonton	Yard Limits	STATIONS	Office Signals
1 Passenger	695 Passenger Railiner	691 Passenger Railiner	697 Passenger Railiner					
Daily	Daily	Daily	Daily					
--------	--------	--------	--------	----	0.0	0.4	★ NORTH EDMONTON _PXZ	----
				----	1.2	1.2	Two Tracks — Interlocked with Vegreville and Wainwright Subs. 3.5	
--------	--------	--------	--------	----	3.5		------ CALDER ___CKPWZ	CD
1413	1219	1144	1124	3.3	--		NORTH EDMONTON ___P	----
						0.4	CTC — Interlocked with Vegreville and Wainwright Subs. 3.3	
s1425	s1230	s1155	s1135	0.0	--		---- EDMONTON _ CKPWZ	MO
1	695	691	697	Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required. Special Instruction M-1 applicable.				

EDMONTON WEST TERMINAL SUBDIVISION

WESTWARD TRAINS — FIRST CLASS	Miles from Edmonton	Yard Limits	STATIONS	Office Signals
1 Passenger				
Daily				
s1455	0.0		---- -- EDMONTON CKPWXZ	MO
			4.2	
----	4.2	4.2	---- --- WEST JCT. ___PXYZ	----
			0.7	
----	4.9	--	---- ---- N.A. RLY. ------PX	----
			1.1	
----	6.0	--	---- CTC TWO TRACKS ----- UNION JCT.___PX	----
			Jct. with Sangudo Sub. 1.2	
1512	7.2	--	---- ---- BISSELL -------P	----
1	Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required. Special Instruction M-1 applicable			

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

1. Clearances—Trains originating at Edmonton or Calder: See footnote No. 1 on subdivision to which train is destined.

2. CTC Features—

(a) CTC in service between North Edmonton and eastward block signals 04 and D04 at Mileage 0.4 North Edmonton-Calder Line. Approach signal for eastward movements on eastward track is located at Mileage 0.8. There is no approach signal on the westward track and eastward movements on the westward track must approach signal D04 prepared to stop and there be governed by indication displayed.

(b) CTC, governing movement in both directions on each of the Two Tracks, in service between westward block Signals 41ND, 41SD, 39BD, 39 and 39AD at West Jct. and Bissell. There is no approach signal on westward track between Edmonton and West Jct. and westward movements must approach block signal 39 prepared to stop and there be governed by indication displayed. There is no approach signal on Sangudo Sub. and eastward movements must approach eastward dwarf signal 62D prepared to stop and there be governed by indication displayed.

(c) CTC in service between eastward block signal D02 located at west boundary of 96th Street public crossing at grade mileage 0.4 Edmonton - North Edmonton Line and North Edmonton. There is no approach signal to signal D02 and eastward movements must approach eastward block signal D02 prepared to stop and there be governed by indication displayed.

EDMONTON EAST TERMINAL SUBDIVISION

Miles from Edmonton	Miles from North Edmonton	STATIONS	Office Signals	EASTWARD TRAINS — FIRST CLASS: 2 Passenger	694 Passenger Railiner	696 Passenger Railiner	690 Passenger Railiner
----	0.0	★ Two Tracks — NORTH EDMONTON_ PXZ		--------	--------	--------	--------
		Interlocked with Vegreville and Wainwright Subs. 3.5					
----	1.2						
----	3.5	---------- CALDER ___CKPWZ	CD	--------	--------	--------	--------
3.3	---	---- NORTH EDMONTON ___P		1610	1730	1740	1750
		CTC — Interlocked with Vegreville and Wainwright Subs. 3.3					
0.0	---	--- EDMONTON _CKPWZ	MO	s 1600	1720	1730	1740
		Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required. Special Instruction M-1 applicable.		Daily	Daily	Daily	Daily
				2	694	696	690

EDMONTON WEST TERMINAL SUBDIVISION

Miles from Edmonton	STATIONS	Office Signals	EASTWARD TRAINS — FIRST CLASS: 2 Passenger	----
0.0	---- EDMONTON ___CKPWXZ	MO	s 1530	----
	4.2			
4.2	----- WEST JCT ------ PXYZ	----	1520	----
	0.7			
4.9	----- N.A. RLY. --------PX	----	--------	----
	1.1			
6.0	CTC Two Tracks — ---- UNION JCT. --------PX	----	--------	----
	Jct. with Sangudo Sub. 1.2			
7.2	----- BISSELL ---------- P	----	1510	----
	Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required. Special Instruction M-1 applicable.		Daily	----
			2	----

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES—Continued

2. (d) Movements entering the main track through the following crossovers, must comply with Rule 268 before reversing the switch in the track on which the movement is standing:

North Service Track to Main Track at mileage 1.38 Edmonton - North Edmonton Line.

South Service Track to Main Track at mileage 2.8 Edmonton - North Edmonton Line.

Service Track to South Main Track at N.A. Rly. West Jct. - Bissell Line.

(e) Trains or engines must not clear the main track at the following locations (BTC 111578)

Spur mileage 0.25 North Edmonton - Calder Line

Spur mileage 0.29 North Edmonton - Calder Line

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

★3. Two Tracks between mileage 0.4 and mileage 1.2 North Edmonton - Calder Line and there is no main track through Calder yard between the west end of the Two Tracks and West Jct.

Two Tracks between West Jct. and third crossover switch west of 96th Street public crossing at grade mileage 0.4 Edmonton East Terminal Sub.

(Continued on Page 14 of Timetable No. 18)

WESTWARD TRAINS			Miles from Edmonton	EDSON SUBDIVISION	Office Signals	Siding Car Capacity	EASTWARD TRAINS		
FOURTH CLASS	FIRST CLASS						FIRST CLASS		FOURTH CLASS
845 Freight	1 Passenger	--------		MOUNTAIN STANDARD TIME			2 Passenger	--------	846 Freight
Daily	Daily	--------		STATIONS					
------	1512	--------	7.2	BISSELL P	-----	YARD	1510	--------	------
				12.5					
------	------	--------	19.7	SPRUCE GROVE P	-----	110	------	--------	------
				12.8					
------	1538	--------	32.5	CARVEL P	-----	108	1445	--------	------
				11.8					
------	------	--------	44.3	WABAMUN P	-----	121	------	--------	------
				13.8					
------	------	--------	58.1	GAINFORD P	-----	110	------	--------	------
				8.2					
------	------	--------	66.3	ENTWISTLE P	-----	111	------	--------	------
				1.8					
------	1620	--------	68.1	EVANSBURG P	-----	---	1410	--------	------
				9.4					
------	------	--------	77.5	WILDWOOD PW	-----	112	------	--------	------
				10.6					
------	------	--------	88.1	LEAMAN P	-----	108	------	--------	------
				11.6					
------	1650	--------	99.7	NITON P	-----	111	1340	--------	------
				10.1					
------	------	--------	109.8	PEERS P	-----	110	------	--------	------
				11.0					
------	------	--------	120.8	WOLF CREEK P	-----	110	------	--------	------
				8.8					
0910	s 1720	--------	129.6	EDSON CKPWY	FY	145	1310	--------	1820
	1725	--------		9.3			s 1305	--------	
0930	------	--------	138.9	BICKERDIKE P	-----	116	------	--------	1800
				10.2					
To Foothills Sub.	------	--------	149.1	GALLOWAY P	-----	120	------	--------	From Foothills Sub.
				6.7					
	1753	--------	155.8	MEDICINE LODGE P	-----	110	1235	--------	
				9.4					
	------	--------	165.2	OBED P	-----	106	------	--------	------
				11.8					
------	------	--------	177.0	PEDLEY PW	-----	112	------	--------	------
				7.6					
------	s 1830	--------	184.6	HINTON P	-----	120	s 1205	--------	------
				11.6					
------	------	--------	196.2	SOLOMON P	-----	113	------	--------	------
				3.2					
------	------	--------	199.4	SWAN LANDING P	-----	160	------	--------	------
				8.8					
------	1900	--------	208.2	MIETTE P	-----	123	1135	--------	------
				6.4					
------	------	--------	214.6	DEVONA P	-----	123	------	--------	------
				5.9					
------	------	--------	220.5	SNARING P	-----	123	------	--------	------
				7.1					
------	1925	--------	227.6	HENRY HOUSE P	-----	123	------	--------	------
				8.1					
------	s 1940	--------	235.7	JASPER CKPWY	GH	53	s 1105	--------	------
				Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required between Bissell and Swan Landing.			Daily	--------	Daily
845	1	--------		CTC controlled by Train Dispatcher at Edmonton. Special Instruction M-2 applicable. (See Special Instructions 11 and M-25).			2	--------	846

EDSON SUBDIVISION FOOTNOTES

1. CLEARANCES

(a) **West Jct.**—Unless otherwise provided, westward extra trains created at West Jct. and destined Edson Sub. must obtain clearance at Edmonton or Calder and may then leave West Jct. without obtaining clearance.

(b) **Edson**—All trains must obtain clearance.

(c) All clearances issued to a train which is to operate on both Edson and Foothills Subs must be OK'd by two train dispatchers. Train orders pertaining to Edson Sub. will be listed on top line of clearance and train orders pertaining to Foothills, Mountain Park and Luscar subs will be listed on second line of clearance.

(Continued on Page 7)

EDSON SUBDIVISION FOOTNOTES—Continued

2. CTC Features—

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

Trains or engines must not clear the main track at the following locations (BTC 115337 - 117866).

East and west switch mileage 10.7 (Winterburn)
Switch mileage 24.0 (Stony Plain)
Switch mileage 24.4 (Stony Plain)
Switch mileage 38.8 (Duffield)
Switch mileage 44.8 (Calgary Power Ltd.)
East and west switch mileage 51.8 (Fallis)
Switch mileage 67.3 (Industrial Spur Entwistle)
Switch mileage 71.4 (Banff Mining and Quarrying)
Switch mileage 92.0 (Mackay)
Switch mileage 115.7 (Rosevear)
Switch mileage 130.6 (Hett and Sibbald Ltd.)
Switch mileage 134.6 (Hudson Bay Oil and Gas Co.)
Switch mileage 143.5 (Marlboro)
Switch mileage 160.0 (Hargwen)
Switch mileage 184.5 (Hinton Team Track)
Switch mileage 231.4 (Ballast Spur)

3. Rule 287 Modified—
Except as may be required by Special Instruction M-15, trains or engines accepting a SLOW CLEAR or SLOW APPROACH indication on a dwarf signal governing movement from a siding, may proceed at a speed not exceeding 25 miles per hour.

4. Mileage 41.8 (Calgary Power Ltd. Spur) — Restricted Speed may be a maximum of 15 miles per hour and engines with six wheel trucks must not enter or use this spur.

5. Mileage 45.1—Safety spur 820 feet from main track switch on O.K. Construction and Supply Co. Ltd. mileage 45.1. Cars must not be left between the main track and the safety spur.

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

7. Edson—First class trains may register by register ticket.

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

6-wheel truck engines must not enter 4-way Wholesale spur.

At Hudson Bay Oil and Gas Co. trackage, switch to first spur north of main track must be left in reverse position after having been used and when switching on this spur, use south plant track as lead, account restricted side clearance on north plant track.

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

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

10. Swan Landing—Alberta Resources Rly. connects with siding at Swan Landing. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Alberta Resources Rly.

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

Dispatcher's telephone located at east end of tunnel.

12. Jasper—Passenger siding located between first switch east of station and first switch west of station.

Cars must not be left on the Ice House Track where they will block access to the motor car shed.

13. CONDITIONAL PASSENGER STOPS

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

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

14. MAXIMUM SPEED

Mileage	Miles per Hour Passenger	Other Movements
7.2 to 47.0	80	60
47.0 to 64.5	75	60
64.5 to 148.0	80	60
148.0 to 157.5	60	50
157.5 to 191.0	80	60
191.0 to 206.0	60	50
206.0 to 235.2	80	60
235.2 to 235.7	20	20
Trains handling Hinton, Cadomin or Wabamun rock	--	50

Zone speed sign governing eastward movements at Jasper located to left of main track at Mileage 235.2.

15. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Mileage		
33.4 to 33.7	55	45
✣ 43.4 to 43.8	60	--
48.7 to 49.4	50	45
✣ 50.0 to 51.5	60	50
52.9 to 53.3	50	45
53.4 to 55.2	60	50
✣ 57.1 to 57.3	60	50
60.8 to 62.8	60	55
66.9 to 68.3	65	55
73.3 to 73.7	65	50
83.0 to 86.3	60	50

(Continued on Page 20 of Timetable No. 18)

WESTWARD TRAINS							EASTWARD TRAINS
FOURTH CLASS 515 Freight Daily	Miles from Union Jct.	Yard Limits	SANGUDO SUBDIVISION STATIONS	Office Signals	Siding Car Capacity		FOURTH CLASS 516 Freight
0720	✣0.0		UNION JCT. Z				1235
			Jct. with Edmonton West Terminal Sub. 1.7				
0725	1.7	2.3	CANNELL Z		20		1225
			3.3				
0733	5.0		ST. ALBERT		28		1215
			8.0				
0750	13.0		VILLENEUVE		32		1154
			6.4				
0805	19.4		CALAHOO		32		1134
			10.0				
0830	29.4		ONOWAY		65		1104
			6.6				
0845	36.0		GUNN		31		1044
			8.4				
0905	44.4		GLENEVIS		31		1019
			7.1				
0921	51.5		CHERHILL		21		0957
			5.5				
0940	57.0		LISBURN		31		**0940**
			5.5				
0956	62.5		SANGUDO		34		0920
			6.4				
1016	68.9		ROCHFORT BRIDGE		32		0854
			5.3				
1030	74.2		MAYERTHORPE	MY	33		0832
			5.6				
1047	79.8		GREENCOURT		29		0810
			9.9				
1110	89.7		BLUE RIDGE		30		0725
		99.5	13.4				
1140	103.1		WHITECOURT RYZ	WO	YARD		0630
	105.6	105.6	18.7 (Manual Block System)				
----	121.8		WINDFALL		86		----
			10.7				
----	132.5		SILVER CREEK		84		----
			10.4				
----	142.9		KNIGHT		84		----
			15.3				
----	158.2		PASS CREEK		94		----
	166.0	166.0	9.1				
----	167.3		KAYBOB Z		YARD		----
			Rules 41 and 44 applicable between Union Jct. and Whitecourt. Rule 105A not applicable. Rules 321 to 323 applicable between mileage 105.6 and mileage 166.0. Rear flag protection in accordance with Rule 99 is not required between Whitecourt and Kaybob.				Daily ex. Sunday, Monday
515							**516**

SANGUDO SUBDIVISION FOOTNOTES

1. RULE MODIFICATIONS

1.1 **Clearances**—Unless otherwise provided, extra trains created at West Jct. and destined Sangudo Sub. must obtain clearance at Edmonton or Calder and may then leave West Jct. without obtaining clearance.

1.2 **Special Instructions Apply—**

SYSTEM 2: applicable over entire sub.

MANUAL BLOCK MB-1 to MB-18: applicable between mileage 105.6 and mileage 166.0. In Manual Block System territory and within yard limits at Kaybob, trains and engines moving at Restricted Speed under the provisions of Rules 93 and 105 must be prepared to stop short of a hand signal when given as prescribed by Rule 12(a). In the application of Rule 43, Bulletin will be issued in lieu of train order. Rule 40 does not apply within yard limits.

(Continued on Page 9)

SANGUDO SUBDIVISION FOOTNOTES—Continued

2. GENERAL FOOTNOTES

✣2.1 Mileage commences 0.4 miles west of Junction switch.

3. SPEEDS

3.1 MAXIMUM

Mileage	Miles per Hour All Movements
0.0 to 103.1 (except as below)	30
103.1 to 106.3	15
106.3 to 108.1	10
108.1 to 115.3	15
115.3 to 116.7	10
116.7 to 120.5	15
120.5 to 141.0	20
141.0 to 146.0	15
146.0 to 153.0	10
153.0 to 167.3	20
Kaybob loop	5

Trains handling loaded sulphur, liquid gas or ballast cars:

0.0 to 60.0	20
60.0 to 103.1	15

Special Instruction M-1 applicable.

3.2 SPEED RESTRICTION—
Mileage:
0.0 (156th Street) 5
Approaching within 250 feet of crossing until crossing occupied.

4. PUBLIC CROSSING AT GRADE

4.1 Mileage 0.0 (156th Street) — Automatic protection equipped with push button. Movements stopping within 250 feet of crossing must then not obstruct the crossing until gates are horizontal.

5. SPURS

5.1 **Monomold Containers Ltd.,** mileage 4.2, capacity 5 cars, switch points face west. Cars must not be allowed to run free in this spur and all cars left in spur must have hand brakes applied and wheels blocked.

5.2 **Texas Gulf Sulphur**—Extends 6.6 miles westward from mileage 120.5, switch points face east.

Movements on this spur must be made under the provisions of Manual Block System Special Instructions MB-1 to MB-18.

Engines must not be moved under bulk sulphur loading conveyor.

General Instruction A-220 (Form 696) applicable to eastward movements from Sulphur plant and run-around track. Eastward movements at the Sulphur plant must comply with General Instruction T-311. Loads must not be moved eastward from the Sulphur plant unless the route to be used is clear of other equipment.

5.3 **Grizzly Sulphur**—Extends 1.5 miles westward from mileage 158.7, switch points face east.

6. OTHER TRACKS

	Mileage	Capacity	Points Face
Inland Cement Co. Ltd.	0.1	146 cars	E W
Weldwood of Canada Ltd.	0.4	11 cars	W
Weldwood of Canada Ltd.	0.5	29 cars	W
Edmonton Concrete Block Co.	1.3	37 cars	W
Pit Spur	26.5	45 cars	W
Run-Around Track	28.3	4 cars	E W
Baroid of Canada Ltd.	28.4	16 cars	E
Imperial Oil Ltd.	74.2	8 cars	W
Pit Spur	100.2	46 cars	E
Socony Mobil Oil Co.	102.4	44 cars	E W

NORTHWARD TRAINS

GRANDE CACHE SUBDIVISION

Miles from Swan Landing	Yard Limits	STATIONS	Office Signals	Siding Car Capacity
0.0		SWAN LANDING Z	----	YARD
2.9	2.9	20.4		
20.4	----	WILD HAY	----	103
		20.6		
41.0	----	HANLON	----	140
		32.0		
73.0	----	GREY	----	144
		16.7		
89.7	----	DENARD	----	----
		5.0		
94.7	----	THORDARSON	----	101
	107.6	14.5		
109.2		WINNIANDY Z	----	171
	110.2	26.2		
135.4	----	BOTTEN	----	113
		21.3		
156.7	----	AMUNDSON	----	116
		18.9		
175.6	----	LATORNELL	----	115
		18.0		
193.6	----	DORSCHEID	----	112
		18.8		
212.4	----	TOLSTAD	----	117
231.4	231.4	19.6		
232.0		GRANDE PRAIRIE Z	----	YARD
232.9		Jct. with N.A. Rly.		

MANUAL BLOCK SYSTEM

Rule 105A not applicable.
Rules 321 to 323 applicable between mileage 2.9 and mileage 231.4.
Rear flag protection in accordance with Rule 99 is not required.

SOUTHWARD TRAINS

GRANDE CACHE SUBDIVISION FOOTNOTES

1. RULE MODIFICATIONS

1.1 That part of Rule 4A requiring train order notice of a new timetable does not apply.

1.2 Under the provisions of Rules 93 and 105, trains and engines moving at Restricted Speed must be prepared to stop short of a hand signal when given as prescribed by Rule 12(a).

1.3 Within yard limits, Rules 40 and 42 do not apply, and in the application of Rule 43, Bulletin will be issued in lieu of train order.

1.4 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 2: applicable over entire sub.
MANUAL BLOCK MB-1 to MB-18: applicable between mileage 2.9 and mileage 231.4.

(Continued on Page 11)

GRANDE CACHE SUBDIVISION FOOTNOTES—Continued

2. GENERAL FOOTNOTES

2.1 **Swan Landing**—Main track commences at yard north switch.

2.2 **Swan Landing** — Grande Cache Sub. connects with Edson Sub. siding. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Grande Cache Sub.

2.3 All movements lookout for fallen rocks between mileage 169.7 and mileage 172.5.

3. SPEEDS

3.1 MAXIMUM

Mileage	Miles per Hour All Movements
0.0 to 1.8	15
1.8 to 232.9 (except as below)	30
Southward loaded unit trains: 1.8 to 109.2	20

Special Instruction M-1 applicable.

3.2 PERMANENT SLOW ORDERS—

Mileage	Miles per Hour All Movements
42.9 (Over bridge)	20
70.1 (Over bridge)	20
70.7 (Over bridge)	20
71.2 to 71.4	20

3.3 OTHER SPEED RESTRICTIONS—

Mileage	
35.9 (until crossing occupied)	20
54.9 (until crossing occupied)	20
58.5 (until crossing occupied)	20

4. OTHER TRACKS

	Mileage or Location	Capacity	Points Face
Hoff	56.8	50 cars	S
Team Track	Denard	27 cars	N
Industrial Spur	89.8	8 cars	N
McIntyre Porcupine Mines Ltd.	Winniandy	245 cars	N S
Canadian Utilities Ltd. (Off McIntyre Porcupine Mines)	109.2	14 cars	N
North Canadian Forest Industries Ltd.	150.0	15 cars	S
Atlantic Richfield Co. (Braaten)	198.5	31 cars	S

Notes