



MOUNTAIN REGION

ALBERTA AREA

SUPPLEMENT

1

TO EMPLOYEES' OPERATING TIMETABLE

21

TAKING EFFECT AT 0001 FRIDAY, JUNE 18th, 1971

SUPERSEDING WAINWRIGHT, EDMONTON EAST TERMINAL, EDMONTON WEST TERMINAL AND EDSON SUBDIVISIONS, PAGE 6 OF WAINWRIGHT SUBDIVISION AND PAGE 19 OF EDSON 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				Miles from Biggar	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	EASTWARD TRAINS				
FIRST CLASS									FIRST CLASS				
695	1	3	101						102	2	4	694	
Passenger Railer	Passenger	Passenger	Passenger						Passenger	Passenger	Passenger	Passenger Railer	
Daily	Daily	Daily	Daily										
---	0915	0905	0610	0.0	---	BIGGAR -- CKPWY	BI	219	\$1825	\$2050	\$2120	---	
				8.6	---	8.6 OBAN -----P		117	---	---	---	---	
				8.8	---	0.2 OBAN JCT. -----P		---	---	---	---	---	
				16.3	---	Jct. with Porter Sub. 7.5 PALO -----P		118	---	---	---	---	
				30.0	---	13.7 CAVELL -----P		117	---	---	---	---	
				42.7	---	12.7 SCOTT -----P		115	---	---	---	---	
				51.2	---	8.5 TAKO -----P		117	---	---	---	---	
	\$1025	\$1015	\$0710	57.9	---	6.7 UNITY -----PW		123	\$1710	\$1940	\$2005	---	
				68.5	---	10.6 VERA -----P		117	---	---	---	---	
				77.3	---	8.8 WINTER -----P		117	---	---	---	---	
				84.5	---	7.2 YONKER -----P		117	---	---	---	---	
				96.5	---	12.0 ARTLAND -----P		117	---	---	---	---	
	1110	1100	0755	106.9	---	10.4 CHAUVIN -----P		115	1620	1850	1915	---	
				116.8	---	9.9 DUNN -----P		117	---	---	---	---	
				127.8	---	11.0 HEATH -----P		117	---	---	---	---	
				135.3	---	7.5 GREENSHIELDS -----P		117	---	---	---	---	
	\$1145	\$1135	\$0825	140.1	---	4.8 WAINWRIGHT -- KPWY	GN	124	1550	1820	1845	---	
	1150	1140	0830	146.6	---	6.5 FABYAN -----P		115	\$1545	\$1815	\$1840	---	
				157.7	---	11.1 IRMA -----P		115	---	---	---	---	
				172.1	---	14.4 KINSELLA -----P		117	---	---	---	---	
	1235	1230	0915	184.5	---	12.4 VIKING -----P		117	1455	1722	1752	---	
				196.7	---	12.2 BRUCE -----P		117	---	---	---	---	
				205.9	---	9.2 HOLDEN -----PW		117	---	---	---	---	
	1302	1300	0945	214.7	---	8.8 RYLEY -----P		122	1420	1655	1725	---	
				215.6	---	0.9 HAIGHT JCT. -----P		---	---	---	---	---	
				226.2	---	Jct. with Haight Sub. 10.6 TOFIELD -----PY		119	---	---	---	---	
				232.4	---	6.2 LINDBROOK -----P		117	---	---	---	---	
		1324		243.8	---	11.4 UNCAS -----P		115	---	---	---	---	
From Camrose Sub.	1335		1015	250.0	---	6.2 ARDROSSAN -----P		116	1342	1622	1652	To Camrose Sub.	
				259.1	---	9.1 CLOVER BAR -----P		104	---	---	---	---	
1214				260.2	---	1.1 BRETVILLE JCT. -----P		---	---	---	---	1735	
				263.4	---	Jct. with Camrose Sub. 3.2 NORTH EDMONTON --P		64	1320	1600	1630	1730	
1219	1358	1407	1037		---	Interlocked with Edmonton East Terminal and Vegreville Subs.							
									Daily	Daily	Daily	Daily	
	1	3	101						102	2	4	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—Doddsland Sub. connects with siding at Biggar. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Doddsland Sub.

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

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 derrails 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.

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

12. CONDITIONAL PASSENGER STOPS

At Viking, No. 1 and No. 3 will stop to detrain revenue passengers from Saskatoon and beyond and upon advance notice, will stop to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.

At Viking No. 2 and No. 102 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
Passenger trains do not exceed 45 miles per hour and Freight trains do not exceed 25 miles per hour while passing the governing approach signal. Interlocking signals are not controlled by the train dispatcher and Rules 264 or 265 do not apply. If necessary to pass an interlocking signal indicating STOP, the requirements of Rule 672 must be observed, after which, movement may proceed at Restricted Speed to the next signal.

EDMONTON EAST TERMINAL SUBDIVISION										
WESTWARD TRAINS						Miles from Edmonton	Miles from North Edmonton	Yard Limits	STATIONS	Office Signals
FIRST CLASS										
3	1	695	691	697	101					
Passenger	Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily					
Will Not Operate Sept. 12 to October 30 inclusive	1407					0.0	0.4	Two Tracks	NORTH EDMONTON -PXZ Interlocked with Vegreville and Wainwright Subs. 3.5	CD
	\$1420					1.2	1.2			
Will Not Operate June 18 to Sept. 11 inclusive	1358	1219	1144	1124	1037	3.3		CTC	NORTH EDMONTON -P Interlocked with Vegreville and Wainwright Subs. 3.3	MO
	\$1410	\$1230	\$1155	\$1135	\$1050	0.0				
	3	1	695	691	697	101	On Edmonton-North Edmonton Line, main track commences at west boundary 96th Street mileage 0.4. Rule 105 applies between mileages 0.0 and 0.4.			

EDMONTON WEST TERMINAL SUBDIVISION										
WESTWARD TRAINS						Miles from Edmonton	Yard Limits	STATIONS	Office Signals	
FIRST CLASS										
3	1	101								
Passenger	Passenger	Passenger								
Daily	Daily	Daily								
Will Not Operate Sept. 12 to October 30 inclusive	1500				1130	0.0	↓	CTC TWO TRACKS	EDMONTON -CKPWXZ 4.2	MO
						4.2				
Will Not Operate June 18 to Sept. 11 inclusive	1440					4.9		CTC TWO TRACKS	WEST JCT. -PXYZ 0.7	
						6.0				
Will Not Operate Sept. 12 to October 30 inclusive					1145	7.2		CTC TWO TRACKS	N.A. RLY. -PX 1.1	
	1520	1500						CTC TWO TRACKS	UNION JCT. -PX Jct. with Sangudo Sub. 1.2	
	3	1	101	Main track commences at the east boundary of 105th Street overpass mileage 0.4. Rule 105 applies between mileages 0.0 and 0.4.						

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										
WESTWARD TRAINS						Miles from Edmonton	Miles from North Edmonton	Yard Limits	STATIONS	Office Signals
FIRST CLASS										
102	2	4	694	696	690					
Passenger	Passenger	Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner					
Daily	Daily	Daily	Daily	Daily	Daily					
Will Not Operate Sept. 13 to October 30 inclusive						0.0	Two Tracks	NORTH EDMONTON -PXZ Interlocked with Vegreville and Wainwright Subs. 3.5	CD	
						1.2				
Will Not Operate June 19 to Sept. 12 inclusive	1320	1600	1630	1730	1740	3.3	CTC	NORTH EDMONTON -P Interlocked with Vegreville and Wainwright Subs. 3.3	MO	
	1310	1550	1620	1720	1730	0.0				
	102	2	4	694	696	690	On Edmonton-North Edmonton Line, main track commences at west boundary 96th Street mileage 0.4. Rule 105 applies between mileages 0.0 and 0.4.			

EDMONTON WEST TERMINAL SUBDIVISION										
WESTWARD TRAINS						Miles from Edmonton	Yard Limits	STATIONS	Office Signals	
FIRST CLASS										
102	2	4								
Passenger	Passenger	Passenger								
Daily	Daily	Daily								
Will Not Operate Sept. 13 to October 30 inclusive	\$1230	\$1520	\$1540			0.0	Two Tracks	EDMONTON -CKPWXZ 4.2	MO	
						4.2				
Will Not Operate June 19 to Sept. 12 inclusive	1220	1510	1530			4.9	CTC TWO TRACKS	WEST JCT. -PXYZ 0.7		
						6.0				
Will Not Operate Sept. 13 to October 30 inclusive						7.2	CTC TWO TRACKS	N.A. RLY. -PX 1.1		
	1210	1459	1519				CTC TWO TRACKS	UNION JCT. -PX Jct. with Sangudo Sub. 1.2		
	102	2	4	Main track commences at the east boundary of 105th Street overpass mileage 0.4. Rule 105 applies between mileages 0.0 and 0.4.						

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 east boundary 105th Street overpass mileage 0.4.

WESTWARD TRAINS			Miles from Edmonton	EDSON SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS			
FIRST CLASS				MOUNTAIN STANDARD TIME	STATIONS			FIRST CLASS			
3	1	101						102	2	4	
Passenger	Passenger	Passenger						Passenger	Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily	Daily						
1520	1500	1145	7.2	Two Tracks	BISSELL	P	YARD	1210	1459	1519	
---	---	---	7.8		12.5	SPRUCE GROVE	P	110	---	---	
---	---	---	19.7	12.8	---	---	---	---	---		
1548	1528	1212	32.5	11.8	CARVEL	P	108	1140	1432	1453	
---	---	---	44.3	13.8	WABAMUN	P	121	---	---	---	
---	---	---	58.1	8.2	GAINFORD	P	110	---	---	---	
---	---	---	66.3	1.8	ENTWISTLE	P	111	---	---	---	
1630	1610	1252	68.1	9.4	EVANSBURG	P	---	1105	1348	1418	
---	---	---	77.5	10.6	WILDWOOD	PW	112	---	---	---	
---	---	---	88.1	11.6	LEAMAN	P	108	---	---	---	
1700	1642	1322	99.7	10.1	NITON	P	111	1035	1313	1348	
---	---	---	109.8	11.0	PEERS	P	110	---	---	---	
---	---	---	120.8	8.8	WOLF CREEK	P	110	---	---	---	
s1730	s1720	s1405	129.6	9.3	EDSON	CKPWY	FY	145	1005	1240	
1735	1725	1410	138.9	10.2	BICKERDIKE	P	116	s1000	s1235	s1310	
---	---	---	139.4	6.7	GALLOWAY	P	120	---	---	---	
---	---	---	149.1	9.4	MEDICINE LODGE	P	110	0925	1157	1237	
1803	1755	1450	155.8	11.8	OBED	P	106	---	---	---	
---	---	---	165.2	7.6	PEDLEY	PW	112	---	---	---	
---	---	---	177.0	11.6	HINTON	P	120	s0855	s1125	s1205	
s1838	s1835	s1530	184.6	3.2	SOLOMON	P	113	---	---	---	
---	---	---	196.2	8.8	SWAN LANDING	P	160	---	---	---	
---	---	---	199.4	6.4	MIETTE	P	123	0818	1048	1130	
1910	1907	1605	208.2	5.9	DEVONA	P	123	---	---	---	
---	---	---	214.6	7.1	SNARING	P	123	---	---	---	
---	---	---	220.5	8.1	HENRY HOUSE	P	123	---	---	---	
---	---	---	227.6	8.1	JASPER	CKPWY	GH	53	0745	1015	1100
s1950	s1950	s1650	235.7								
								Daily	Daily	Daily	
3	1	101						102	2	4	

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) Swan Landing—Trains from Grande Cache Sub. to Edson Sub. need not obtain clearance at Swan Landing

unless so directed by Train Dispatcher.

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

(Continued on Page 6)

EDSON SUBDIVISION FOOTNOTES—Continued

2. CTC Features—

(a) Trains and engines must not clear the main track at the following switches (BTC 115337 - 117866): East and west switches mileage 10.7

Mileage 12.7	Mileage 67.3	Mileage 134.6
24.0	71.4	143.5
24.4	92.0	160.0
38.8	115.7	184.5
44.8	130.6	231.4
51.8		

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

(c) 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.

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

(e) Westward movements receiving a TAKE SIDING indication on block signal 2345 at Jasper will take siding at the Passenger Siding east switch.

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

3. Rules 287 and 288 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 Alberta Concrete Products Co. Ltd. Spur 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. Trains from Foothills Sub. must obtain train dispatcher's permission before entering Bickerdike siding.

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

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

Trains handling wide loads must not use Swan Landing siding.

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 and No. 3 will stop to detrain revenue passengers from Saskatoon and beyond and upon advance notice, will stop to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.

At Evansburg, No. 2 and No. 102 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 ----- 40

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

Sidings ----- 25 25

Tracks and Spurs not otherwise covered 10 10

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

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6.25
5.50
13.75