MOUNTAIN REGION

# GREAT SLAVE LAKE BRANCH

## EMPLOYEES' OPERATING TIMETABLE

# 3

## TAKING EFFECT AT 0001 SUNDAY, APRIL 25th, 1971

ALL TIMES SHOWN ARE MOUNTAIN STANDARD

***Be Careful — A Single Accident Is One Too Many***


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MANAGER
EDMONTON

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EDMONTON

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ROMA JCT.

# CANADIAN NATIONAL RAILWAYS

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

## SUBDIVISION INDEX



## GENERAL INDEX





## SYSTEM SPECIAL INSTRUCTIONS

A—Rule 72A. The superior direction is East or South.

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

2. On subdivisions, or portions thereof, where this Special Instruction applies, except on Jct. switches, lights will not be displayed on switches, train order signals and yard limit signs.

3. Main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights.

4. In yard limits where this Special Instruction applies, third class, fourth class, extra trains and engines accepting an ABS signal indication permitting it to proceed, must move at restricted speed regardless of the indication and the 'note' in Rule 93 does not apply.

5. Except for the purpose of giving signals for operation or to prevent accident, sounding of engine whistle signal by any engine in respect to public crossings at grade is prohibited. (This special instruction only applies at locations specified.)

6. SINGLE TRACK. Where Restricting Speed Signs are used, Resume Speed Signs are on the reverse side of the Restricting Speed Sign governing movements in the opposite direction.

7. Employees are prohibited from riding on tops of moving cars or engines other than on the deck of flat cars.

8. Rule 21—White flags and white lights will be displayed in C.T.C.

9. The following changes are to be made in the "INSTRUCTIONS GOVERNING THE USE OF RAILWAY RADIO COMMUNICATION SYSTEM", as outlined in Form 696:

(a) Page 7, Item 3, add the following:
"Continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal."

(b) Page 10 and 11, Items 2(b), 2(c) and 2(d). When identifying himself the Train Dispatcher, Yardmaster, Operator or Switchtender must always say "CN" before the name of his position.

(c) Page 11, Item 2(d). The first two sentences are changed to read as follows: With handset off the hanger switch to channel 2 and depress channel change button where applicable. Depress "DISP 1" button for three to five seconds.

(d) At locations specified in timetable footnote the Operator will be contacted as follows: With handset off hanger switch to channel 2 depressing channel change button where applicable. Depress "DISP 1" button for three to five seconds, then voice call operator.

(e) The identification of tone call buttons on radio control heads will be progressively changed from "DISP 1" to "OPR-YM" and from "DISP 2" to DISPR" and this change must be recognized in all instructions.

10. (a) Back-up and Forward Pushing Movements (Freight Equipment):

To prevent jack-knifing of diesel units during these movements, the following limits are placed on the number of working units permitted whenever 20 or more cars are involved.

1800 H.P. or smaller—3 units
2000 H.P. or larger —2 units

The units allowed to work must be those leading in the direction of the movement (next to the cars) and the then trailing units, if any, must be isolated until movement completed. Any dead or idling units located between the operating units and the cars must be set off before movement is started.

(b) Engine and Tonnage Restrictions:

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

On the Newfoundland Area only the engine consist is increased to 30 motorized axles and the tonnage increased to that which can be handled by 24 motorized axles.

(c) Coupling Regulations:

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

11. Movements handling system or foreign hopper cars either loaded or empty that have a load limit of 95 tons or over must not exceed a speed of 10 miles per hour while operating on other than main tracks. (NOTE: See Special Instruction M-6 for additional restrictions applicable on the Mountain Region.)

12. The ordering time of trains must not be advanced and trains must not leave ahead of their ordered time unless written permission to do so has been received from the train dispatcher.

13. Rule 18, first paragraph is amended to read:—Yard engines will display a headlight to the front and rear by day and by night.

14. Employees are cautioned not to use any of the drugs or medicines which may produce drowsiness or a similar condition while on duty nor are such drugs to be taken for a period of 12 hours before reporting for duty. Such drugs are contained in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, etc., and employees must know if the medicine he is taking, or has been given to take, contains such a drug so as to avoid injury to himself and fellow employees.

15. In the application of the fourth paragraph of Rule 3, at locations where this special instruction applies, it will be the responsibility of the yardmaster to have standard time available to yard enginemen and yard foremen who may obtain this information from the yardmaster by telephone or radio.

16. TURBO TRAINS—On this equipment the following will apply:

(a) Voice communication on the engine/train crew intercom will replace sound signals on the conventional "communicating signal appliance" in the application of Rule 16.

(b) Green and white lights will be displayed alone, without flags of the corresponding color, in complying with the requirements of Rules 20 and 21 as well as Special Instruction 8.

17. Rule 3. In the application of the first paragraph of this Rule employees are hereby directed to submit their watches and corresponding watch rating cards to a designated Watch Inspector for examination comparison and record during the months of May and November or more often when there is evidence that attention is needed to ensure reliability. Except for the Bulova Accutron models which do not require periodic cleaning, employees must have their railway grade watches cleaned at intervals not exceeding 24 months. Instructions contained in booklet Form 696 are hereby changed accordingly.

18. The use of tobacco by employees while on duty in the process of, or engaged in serving patrons in passenger carrying cars, or in and about passenger stations is prohibited except as follows:

Cigarette smoking is allowed in 'Smoking Permitted' sections of passenger carrying cars, while seated at designated locations—providing there is no possibility of annoyance or discomfort to passengers. The use of cigars or pipes is expressly forbidden.


*(Continued on Page 2)*

## System Special Instructions (Continued)

19. Whenever it is known or suspected that a block or interlocking signal has been struck and/or damaged, the TRAIN DISPATCHER, or employee performing the duties, must immediately be advised and until otherwise declared by the signal supervisor, he must regard the signal as inoperative and displaying its LEAST restrictive indication and take whatever action is necessary to fully protect the situation. OTHER EMPLOYEES, who learn of the situation, must consider the signal as displaying its MOST restrictive indication, regardless of the indication actually shown, and rules governing the most restrictive indication apply. Repairs to signals must not be made by other than authorized employees and signals which have been knocked over must not be re-erected by other than an authorized person except if necessary, they may be moved laterally to clear the track.

20. Form 696.

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

(b) Page 43 — General Instruction 9, The Board of Transport Commissioners for Canada has been replaced by the Railway Transport Committee of the Canadian Transport Commission. Accident reports formerly addressed to the Chief Operating Officer of the Board of Transport Commissioners must now be addressed to the Director of Operation, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ont.

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

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

On cars equipped with storage boxes, chains must be stored therein when not in use.

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

23. Yard limit signs may be reflectorized and when this is done they will not be equipped with a yellow light.

24. Rule 269— Within CTC territory protection against following trains or engines on the same track is not required at any time unless signals are declared inoperative.

25. It is permissable for an operator to fill in the departure time of a train which has been registered by the conductor whenever this time is definitely established.

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

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

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

WARNING: There is evidence of a possible overheated journal on the train. While temperature indication is not sufficiently high to make immediate stop necessary, the car must be kept under close observation and must be inspected should train be stopped for any other reason. At crew change points, inbound crew will advise outbound crew that a warning has been received at the last detector.
TRAIN MUST BE STOPPED: There is evidence of dragging equipment or of extreme journal temperature which requires that the train be stopped immediately to permit inspection of the car involved.

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

Where there has been a dragging equipment indication, the car involved as well as two cars ahead and behind must also be inspected for possible overheated journals.

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

## REGIONAL SPECIAL INSTRUCTIONS

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

M-2. Unless further restricted by train order, movements handling Wellman type cranes 50368, 50369, 50400, 50401, 50402, 50403, 50417, and American type 50372, must not exceed 35 miles per hour where maximum speed is 40 miles per hour or more; 25 miles per hour where maximum speed is between 25 and 40 miles per hour; and 20 miles per hour or as much lower as is necessary for safety where maximum speed is 25 miles per hour or less. Speed restriction as contained in second paragraph of Item 3, Page 32, General Instructions (Form 696) modified accordingly.

M-3. Movements handling continuous welded rail must not exceed 30 miles per hour on tangent track and 20 miles per hour on curves. This instruction is not applicable to single, double or triple car loads.

M-4. Loaded hart cars equipped with arch bar trucks are to be marshalled together and handled on trains other than fast freight trains and speed restricted to 30 miles per hour where maximum speed is 50 miles per hour or more, and 20 miles per hour where maximum speed is less than 50 miles per hour.

M-5. Outfit cars equipped with arch bar trucks must be marshalled as close to the rear of the train as practical, except when handled in way freight, mixed or work trains those with steel underframe may be placed near the engine. Speed must at no time exceed 30 miles per hour.

M-6. When conditions permit, movements handling hopper cars of 95 ton capacity or more whether loaded or empty, should not be operated in the speed range between 15 and 25 miles per hour, and must not exceed 10 miles per hour through sidings.

M-7. Trains handling more than 8000 tons must never exceed 50 miles per hour. When loaded covered hoppers make up 50 percent or more of the number of cars in any train consist, a speed of 45 miles per hour must not be exceeded.

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

*(Continued on Page 3)*



## Regional Special Instructions (Continued)

M-9. To reduce fire hazard, when setting off occupied outfit cars on other tracks, they must be left as far away as possible from grain elevators and industrial structures. If necessary and when practicable, occupied outfits must be separated so that no occupied car is adjacent to a grain elevator.

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

M-11. When defective cars are set out on line, conductors must wire the following information to the chief train dispatcher as soon as possible:

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

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

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

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

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

(a) In CTC, when authorized to pass a stop indication of a block or interlocking signal, movement must not obstruct any crossing within the block governed by that signal until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.

(b) In CTC, where this special instruction applies, movements stopped by a stop indication of a block or interlocking signal, must stop clear of the crossing and if authorized to pass the stop indication, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.

(c) Except as provided in 15(a) and 15(b), when on bonded track a movement is switching, has passed from one track to another or has turned a switch, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds and where provided, gates are horizontal, or until movement is protected by a flagman. Where a stop sign is erected, after stopping, the crossing may be obstructed when protection is observed to have been in operation for 7 seconds.

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

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

M-16. 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-17. When a subdivision is connected to the siding or other tracks of a station of an adjoining subdivision where CTC is in service, movements from that subdivision must not accept a proceed indication of a block signal until assurance is received from the train dispatcher that the indication was intended for that movement.

M-18. 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-19. When switching is completed at industrial sites which are protected by fences and/or doors, unless otherwise instructed by an authority of the industry, gates and/or doors must be closed and where locks are provided, they must be left secure.

M-20. 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-21. At stations where diesel units are left unattended, enginemen must be familiar with and adhere to local instructions regarding procedures for protection against the operation of such units by unauthorized persons. When instructions are received to set off one or more units from a multiple unit consist, enginemen must ensure corresponding reverser levers are left with a responsible person so they will be available when required.

M-22. When using sidings or other tracks, diesel units in 2000 and 5000 series and loads having a gross weight of more than 220,000 lbs. must be operated with caution and a speed of 20 miles per hour must not be exceeded in sidings where a maximum speed through sidings is 25 miles per hour. When necessary to switch other tracks with diesel units in 2000 or 5000 series, reachers should be used where possible.

## AREA SPECIAL INSTRUCTIONS

A-1. In the application of Rule 4A, train order notice of new timetable is not required on subdivisions or portions thereof where this special instruction applies.

A-2. Under the provisions of Rules 93 and 105, trains and engines moving at Restricted Speed must be prepared to stop short of a switch not properly lined, and must be prepared to stop short of a hand signal when given as prescribed by Rule 12(a). This special instruction applies on specified subdivisions or portions thereof.

A-3. On subdivisions or portions thereof, where this special instruction applies, Rules 40 and 42 do not apply within yard limits. In the application of Rule 43, Bulletin will be issued in lieu of train order at all locations.

## MANUAL BLOCK SYSTEM SPECIAL INSTRUCTIONS

**(These Special Instructions Apply Only On Specified Subdivisions or Portions Thereof)**

*NOTE: Whenever the words "Traffic Controller" appear herein, they apply to the employee performing the duties.*

MB-1. All train movements will be supervised by the Traffic Controller who will issue Block Clearances, Bulletins, and other instructions to the Engineman as may be required, all of which must be repeated to ensure proper understanding. The Engineman will be responsible to ensure that other members of the crew understand all instructions received. Train or engine designations will be specified by the traffic controller.

MB-2. Block clearances will be issued to Maintenance Foremen as required for the protection of maintenance work, impassable track and for the immediate protection of slow track, and when so protected, Rules 40 and 42 are not applicable. In such cases the Foreman's name will appear in the space provided for the Engineman's name and his maintenance gang number in the space provided for train designation.

MB-3. In lieu of train orders, bulletins will be issued, as required, to give notice of track or other conditions. These bulletins will be numbered, and each block clearance issued must show the bulletins which are in effect. Enginemen are responsible for being in possession of such bulletins.

MB-4. Block Clearance Form 726 will be the only authority issued for the movement of extra trains, and Rule 97 will not apply. Trains will be designated as: Extra 234 South, Extra 234 West, Work Extra 234, etc.

MB-5. A train or engine must not enter on, or foul, a main track without the authority of a block clearance, except within yard limits.

MB-6. Block Clearances will be numbered consecutively beginning at midnight each day.

MB-7. When transmitting a block clearance, except for reference to the repeat time and time block is reported clear, the Traffic Controller must read aloud all parts of the block clearance adding the required information. Block clearances will be repeated in the same manner. Traffic Controller must underscore each word and figure as it is repeated.

A check mark must be shown in the appropriate box where boxes are provided to indicate one of two or more conditions.

When block is reported clear, the time must be shown on the block clearance.

MB-8. The Traffic Controller's office record of block clearance will be maintained in train order book. When a Traffic Controller is relieved, he must make a transfer of all block clearances and bulletins in effect, using procedure as outlined in Rule 220, paragraph 4.

MB-9. A train or engine authorized to proceed from one point to another must move in the direction specified. A train or engine authorized to work may move in either direction between the points named. When a block clearance authorizes a train to proceed, the portion of track will be considered clear up to and including the station at which the train was last reported to have passed.

MB-10. Enginemen must promptly advise the Traffic Controller the following times:

(a) When rear of train has passed the limits of each siding.
(b) When clear of the main track.
(c) When rear of train exits the limits of the Manual Block territory.

MB-11. Work Extra trains must be clear of the main track before the time specified in the Block Clearance but the work limits must not be considered clear until positively reported clear by the enginemen.

If additional time is required, it must be obtained from the Traffic Controller prior to the expiration of the time originally granted. When additional time is provided, the block clearance must be corrected by stroking out the original time and adding the new time in the place provided for that purpose. Traffic Controller must also make a record of the time such extension was repeated on his copy. Not more than two extensions of time may be granted on one clearance. Unless otherwise stated, a Work Block clearance does not permit use of the main track between siding switches at either of the stations named.

MB-12. Stations within yard limits may be specified as the originating or terminating point of a block clearance but when so done, the block clearance conveys no authority to operate within yard limits at that station.

MB-13. When stopping at the station to which a train was last authorized, stop must be made so as not to obstruct an opposing train.

MB-14. Before issuing a Block Clearance to permit two or more trains to occupy the same limits, trains already authorized within those limits must be stopped and their block clearance cancelled.

MB-15. When two or more trains are required to protect against each other, protection must be arranged in a clear and concise manner by direct contact between each of the Enginemen involved. These arrangements must be recorded by each Engineman and repeated to ensure a proper understanding. Under these circumstances, Restricted Speed must not be exceeded until it is positively established that there will be no confliction with other trains involved. When communication fails between two or more trains which are required to protect against each other, no movement is to be made beyond that which was last arranged.

MB-16. When it is necessary to cancel Block Clearance, the cancellation must be acknowledged by the Engineman with his name and time of cancellation which must be recorded by the Traffic Controller on the office copy. The Engineman must immediately destroy his copy of the cancelled block clearance. A new block clearance must be issued immediately.

MB-17. If a train or engine fouls any part of Manual Block System territory without proper authority, protection must immediately be provided as prescribed by Rule 99.

MB-18. Whenever possible, Traffic Controller must advise all trains when communication with him is to be temporarily removed from service and again when it is restored.



NORTHWARD TRAINS ↓

SOUTHWARD TRAINS ↑

## MANNING SUBDIVISION

| Miles from N.A. Rly. Jct. | Yard Limits | STATIONS | Office Signals | Siding Car Capacity |
|---|---|---|---|---|
| 0.0 | ↓ | N.A. Rly Jct. — Z (Jct. with N.A. Rly.) | ---- | ---- |
| | | 1.0 | | |
| 1.0 | | ROMA JCT. — CKYZ | ---- | Yard |
| | | 11.8 | | |
| 3.0 | 3.0 | LEDDY | ---- | 73 |
| | | 14.3 | | |
| 12.8 | ---- | DIXONVILLE | ---- | 96 |
| | | 18.2 | | |
| 27.1 | ---- | DEADWOOD | ---- | 73 |
| | | 10.0 | | |
| 45.3 | ---- | MANNING | ---- | 96 |
| | | 13.8 | | |
| 55.3 | ---- | HOTCHKISS | ---- | 73 |
| | | 15.0 | | |
| 69.1 | ---- | HAWKHILLS | ---- | 96 |
| | | 25.6 | | |
| 84.1 | ---- | KEMP RIVER | ---- | 96 |
| | | 18.6 | | |
| 109.7 | ---- | KEG RIVER | ---- | 96 |
| | | 9.7 | | |
| 128.3 | ---- | PADDLE PRAIRIE | ---- | 73 |
| | | 21.0 | | |
| 138.0 | ---- | METIS | ---- | 96 |
| | | 23.9 | | |
| 159.0 | ---- | HIGH LEVEL — BCYZ | ---- | Yard |
| 181.0 | 181.0 | | | |
| 182.9 | ↑ | | | |

Manual Block System

Rule 105A not applicable.
Rules 321 to 323 applicable.
Rear flag protection in accordance with Rule 99 is not required.
Main track commences at yard north switch mileage 1.6.
Rule 105 applies between mileages 0.0 and 1.6.

## MANNING SUBDIVISION FOOTNOTES

### 1 RULE MODIFICATIONS

1.1 **TRAIN REGISTER MODIFICATIONS—**
Roma Jct.—Standard Clock and Bulletins only.
High Level—Bulletins only.

1.2 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 2: applicable on yard limit signs.
AREA A-1, A-2 and A-3—on entire sub.
MANUAL BLOCK MB-1 to MB-18: applicable between mileage 3.0 and mileage 181.0.

1.3 **OTHER MODIFICATIONS—**
SYSTEM Special Instructions 9(b), 9(c), 9(d), 9(e), and 10(b) not applicable.

### 2 SPEEDS

2.1

| Mileage | | Miles per Hour All Movements |
|---|---|---|
| **0.0 to 2.0** | Zone | 15 |
| **2.0 to 182.9** | Zone | 40 |
| 73.1 to 74.4 | | 20 |
| Sidings and Other tracks | | 10 |

### 3 HOT BOX DETECTORS

Located at mileages 43.4, 76.0 and 137.1.

### 4 OTHER TRACKS

| | Mileage | Capacity | Points Face |
|---|---|---|---|
| Ballast Pit | 10.0 | 35 cars | N S |
| Swanson Lbr. Co. Ltd. | 111.6 | 10 cars | S |

NORTHWARD TRAINS ↓

## MEANDER RIVER SUBDIVISION

| Miles from N.A. Rly. Jct. | Yard Limits | | STATIONS | Office Signals | Siding Car Capacity |
|---|---|---|---|---|---|
| 182.9 | ↓ | | HIGH LEVEL BCYZ | ----- | Yard |
| 184.2 | 184.5 | | 18.3 | | |
| 201.2 | ----- | Manual Block System | HUTCH LAKE | ----- | 73 |
| | | | 21.8 | | |
| 223.0 | ----- | | MEANDER RIVER | ----- | 73 |
| | | | 17.8 | | |
| 240.8 | ----- | | SLAVEY CREEK | ----- | 73 |
| | | | 17.8 | | |
| 258.6 | ----- | | LUTOSE | ----- | 73 |
| | | | 13.2 | | |
| 271.8 | ----- | | STEEN RIVER | ----- | 73 |
| | | | 19.5 | | |
| 291.3 | ----- | | INDIAN CABINS | ----- | 73 |
| | | | 19.9 | | |
| 311.2 | ----- | | GRUMBLER | ----- | 73 |
| | | | 19.7 | | |
| 330.9 | ----- | | ALEXANDRA FALLS | ----- | 73 |
| | | | 18.8 | | |
| 349.7 | ----- | | ENTERPRISE | ----- | 73 |
| | | | 19.1 | | |
| 367.3 | 367.3 | | PINE JCT. YZ<br>Jct. with Pine Point Sub. | ----- | 73 |
| | | | 8.2 | | |
| 377.0 | ↑ | | HAY RIVER BZ | ----- | Yard |

Rule 105A not applicable.
Rules 321 to 323 applicable.
Rear flag protection in accordance with Rule 99 is not required.
Main track ends at yard switch mileage 375.8.
Rule 105 applies between mileages 375.8 and 377.0.

SOUTHWARD TRAINS ↑

## MEANDER RIVER SUBDIVISION FOOTNOTES

### 1 RULE MODIFICATIONS

1.1 **TRAIN REGISTER MODIFICATIONS—**

High Level—Bulletins only
Hay River—Bulletins only

1.2 **SPECIAL INSTRUCTIONS APPLY—**

SYSTEM 2: applicable on yard limit signs.
AREA A-1, A-2 and A-3—on entire sub.
MANUAL BLOCK MB-1 to MB-18: applicable between mileage 184.5 and mileage 367.3.

1.3 **OTHER MODIFICATIONS—**

SYSTEM Special Instructions 9(b), 9(c), 9(d), 9(e), and 10(b) not applicable.

### 2 SPEEDS

| 2.1 Mileage | | Miles per Hour All Movements |
|---|---|---|
| **182.9 to 377.0** | Zone | 40 |
| Sidings and Other tracks | | 10 |

### 3 PUBLIC CROSSING AT GRADE

3.1 **Mileage 350.2**—Automatically protected.

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

### 4 HOT BOX DETECTORS

Located at Mileages 233.3, 294.3 and 350.4.

### 5 OTHER TRACKS

| | Mileage | Capacity | Points Face |
|---|---|---|---|
| Imperial Lbr. Co. Ltd. | 214.3 | 13 cars | S |
| Ballast Pit | 226.0 | 40 cars | S |
| Spur | 300.0 | 15 cars | N |



WESTWARD TRAINS ↓

## PINE POINT SUBDIVISION

| Miles from Pine Jct. | Yard Limits | | STATIONS | Office Signals | Siding Car Capacity |
|---|---|---|---|---|---|
| 54.3 | ↓ | | PINE POINT MINES Z | ----- | Yard |
| | | | 4.0 | | |
| 50.3 | | | PINE POINT YZ | ----- | Yard |
| 49.0 | 49.0 | | 16.0 | | |
| 34.3 | ----- | Manual Block System | MELLOR | ----- | 55 |
| | | | 17.7 | | |
| 16.6 | ----- | | BIRCH C | ----- | 55 |
| 1.8 | | | 16.6 | | |
| 1.4 | 1.4 | | PINE JCT. YZ<br>Jct. with Meander River Sub. | ----- | ---- |
| 0.0 | ↑ | | | | |

Rule 105A not applicable.
Rules 321 to 323 applicable.
Rear flag protection in accordance with Rule 99 is not required.

EASTWARD TRAINS ↑

## PINE POINT SUBDIVISION FOOTNOTES

### 1 RULE MODIFICATIONS

1.1 **SPECIAL INSTRUCTIONS APPLY—**

SYSTEM 2: applicable on yard limit signs.
AREA A-1, A-2 and A-3—on entire sub.
MANUAL BLOCK MB-1 to MB-18: applicable between mileage 1.4 and mileage 49.0.

1.2 **OTHER MODIFICATIONS—**

RULE 111—Westward trains handling ore from Pine Point Mines must stop for standing inspection at Mellor.
SYSTEM Special Instructions 9(b), 9(c), 9(d), 9(e) and 10(b) not applicable.

### 2 SPEEDS

| 2.1 Mileage | | Miles per Hour All Movements |
|---|---|---|
| **0.0 to 54.3** | Zone | 40 |
| Sidings and Other tracks | | 10 |

### 3 PUBLIC CROSSING AT GRADE

3.1 **Mileage 0.5**—automatically protected.

Movements over the crossing from the north leg of the wye Pine Jct. must not obstruct the crossing until automatic protection has been in operation for at least 25 seconds.

### 4 HOT BOX DETECTOR

Located at mileage 9.7.

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

NOTE—SEE GENERAL INSTRUCTIONS (FORM 696)

| Location | Obstruction | Side of Track |
|---|---|---|
| **MANNING SUB:** | | |
| Industrial Track, Manning | Loading Ramp | West |
| K. Mitchell Sawmills Ltd. Spur | Loading platform | East |
| Hotchkiss Siding, north end | Loading platform | East |
| **HIGH LEVEL:** | | |
| Industrial track | All shed platforms between and including Baroid of Canada Ltd. and Beaver Lbr. Co. | West |
| Team Track No. 2 | Loading Ramp | West |
| Swanson Lbr. Co. Ltd. | Loading Ramp | South |
| Consolidated Hydro-Carbons Ltd. | Gateposts | Both |
| **MEANDER RIVER SUB:** | | |
| Enterprise: Team track | Loading Ramp<br>Dirk Vos shed platform | West<br>West |
| **HAY RIVER:** | | |
| Team Track No. 1 | Loading Ramp | East |
| Consolidated Hydro-Carbons Ltd. | Gatepost and Retaining Wall | East |
| Pacific Petroleums Ltd. | Gatepost and Fence | West |
| Gulf Oil Spur | Stand Pipes and Hoses | East |
| Northern Transportation Co. Ltd. (Shed Spur) | Shed | East |
| Northern Transportation Co. Ltd. (Ramp Spur) | Side Ramp<br>Shed | West<br>East |

| Location | Obstruction | Side of Track |
|---|---|---|
| **PINE POINT SUB:** | | |
| Pine Point: Ramp track | Loading Ramp | South |
| **PINE POINT MINES:** | | |
| Main track, Mileage 52.9 | Concentrate Loading Ramp | South |
| Fertilizer Spur | Conveyors | South |
| Diesel Spur | Stand Pipes | South |
| Butane Spur | Stand Pipes | South |
| Track No. 1—Oil Shed<br>—Warehouse | Unloading Dock<br>Unloading Dock | West<br>West |
| Track No. 2—Lime unloading station | Pipe | East |
| —Concentrator Doors 43, 44 and 45 | Platform | East |
| —Grinding Bay | Door Frames | Both |
| Zinc tail track | Old Loading Ramp | South |



## EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

| WESTWARD OR NORTHWARD (Read Down) | | | | EASTWARD OR SOUTHWARD (Read Up) | | |
|---|---|---|---|---|---|---|
| Single Unit Ratings | | | | Single Unit Ratings | | |
| Car Factor | GR-12 | GFA-B-15 Non-Ballasted GR-17 | BETWEEN | GFA-B-15 Non-Ballasted GR-17 | GR-12 | Car Factor |
| | 1200-1399 | 4200-4399 | | 4200-4399 | 1200-1399 | |
| | | | **MANNING - MEANDER RIVER - PINE POINT SUBS** | | | |
| 9 | 2350 | 3150 | Roma Jct. and Dixonville | 3500 | 2800 | 9 |
| | | | Dixonville and High Level | 3200 | 2400 | 9 |
| 15 | 4000 | 5400 | High Level and Meander River | 4250 | 3200 | 9 |
| | | | Meander River and Enterprise | 4200 | 3150 | 9 |
| | | | Enterprise and Pine Jct. | 3400 | 2575 | 9 |
| | | | Pine Jct. and Hay River | 5000 | 3800 | 15 |
| 10 | 2600 | 3350 | Pine Jct. and Pine Point | 3300 | 2500 | 9 |

Rating for 2-unit engines is twice rating for a single unit. Rating for a 3-unit engine is three times the single unit rating, 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.

## MEDICAL OFFICERS

**CHIEF MEDICAL OFFICER**

Montreal, Que. _____ Dr. Peter Vaughan

**REGIONAL MEDICAL OFFICER**

Edmonton, Alta. ____*Dr. G. C. Pretty

| | Telephones Office | Residence |
|---|---|---|

**CLINIC MEDICAL OFFICER**

Edmonton, Alta. ____*Dr. R. V. Johnston 429-8783

**DISTRICT MEDICAL OFFICERS**

| | | | |
|---|---|---|---|
| Edmonton, Alta. ____ | *Dr. R. J. Johnston | 422-4246 | 488-2737 |
| | *Dr. K. E. Schmidt | 422-6525 | 469-6073 |
| | Dr. R. N. Eidem | 488-7879 | 439-3276 |
| Hay River, N.W.T. __ | *Dr. Earle L. Covert | | |
| Peace River, Alta. __ | *Dr. E. S. Takacs | | |

* Also Eye, Ear and Physical Examiners

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**WATCH INSPECTORS**

Ash Jewellers Ltd. _____ Peace River

Yard Agent _____ High Level

Terminal Supervisor _____ Hay River



## Notes

## Notes

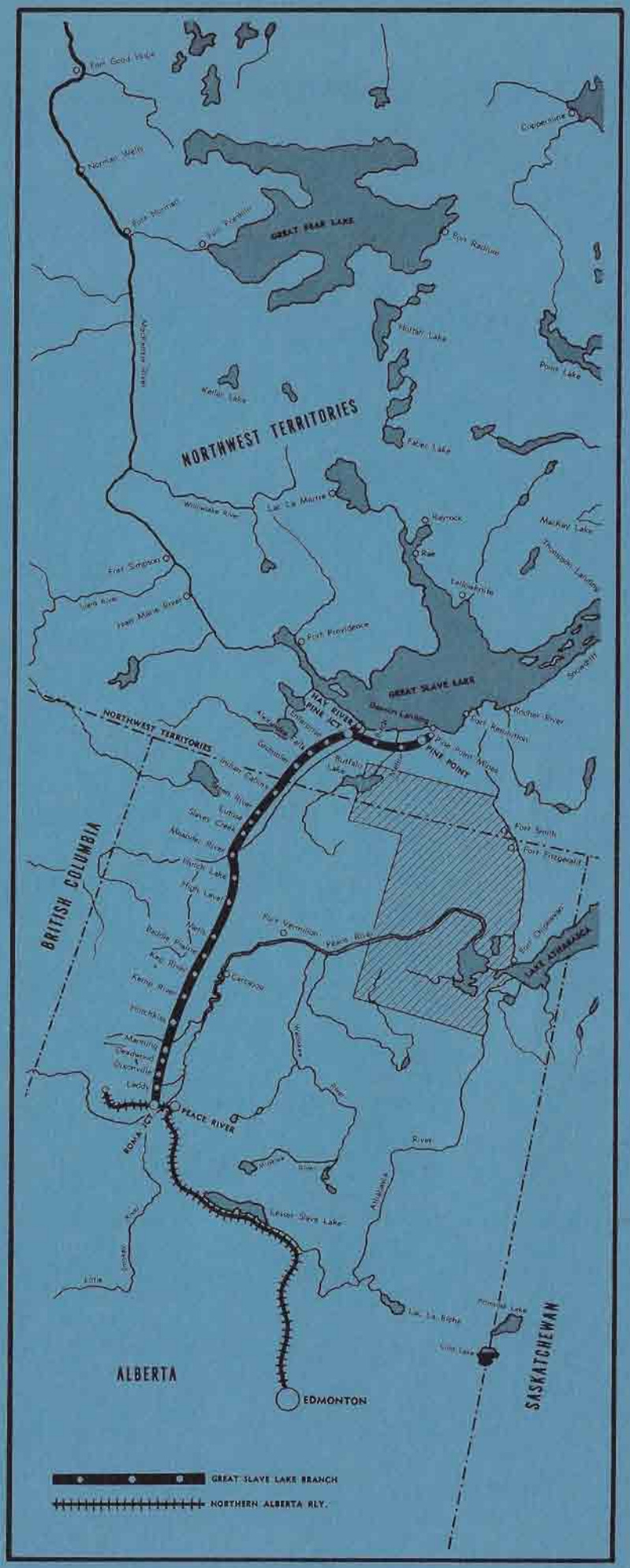
### OFFICERS

| | | |
|---|---|---|
| _____ | Operations Supervisor | Roma Jct. |
| R. A. Musgrove | Operations Supervisor | Hay River |

### TRAIN DISPATCHERS — ROMA JCT.

E. F. Ford
C. L. Graham
N. C. Ryhorchuk
R. J. Strachan

00-01-18


GREAT BEAR LAKE
NORTHWEST TERRITORIES
GREAT SLAVE LAKE
HAY RIVER
PINE POINT
PEACE RIVER
EDMONTON
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
LAKE ATHABASCA
GREAT SLAVE LAKE BRANCH
NORTHERN ALBERTA RLY.