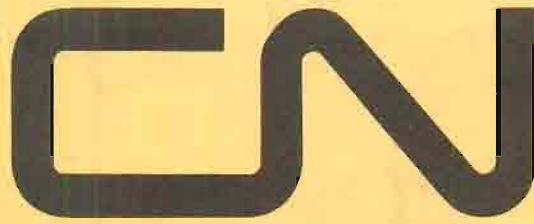


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Alberta

Canada.

SAB 535446

Loco Engineer.

MOUNTAIN REGION

EMPLOYEES' OPERATING TIME TABLE

3

TAKING EFFECT SUNDAY, NOVEMBER 20th, 1977

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

ALERT – ATTENTIVE – ALIVE

W. R. STEPHENSON

GENERAL SUPT. TRANSPORTATION
EDMONTON

CANADIAN NATIONAL RAILWAYS

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

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Total Region Mileage — 4756.6

MOUNTAIN REGION**TAKING EFFECT AT 0001 STANDARD TIME, SUNDAY, NOVEMBER 20th, 1977****Jasper and East:**

Governed by:

Mountain Standard Time commencing 0100
Sunday, October 30th, 1977 and by:Mountain Daylight Saving Time commencing
0300 Sunday, April 30th, 1978 and by:Mountain Standard Time commencing 0100
Sunday, October 29th, 1978.**West of Jasper:**

Governed by:

Pacific Standard Time commencing 0100
Sunday, October 30th, 1977 and by:Pacific Daylight Saving Time commencing 0300
Sunday, April 30th, 1978 and by:Pacific Standard Time commencing 0100
Sunday, October 29th, 1978.**SYSTEM SPECIAL INSTRUCTIONS****INSTRUCTIONS FOR CHANGING RAILWAY TIME**

Whenever reference is made to Standard Time in the Uniform Code of Operating Rules, Special Instructions and Form 696, it also applies to Daylight Saving Time wherever and whenever it is in effect.

In order that action will be uniform in making the change in time, watches and clocks must be changed as follows:

TO CHANGE FROM STANDARD TO DAYLIGHT SAVING TIMEAt 0200 Standard Time, on the date time changes, watches and clocks must be **ADVANCED** one hour to indicate 0300, Daylight Saving Time.**TO CHANGE FROM DAYLIGHT SAVING TO STANDARD TIME**At 0200 Daylight Saving Time, on the date time changes, watches and clocks must be **RETARDED** one hour to indicate 0100 Standard Time.**OPEN TRAIN ORDER OFFICES AND OPEN DESIGNATED STANDARD CLOCK LOCATIONS**

After standard clocks have been set for new time, time must be compared with the train dispatcher before resuming normal duties.

CLOSED TRAIN ORDER OFFICES AND CLOSED DESIGNATED STANDARD CLOCK LOCATIONS

Standard clocks must be set for new time immediately the office is opened. After clocks have been set for new time, time must be compared with the train dispatcher before resuming normal duties.

EMPLOYEES ON DUTY AND COMING ON DUTY

All employees required to carry a railway grade watch and all other employees concerned in train movements on duty at 0200 on the date time changes, or as they come on duty after that hour, must change their watch to conform with the new time.

CONDUCTORS: Must compare watch immediately with rear trainmen on freight trains, all trainmen and baggagemen on passenger trains and with the engineman at the first opportunity.**ENGINEMEN:** Must compare watch immediately with all members on the crew on the engine and with their conductors at the first opportunity.**YARD CREWS:** Must compare watches immediately with all members of the crew.**OTHERS:** Must compare time:

- (a) With designated standard clock or
- (b) With the train dispatcher or
- (c) With an employee who has complied with (a) or (b) above.

(Continued on Page 2)

(Continued from Page 1)

SYSTEM SPECIAL INSTRUCTIONS

1.0 UNIFORM CODE OF OPERATING RULES

1.1 **Rule G**—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.

1.2 **Rule H**—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 discomfort to passengers. The use of cigars or pipes is expressly forbidden.

1.3 **Rule M**—Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

1.4 **Rule 3**—(Time service regulations contained in Form 696 are hereby changed accordingly.)

(a) 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 Bulova Accutron Models and Universal Geneve Unisonic Models, which do not require periodic cleaning, employees must have their railway grade watches cleaned at intervals not exceeding 24 months.

(b) (This special instruction applies only at locations specified.)

In the application of the fourth paragraph of this rule 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.

1.5 **Rule 18**—First paragraph is amended to read: Yard engines will display a headlight to the front and rear by day and by night.

1.6 **Rule 21**—Extra trains must display white lights in CTC.

1.7 **Rule 42**—(Paragraph (b) is modified to read): By day place a yellow flag and, in addition, by night a yellow light at least 2,200 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.

1.8 **Rule 72A**—The Superior direction is East or South.

1.9 **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 concerning trains operating late must not be handled in this manner.

1.10 **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.

1.11 **Rule 93**—

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

(b) (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.

(c) 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.

(d) (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.

1.12 **Rule 103, paragraph 3**—Whenever an emergency vehicle such as ambulance or fire truck is observed or reported being obstructed at a public or private crossing at grade, train dispatchers, yardmasters and members of train and engine crews must do everything possible to immediately clear such crossing consistent with safety. Clearance of the crossing must take precedence over train movement delays or railway inconvenience.

(Continued on Page 3)

*(Continued from Page 2)***SYSTEM SPECIAL INSTRUCTIONS**

- 1.13 **Rule 104-104E**—Main track switches and derail stands may be equipped with reflectorized lenses or target tips of the prescribed color in lieu of lights.
Derails must be locked when set in derailing position.
- 1.14 **Rule 107**—Conductors and Trainmen of passenger carrying trains will be responsible for the protection of traffic while it is being discharged or received at other than scheduled stops, flag stops and conditional stops, unless advice has been received from Train Dispatcher that other trains have been informed of the stop(s) or that other protection has been provided.
- 1.15 **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.
- 1.16 **Rule 206**—
(a) All engines of Canadian National Railways ownership, consisting of CN, GTW, DW&P and CV are considered as the same railway in the application of this rule.
(b) When an engine consists of more than one unit, the number of one unit only will be illuminated when in service and will be the identifying number; the number of other units must not be illuminated. When practicable, the number of the leading unit must be used.
- 1.17 **Rule 211**—
(a) All clearances must be OK'd by the train dispatcher. Paragraphs 2 and 3 of Rule 211 are restricted accordingly. This Special Instruction does not modify the requirements of Rule 213.
(b) 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.
- 1.18 **Rule 266**—
(a) When it becomes necessary to move a train or engine into a CTC block already occupied by another train or engine a Rule 266 will 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 block must also obtain authority in writing and repeated to the Train Dispatcher in the following form:
Authority given (occupation), (name) on (train or 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) to (time).
Restricted speed as required by ABS rules and Rules 104A, 104B and 672 must be applied. Such authority and permission may be obtained and repeated by radio.
- (b) A joint Rule 266 may be issued when it is necessary for more than one train or engine to work within the same limits. The Conductors and Enginemen of such trains and engines required to protect against each other must first have a thorough understanding in writing as to the movements of each other and the protection to be provided.
- (c) Fifth paragraph is amended to read:
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.
- (d) Rule 266 may be used to protect heavy track units when accompanied by a Conductor Pilot. When requesting track and time limits, employee will give his name, occupation and location and specify time and work limits and track or tracks to be used. When such authority is granted the instructions must be in writing and repeated to and acknowledged by Train Dispatcher before being acted on. Train Dispatcher must make proper record immediately. Before authorizing track occupancy, Train Dispatcher must block all levers controlling signals governing movements into such limits at STOP and must not remove lever blocks nor permit any train or engine to enter such limits until the employee in charge reports the time track and/or machines are clear, REGARDLESS OF THE TIME LIMITS GRANTED. If additional time is required, authority must be obtained in writing before previously authorized time expires.
Train Dispatcher must, when practicable, line track switches against potential conflicting movements and in addition, when practicable, line signals away from the protected limits.
- 1.19 **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 seal is broken 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.

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SYSTEM SPECIAL INSTRUCTIONS

1.20 **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.

1.21 **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.

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. MBS clearances 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 the "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 a book provided for the purpose, reading aloud all applicable written and preprinted portions. 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 clearance will normally be issued to engineman, but may be issued to conductor or operator. When issued to conductor, he must deliver or have a copy delivered to engineman. When issued to operator, copies must be delivered to conductor and engineman. Engineman and conductor will be responsible to ensure that all other 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 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.

2.6 When transmitting each MBS bulletin, the train dispatcher must write it in a 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. Employees copying MBS bulletins must, when practicable, check the other repeats for correctness.

2.7 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.

2.8 Except as provided by instruction 2.12, MBS clearance authorizes exclusive main track occupancy and flag protection is not required.

2.9 Stations will be used to designate the limits of an MBS clearance, but such authority does not permit use of the main track between the switches of the siding at either of the stations named, unless MBS clearance authorizes: "Hold main track at -----".

2.10 An extra train authorized to "proceed" must move in the direction specified. Train dispatcher must be promptly advised when the entire extra train has:

- (a) Left the limits specified on MBS clearance,
- (b) Entered yard limits,
- (c) Arrived or left locations specified by the train dispatcher.

The main track will be considered clear as the rear of the extra train passes each siding, or where there is no siding, passes each station.

2.11 A work extra given exclusive authority may move in either direction between the points named until the time specified. If additional time is required, it must be obtained from the train dispatcher prior to the expiration previously granted.

When MBS clearance time is extended, the new time must be recorded in the place provided, by train dispatcher and the employee copying such extension, and must be repeated but must not be acted upon until the train dispatcher has given the "repeated" time and his initials. Not more than one extension of time is permitted on one MBS clearance.

The work limits must not be considered clear and flag protection is not required until the work extra has reported "clear" and MBS clearance is cancelled.

2.12 Two or more work extras may be authorized to work within the same limits, protecting against one another, and when so authorized, their MBS clearances must so specify. Flag protection against trains, other than those specified on MBS clearance, is not required. If protection other than that prescribed by Rule 99 is to be provided between such work extras, it must be arranged in a clear and concise manner, by direct contact between each of the enginemen involved. These arrangements must be in writing and repeated to ensure proper understanding. Restricted speed must not be exceeded until it is positively established there will be no conflict between the trains involved.

Enginemen will be responsible to ensure that all other members of the crew have a proper understanding of such arrangements before any movement is made. When communication fails between the trains involved, no movement is to be made other than that which was last arranged.

2.13 Before cancelling an unfulfilled MBS clearance a train affected must be:

- (a) Issued a new MBS clearance
or
- (b) Stopped within yard limits
or
- (c) Clear of the main track

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SYSTEM SPECIAL INSTRUCTIONS

or

(d) Protected as prescribed by Rule 99. Cancellation must be sent to and acknowledged by the engineman, who will state his name at time of cancellation, which must be recorded by the train dispatcher. The engineman must immediately destroy his copy of cancelled MBS clearance and ensure that all other members of the crew have been advised.

2.14 When a train dispatcher is relieved, he must make a transfer of all MBS clearances and MBS bulletins in effect, using procedure as outlined in 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.

2.15 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 twenty-four hours prior to and, unless otherwise directed, for six days after it takes effect.

2.16 MBS protection must not be provided for track units or maintenance work unless specifically authorized by time table footnote.

3.0 GENERAL INSTRUCTIONS—FORM 696

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

3.2 INSTRUCTIONS GOVERNING THE USE OF RADIO

3.3 Radio instructions contained in General Instructions, Form 696 are hereby cancelled in their entirety and the following applies:

3.4 A Railway Radio Communication System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

3.5 Conditions requiring the use of Radio. On trains not equipped with communicating signal appliance Conductor must contact Engineman and obtain acknowledgment:

- (a) When approaching points where train is restricted by train orders issued for the protection of impassable or slow track, Rules 42 or 43.
- (b) On trains affected when approaching yard limits.
- (c) Between one and three miles from every station at which it is to meet or wait for a train, clear a superior train or move through a siding or crossover when so instructed.
- (d) in C.T.C. when approaching every siding preferably at a point where Engineman can see and communicate the indication of the approach signal.

Should the Engineman fail to acknowledge the call as herein prescribed, action must be taken by the Conductor to stop the train before reaching the point of restriction under (a), (b) or (c), and in C.T.C. before passing the next signal.

3.6 When radio is used in lieu of hand signals during switching operations, instructions as to the movement required must be specific and carefully given. For example: "CN Engine 5050 back up 5 car lengths." Continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal.

3.7 Radio shall not be used for transmission of train orders except as may be authorized by the Chief Train Dispatcher, as occasions demand, and when so used, rules governing the transmission of train orders by telephone must be observed.

3.8 When using radio there may be times when an employee is unable to contact or get response from another party. If necessary to transmit important information, it should be transmitted regardless of whether an acknowledgment is received. In these circumstances any action required to be taken must be on the basis that the information was not received.

3.9 A distress call will be preceded by the word "MAYDAY" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstruction to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the travelling public, and shall contain as complete information thereon as possible. The initial "MAYDAY" call must be transmitted immediately on channel 1 (end to end) stating nature and location of emergency. When this has been completed the "MAYDAY" call and information must be repeated to the train dispatcher. All employees shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.

3.10 Failure of radio equipment must be promptly reported.

3.11 OPERATION OF RADIO EQUIPMENT

(a) "Push-to-Talk" button on handset must be depressed to transmit and released to receive.

(b) Channel designations on radio equipment can be shown as numbers or as a combination of letters and numbers. The most common channel designations and normal assignments are listed below:

CHANNEL 1 or EE — END-TO-END

Standby channel for engine crews on road engines and train crews.

CHANNEL 2 OR TWI — TRAIN-TO-DISPATCHER

Standby channel for Train Dispatchers as specified in Time Table depending on territory controlled.

CHANNEL 3 OR TW2 — TRAIN-TO-DISPATCHER

Another standby channel for Train Dispatchers as specified in Time Table depending on territory controlled.

CHANNEL 4 OR CC3 — CAR CONTROL, OPERATORS, YARDMASTERS

Standby channel for Operators, General Yardmasters, Yardmasters or Car Controllers as specified in Time Table.

8-channel engine radios are progressively being added to the radio system. Where this is the case Time Table will indicate channel designations and usage.

HU1, SW1 TO SW11 inclusive — Special designations for hump control or separate classification yard radio systems.

During transition period in channel designations and normal assignments, above channels may be used for other purposes as specified in Time Table or Bulletin.

Radio channels used primarily for communications concerning the movement of trains are coded white. Radio channels used primarily for communications concerning yard movements or

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SYSTEM SPECIAL INSTRUCTIONS

car movements are coded green. Radio channels used exclusively for crew communications during switching operations are coded yellow.

- (c) Employees should speak slowly and clearly into the mouthpiece. DO NOT SHOUT OR TALK FAST.
- (d) Profanity, indecent or obscene language is strictly forbidden by law.
- (e) Only authorized technicians are permitted to make technical adjustments to radio sets.
- (f) Any duly authorized officer of the Department of Transport may, from time to time, and at all reasonable times, inspect any radio station within Canada, any apparatus fixed or in use in such station, for the purpose of sending or receiving by radio.
- (g) Radios are provided with one of two types of channel control "Reverting" or "Manual". When the reverting feature is present, the radio will be on the standby channel when the handset is in the control head hanger. Road engines and base stations are of this type. In manual operation, the radio will remain on the channel indicated by the channel selector switch. Yard engine and portable radios are of this type.

3.12 CALLING PROCEDURES

- (a) Positive identification of party called and party calling must be ensured. When identifying themselves the Engineman, Conductor, Train Dispatcher, Yardmaster, Operator or Other Employee must always say "CN" before the name of their occupation. Whenever the words "Channel 2" appear, substitute proper channel designations as specified in Time Table. Whenever the words "Disp. 2" appear, substitute the proper tone signalling button (Disp. 1 or 2) as specified in Time Table.
- (b) The word "Over" is used at the end of each transmission. Its use means "my transmission is ended and I expect a response from you".
The word "Out" signifies "this transmission is ended and no response is expected." After communication has been established and when no confusion is likely to arise a shortened form of procedure may be used by omitting the words such as "this is", etc.

3.13 PORTABLE RADIO UNITS (1-2-5 WATT)

- (a) Shock-mount racks are provided in cabooses to hold portable sets supplied. The portable in the cupola shock-mount should be connected to the exterior antenna using the cable and connector provided. The displaced whip antenna should be stored in the container provided.
- (b) **POCKET RADIOS (1-2 WATT PORTABLES)** are powered from rechargeable batteries and are designed for intermittent use. Continuous monitoring should be avoided as much as possible.
FIVE (5) WATT PORTABLES (caboose type) are normally powered by replaceable lantern type batteries and may be used for continuous monitoring where required.

3.14 GENERAL SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS RE HANDLING AND MARSHALLING IN TRAINS: DEAD OR IDLING LOCOMOTIVES, WRECKING CRANES, SELF PROPELLED WORK EQUIPMENT, SCALE TEST CARS, BOARDING CARS, ETC.

3.15 Page 32, Item 3, Par. 4 General Speed Restrictions and Special Instructions re handling and marshalling in trains of occupied service equipment in trains are amended (R.T.C. R-14111)

- (a) All occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
- (b) Where track configurations require extreme care in set off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than 20 miles, and at no greater speed than 20 m.p.h.
- (c) Over 30 occupied gang cars to be operated as a special train.
- (d) 30 occupied gang cars or less, train to be restricted to 60 cars.
- (e) Trains handling occupied gang cars must operate at 10 mph less than zone and permanent slow order speeds to a minimum of 20 m.p.h. at which point zone and permanent slow order speeds apply.
- (f) The above speed restrictions do not apply to occupied cabooses when moved deadhead or occupied passenger equipment, except they must be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

NOTE: For the purpose of the order "service equipment" means Railway owned equipment being utilized for Railway purposes. This order does not restrict the movement of revenue livestock with attendants on the head-end of trains.

3.16 RULES AND REGULATIONS GOVERNING THE HANDLING OF PASSENGER OR MIXED TRAINS.

3.17 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 train are of all steel construction.

3.18 ACCIDENTS

3.19 Page 43—General Order 361 has been revised by Railway Transport Committee General Order 0-1. Instructions as given in item 9 remain the same, except that 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.

3.20 AUTOMOBILE DOUBLE DECK TRANSPORTER CARS

3.21 Page 82—Automobile Double Deck Transporter Cars Series 570400 - 570474 have been re-numbered to 730000 - 730073. Series 570700 - 570774 have been renumbered to 720000 - 720069.

4.0 HOT BOX AND DRAGGING EQUIPMENT DETECTOR SYSTEM

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

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SYSTEM SPECIAL INSTRUCTIONS

immediate stop necessary, the car must be kept under close observation and must be inspected should train be stopped for any other reason.

When a warning is received at the last detector prior to arriving at a Terminal, the Train Dispatcher will ensure that an inspection is made immediately on arrival by:

- (a) Equipment Department.
- (b) If no equipment department on duty, by outgoing crew if already on duty.
- (c) If outgoing crew not on duty, inspection will be made by the incoming crew.

After inspection has been made the Train Dispatcher must be notified and make record of results.

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 journals on the car identified appear to be normal, inspection must be made of at least TWO cars ahead and behind.

When 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 Train Dispatcher.

5.0 SPEED RESTRICTIONS

- 5.1 **Single Track**—Where Restricting Speed signs are used, Resume Speed signs are on the reverse side of the Restricting Speed signs governing movements in the opposite direction.
- 5.2 Movements handling system or foreign hopper cars either loaded or empty that have a load limit of 95 tons or over, must not exceed 10 miles per hour while operating on other than main tracks.
- 5.3 Movements 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.
- 5.4 Movements handling continuous welded rail or conventional rail which has been end bolted for shipment are to be restricted to a total of 60 cars with the rail marshalled on the head end. There must be an idler on both ends. Speed must not exceed 40 m.p.h. on straight track, 30 m.p.h. on curves, reducing to 10 m.p.h. through all turnouts. This instruction does not apply to shipments of rail measuring 78 feet in length.
- 5.5 Freight trains exceeding 3000 feet in length which have an average weight per car exceeding 80 gross tons must not exceed 50 miles per hour. Freight trains with more than 50 percent of the cars consisting of loaded foreign covered hoppers must not exceed 45 miles per hour. This does not apply to CNWX grain cars.

6.0 EQUIPMENT RESTRICTIONS

- 6.1 **Pushing Movements With Freight Equipment**—To eliminate or reduce the possibility of rail turnover or jackknifing of units in an engine consist and/or cars next to or near the engine, all measures possible must be taken to accomplish the movement with the LOWEST TRACTIVE EFFORT POSSIBLE.

This can be achieved by ensuring ALL CAR BRAKES ARE RELEASED BEFORE THE MOVEMENT IS ATTEMPTED, BY STRETCHING THE SLACK BEFORE THE PUSHING MOVEMENT IS UNDERTAKEN, AND BY REDUCING TRACTIVE EFFORT WHEN SLOWING DOWN OR STOPPING THE MOVEMENT WITH THE CAR BRAKES.

The cautions highlighted in the foregoing are particularly important when:

- (a) Both GM and MLW units 1800 H.P. or smaller which are not equipped with alignment control couplers are in the engine consist.
 - (b) Units not providing power are located either between units providing power or located next to the cars to be pushed.
- NOTE: Where considerable tractive effort may be required to make the movement, it is advisable to set the non-power units off.
- (c) The movement will locate the engine consist and/or cars next to or near the engine on other than straight track.
 - (d) The cars next to or near the engine are a combination of short and long cars.
 - (e) The movement is to be made on an ascending grade.
 - (f) GM units in the 1000, 1200-1500, 1900 and 4100 to 4800 series are in the engine consist.

NOTE: These units are capable of developing extremely high tractive effort in low throttle positions.

6.2 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.

6.3 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.

6.4

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.

6.5

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.

Certain cars with long shank couplers have been equipped with a standard coupler centering device to keep a free coupler centered in relation to the end sill. If necessary to manually move coupler out of the center position, the release lever must be thrown to disengage the device. Cars equipped with the standard centering device are stencilled accordingly.

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SYSTEM SPECIAL INSTRUCTIONS

- 6.6 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.
- 6.7 Cranes handled in a train must be inspected before leaving a terminal and whenever practical enroute to insure all tie-down and locking features are in place to prevent any movement that could foul other tracks or equipment adjacent to the track on which moving.

7.0 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 U.C.O.R. Rule 16.
- (b) Green and White lights only will be displayed without flags of the corresponding color, in complying with the requirements of the U.C.O.R. Rules 20 and 21.

8.0 GENERAL INSTRUCTIONS

- 8.1 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.
- 8.2 Except for the purposes 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.)

- 8.3 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.
- 8.4 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.
- 8.5 It is permissible 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.

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 diesel electric locomotive type cranes 50368, 50369, 50372, 50400, 50401, 50402, 50403, 50417, 50435, 50436 and 50470 must not exceed 30 miles per hour where maximum freight train speed is 40 miles per hour or more, and 20 miles per hour or as much slower than is necessary for safety where maximum freight train speed is less than 40 miles per hour.

Spreaders CN 50939, 50940, 50941, 50942 and 50950 may be handled in trains at subdivision freight train speeds not exceeding 60 miles per hour when properly pointed in direction of movement.

When the above cranes and spreaders are working or are improperly pointed when handled in trains, speed is restricted as per second paragraph of Item 3, page 32 of General Instruction, Form 696.

M-3. Movements handling cars equipped with arch bar trucks must at no time exceed 30 miles per hour.

M-4. Loaded covered hoppers of 95 tons capacity or more are subject to oscillation within the speed range of 17 to 23 miles per hour. Except when accelerating or decelerating, operation within this range should be avoided whenever possible.

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 abnoxious 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. 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-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.

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.

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 | 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 |

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REGIONAL SPECIAL INSTRUCTIONS

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. Mechanical Instruction 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, 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, 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. On subdivisions or portions thereof, where this special instruction applies, the provisions of System Special Instruction 2.0 may be used for protection of track units or maintenance work. MBS clearance will be issued to the foreman, and his track unit or gang number, if any, will be shown in the space provided for train designation.

M-17. On subdivisions or portions thereof, where this special instruction applies, Rules 40 and 42 do not apply within yard limits.

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).

M-18. 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-19. 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-20. 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-21. 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-22. Refer to System Special Instruction 3.6

The following applies with respect to "continuous communication": When backing or pushing a train, engine or cars, the distance of movement must be specified and distance acknowledged. The movement must then stop in one-half the specified distance unless additional instructions are received, e.g., Engine 4200 has been instructed to back up 10 car lengths; if after backing up 5 car lengths additional instructions have not been received, the movement must stop.

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REGIONAL SPECIAL INSTRUCTIONS

M-23. HIGHWAY-RAILWAY WRECKING CRANES—capable of travelling on highway and railway are located at Edmonton and Port Mann.

OPERATING REQUIREMENTS:

Highway-railway wrecking cranes are of such size and weight that protection on the main track within yard limits is provided as prescribed by U.C.O.R., Rule 93. THIS APPLIES OUTSIDE A.B.S. TERRITORY ONLY.

C.T.C. Territory — Highway-railway wrecking cranes cannot be relied upon to properly actuate the automatic block signal system and must always operate under the provisions of U.C.O.R., Rule 266.

A.B.S. Territory — Highway-railway wrecking cranes cannot be relied upon to properly actuate the automatic block signal system and must always be protected by Train Orders Form H or Form U or as prescribed by U.C.O.R., Rule 99 for OUTSIDE A.B.S. TERRITORY.

Automatic Interlockings — Highway-railway wrecking cranes must STOP before passing an interlocking signal regardless of the indication displayed and be governed by the requirements of U.C.O.R., Rule 672 and the footnotes provided in the Time Table concerning train movements over that interlocking except that the knife switch will not be closed or the box locked until the entire movement clears the interlocking limits.

Controlled Interlockings — Highway-railway wrecking cranes must STOP before passing an interlocking signal regardless of the indication displayed. At locations where the interlocking is controlled locally U.C.O.R., Rule 663 will apply. At locations where the interlocking is controlled remotely all footnotes provided in the Time Table concerning train movements over the interlocking will apply.

Public Crossings at Grade—Over crossings not protected by automatic signals or gates these units must approach such crossings prepared to stop should the crossing be occupied or become occupied. Over crossings protected by automatic signals or gates the crossing must be protected by a member of the crew unless it is known that the automatic protection has been operating for 20 seconds or the gates are in horizontal position and continue so until the unit is clear of the crossing.

M-25. Rule "G" of the Uniform Code of Operating Rules is hereby supplemented by the addition of the following sentence: "Being under the influence of intoxicants, alcoholic beverages or narcotics while on duty, or subject to duty, is prohibited."

M-26. Rule 111, second paragraph, page 58 of the Uniform Code of Operating Rules, is amended to include the following: "When practicable, a member of the engine crew of a moving train will contact a member of the train crew via radio and call attention to the presence of employees who may be inspecting their train."

BLOCK AND INTERLOCKING SIGNALS

The following block and interlocking signal indication will apply in addition to those shown in the Uniform Code of Operating Rules only where authorized by subdivision foot-

notes, bulletins or train orders. Lights may be to either side of the mast and number plates may be provided for the purpose of identifying location.

RULE		NAME	INDICATION
294A		Clear to Limited Signal	Proceed, approaching next signal at limited speed.
295		Limited to Clear Signal	Proceed, limited speed within interlocking limits or through turnouts.
295D		Limited to Stop Signal	Proceed, limited speed within interlocking limits or through turnouts preparing to stop at next signal.
296B		Medium to Medium signal	Proceed, medium speed within interlocking limits or through turnouts approaching next signal at medium speed.

WAINWRIGHT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

WAINWRIGHT—All trains must obtain clearance.

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

1.2 TRAIN REGISTER MODIFICATIONS—

WAINWRIGHT — First class trains may register by register ticket.

1.3 CTC SPECIAL FEATURES—

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

Mileages 36.5, 55.3, 58.2, 102.9, 106.7, 112.0, 160.9, 165.9, 210.4, 221.3 and 254.6.

Movements entering the main track from siding through either crossover at Biggar or through crossover east switch at west end of run-around track mileage 259.2 must obtain train dispatcher's permission before reversing switch upon which the movement is standing.

1.4 OTHER MODIFICATIONS—

Rule 5—North Edmonton — the time of all trains applies at the railway crossing.

2 GENERAL FOOTNOTES

2.1 **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.

2.2 **Unity**—Bodo Sub. connects with siding Unity. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Bodo Sub. Trains from Bodo Sub. must obtain train dispatcher's permission before entering Unity siding.

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

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

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

2.5 **Ryley**—Demay Sub. connects with siding at Ryley. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Demay Sub. Trains from Demay Sub. must obtain permission from train dispatcher before entering Ryley siding.

2.6 **Clover Bar**—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.

Switch No. V-050 leading from the Clover Bar Service track to the East leg of the wye is to be left set for movement from the service track to the east leg of the wye. When in this position, yellow target will so indicate. Second paragraph, Rule 104, amended accordingly.

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

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

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

2.7 **North Edmonton**—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.

3 INTERLOCKINGS

3.1 Railway Crossing at Grade—

C.P. Rly. ----- Mileage 37.7 ----- Automatic Passenger trains do not exceed 45 miles per hour and Freight trains do not exceed 25 miles per hour while passing the governing approach signal. Interlocking signals are not controlled by the train dispatcher and 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.

3.2 Railway Crossing at Grade—

C.P. Rly. ----- Mileage 257.8 ----- Controlled If necessary to pass an interlocking signal indicating STOP in accordance with Rule 264 or 265 or when the STOP indication is considered suspended in accordance with Rule 104B, the requirements of Rule 672 must be observed.

3.3 Vegreville Sub., Wainwright Sub. and Edmonton East Terminal Sub. ---- North Edmonton ---- Controlled Includes a connecting track between Wainwright Sub. and Edmonton - North Edmonton Line; also between Vegreville Sub. and Calder - North Edmonton Line.

3.4 Junction—

Bretville Jct. ----- Mileage 260.2 ----- Controlled Includes hand operated switch connecting Clover Bar service lead with Camrose Sub. Westward dwarf signal D2601 will display a proceed indication only after route is lined for movement through to Wainwright

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WAINWRIGHT SUBDIVISION FOOTNOTES

Sub. Movement from Wainwright Sub. to Clover Bar service lead must stop at eastward interlocking signal 2602, reverse hand operated switch and advise train dispatcher accordingly. Train dispatcher must then line the Jct. switch and the Siding north switch East Edmonton for movement from Wainwright Sub. to siding before signal 2602 can be made to display the proper indication.

4 EQUIPMENT RESTRICTIONS

- 4.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- 4.2 Units in 1000-1076 series must not enter or use any industrial track within the switching limits of the Edmonton terminal, without permission from the Superintendent Operations.
- 4.3 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on trackage serving Mid-West Chemical Co. at Palo.

5 SPEEDS

5.1 Mileage	Zone	Miles per Hour Passenger and Railiner	Freight
0.0 to 0.2		20	20
0.2 to 84.3	Zone	80	60
* 4.8 to 6.8	-----	75	--
24.0 to 24.5	-----	65	50
37.6 to 37.8	-----	25	25
62.0 to 66.0	-----	65	50
* 74.3 to 76.3	-----	65	50
84.3 to 89.1	Zone	65	50
89.1 to 90.7	Zone	60	50
90.7 to 145.4	Zone	80	60
99.4 to 99.7	-----	65	50
128.2 to 128.6	-----	75	--
145.4 to 148.2	Zone	65	60
148.2 to 150.2	Zone	45	35
150.2 to 155.0	Zone	55	45
152.7 to 153.0	-----	35	30
155.0 to 256.5	Zone	80	60
228.0 to 236.0	-----	70	50
244.2 to 244.4	-----	65	55
*256.5 to 259.2	Zone	60	60
259.2 to 263.4	Zone	45	40
5.2 Spurs and Other Tracks	-----	10	10

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed except that they may run at Express Train speed where applicable.

EXPRESS TRAINS: Unless otherwise restricted, trains designated as express by time table schedule or as Express Extra by clearance may run five (5) miles per hour in excess of freight train speeds. They must not exceed 65 m.p.h. or passenger train speed at any point.

* Advance speed restriction sign governing eastward movements at the permanent slow orders between mileages 76.3 and 74.3 and between mileages 6.8 and 4.8 located to left of main track.

Zone speed signs governing eastward movements at mileages 263.4 and 259.2 located to left of main track.

CONDITIONAL SPEEDS

	Miles per Hour Passenger	Freight
5.3 Mileage 0.7 (Highway 4-14)		
Eastward movements approaching within 2050 feet of crossing and until crossing occupied -----	65	--
Westward movements approaching within 1100 feet of crossing and until crossing occupied -----	35	35
Westward movements proceeding at less than 15 miles per hour within 1100 feet of crossing and until crossing occupied -----	15	15
5.4 Mileage 58.36 (First Avenue)		
Westward movements proceeding at less than 25 miles per hour within 3350 feet of crossing and until crossing occupied -----	25	25
Movements to and from Bodo Sub. approaching within 150 feet of crossing and until crossing occupied -----	5	5
5.5 Mileage 140.9 (Camp Road)		
Westward movements approaching within 2000 feet of crossing and until crossing occupied -----	60	--
5.6 Mileage 259.2 (First Street)		
Approaching within 2150 feet of crossing and until crossing occupied -----	45	45

6 CONDITIONAL PASSENGER STOPS

- 6.1 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.
- 6.2 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.

7 PUBLIC CROSSINGS AT GRADE

- 7.1 Mileage 42.9 (Highway 380) automatically protected. Westward: Special Instruction M-15(b) applicable and Stop made 150 feet east of crossing.
- 7.2 Mileage 57.07 (Highway 330) automatically protected. Special Instruction M-15(b) applicable to westward movements.
- 7.3 Mileage 57.13 (Highway 14) automatically protected. Special Instruction M-15(b) applicable to westward movements.
- 7.4 Mileage 58.36 (First Avenue) automatically protected. Special Instruction M-15(b) applicable to westward movements in siding.
- 7.5 Mileage 103.05 (Highway 17) automatically protected. Equipped with push button.
- 7.6 Mileage 112.14 (Main Street) automatically protected. Equipped with push button.
- 7.7 Mileage 146.7 (Municipal Road) automatically protected. Equipped with push button.

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WAINWRIGHT SUBDIVISION FOOTNOTES

- 7.8 **Mileage 158.0** (Irma Road) automatically protected. Special Instruction M-15(b) applicable to westward movements.
- 7.9 **Mileage 205.8** (Main Street) automatically protected. Equipped with push button.
- 7.10 **Mileage 206.25** (Highway 855) automatically protected. Special Instruction M-15(b) applicable to eastward movements.
- 7.11 **Mileage 214.8** (North-South Road) automatically protected. Equipped with push button.
- 7.12 **Mileage 226.3** (Queen's Street) automatically protected. Equipped with push button.
- 7.13 **Mileage 250.25** (North-South Road) automatically protected. Push buttons for eastward main track movements located on north side of track 100 feet west of crossing. When it is known that eastward main track movements, which cannot clear the crossing, will be delayed at Ardrossan, such movements must stop just west of push button control and de-activate crossing protection. Before train again proceeds eastward, protection must be restarted by pushing "start" button.
- 7.14 **Mileage 259.2** (First Street) automatically protected. Special Instruction M-15(b) applicable to westward movements and stop made 150 feet east of crossing. Movement over the crossing from west end of run-around track must not obstruct the crossing until protection has been in operation for 30 seconds.
- 7.15 **Mileage 262.5** (50th Street) automatically protected. Equipped with push button. Push button will not function if main track is occupied within 100 feet on either side of crossing.

- 7.16 **Mileage 3.1** Edmonton East Terminal Sub. (66th Street) automatically protected. In the application of Special Instruction M-15(b), crossing must not be obstructed until protection has been in operation for 35 seconds.

8 HOT BOX SCANNERS AND DRAGGING EQUIPMENT DETECTORS

- 8.1 Located at mileages 26.15, 55.3, 103.1, 176.5, 221.1 and 246.15.

9 SPURS AND OTHER TRACKS

9.1

	Mileage	Capacity in Feet	Points Face
Landis	22.6	6840	E W
Reford	36.6	1260	E
Run-Around Track	55.4	310	E W
Butze	103.3	1260	E
Spur	106.7	580	W
Ribstone	112.0	2070	W
Edgerton	121.2	4680	E W
Harmon Spur	160.9	1500	W
Jarrow	165.9	1310	W
Poe	210.1	1310	W
Shonts	221.2	1670	W
Bremner	254.5	5220	E W
Bremner Spur	254.6	1350	W

EDMONTON EAST TERMINAL SUBDIVISION

WESTWARD TRAINS				Miles from Edmonton	Miles from North Edmonton	STATIONS	Office Signals	EASTWARD TRAINS			
FIRST CLASS		Passenger Railer	Passenger					FIRST CLASS		Passenger Railer	Passenger
695	1							694	2		
Daily	Daily										
----	----	---	0.0	---	NORTH EDMONTON _P Interlocked with Vegreville and Wainwright Subs. 2.5	----	----	----			
----	----	---	2.5	---	CALDER _CKPWY 1.6	CD	----	----			
----	----	---	4.1	---	WEST JCT. ....PY	----	----	----			
1136	0644	3.3	---	---	NORTH EDMONTON _P Interlocked with Vegreville and Wainwright Subs. 3.3	----	1719	2322			
s1145	s0700	0.0	---	CTC	EDMONTON ....CKPW	MO	1710	2315			
				On Edmonton-North Edmonton Line, main track commences at west boundary 96th Street mileage 0.4 and Rule 105 applies between mileages 0.0 and 0.4.				Daily	Daily		
695	1	Line-up regulations not applicable between Edmonton and North Edmonton.				694	2				

EDMONTON WEST TERMINAL SUBDIVISION

WESTWARD TRAINS				Miles from Edmonton	Yard Limits	STATIONS	Office Signals	EASTWARD TRAINS			
FIRST CLASS		Passenger	Daily					FIRST CLASS		Passenger	
----	1							2	----		
----									----		
----	0800	0.0	0.4	CTC TWO TRACKS	EDMONTON ....CKPWZ 4.2 WEST JCT. ....PXYZ 0.7 N.A. RLY. ....PX 1.1 UNION JCT. ....PX Jct. with Sangudo Sub. 1.2 BISSELL .....P	MO	s2215	----			
----	----	4.2	4.2			----	2200	----			
----	----	4.9	--			----	----	----			
----	----	6.0	--			----	----	----			
----	0818	7.2	--			----	2153	----			
						Main track commences at the east boundary of 105th Street overpass mileage 0.4. Rule 105 applies between mileages 0.0 and 0.4.				Daily	----
----	1	Line-up regulations not applicable between Edmonton and Bissell.				2	----				

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION

FOOTNOTES ON PAGE 16

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

Passenger extra trains must obtain clearance at Edmonton. All other extra trains originating at Edmonton or Calder must obtain clearance at Calder, unless otherwise provided.

1.2 TRAIN SIGNALS—

Passenger Extra Trains arriving or leaving CTC at Edmonton or West Jct. must display white flags and white lights while operating between Edmonton and West Jct.

1.3 CTC SPECIAL FEATURES—

(a) CTC between North Edmonton and eastward block signals O4 and D04 North Edmonton - Calder Line. No train or engine shall clear the main track at switches mileage 0.25 and mileage 0.29.

(b) CTC between Edmonton and North Edmonton. There is no approach signal and eastward movements must approach eastward block signal D02 at Edmonton prepared to stop and there be governed by indication displayed.

Movements entering the main track through crossovers from south service track mileages 0.5 and 2.9 must obtain train dispatcher's permission before reversing switch in the track on which the movement is standing.

(c) CTC between West Jct. and Bissell. Two main tracks between West Jct. and Bissell are designated as north track and south track. 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 block signal 62D prepared to stop and there be governed by indication displayed. Movements entering South Track from service track through crossover at N.A. Rly. must obtain train dispatcher's permission before reversing switch on service track.

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.

1.4 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 1.4(b)—Applicable to yard foremen and yard enginemen commencing duty at Calder, North Edmonton, Clover Bar and Edmonton City Interchange.

SYSTEM 8.2—Applies within the limits of the City of Edmonton, except at the crossings listed and areas defined below:

Strathcona Line and all trackage leading therefrom.
Via Calder Line between Mileage 260.2 Wainwright Sub. and mileage 5.9 Edmonton-Bissell Line,

Between west boundary of public crossing at grade mileage 123.4 and mileage 126.4 Vegreville Sub.,

The limits of the City of Edmonton are:
Mileage 260.2 Wainwright Sub., West boundary of the public crossing at grade mileage 123.4 Vegreville Sub., mileage 5.9 Edmonton-Bissell Line, and between mileages 6.5 and 7.5 Edmonton-Bissell Line. All yard trackage leading off the main track

between these mileages are within the limits of the City of Edmonton.

1.5 OTHER MODIFICATIONS—

RULE 5—North Edmonton — The time of all trains applies at the railway crossing.

2 GENERAL FOOTNOTES

2.1 North Edmonton—

(a) Switch leading to 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.

(b) AC1 Scanner located approximately 200 feet west of eastward block signal O2 on North Edmonton-Calder line. In order to obtain a proper reading of all cars in a train or Yard movement, the following instructions apply:

Eastward movements stopped by a stop indication on eastward signal O2 must stop clear of the AC1 scanner bungalow until permission has been obtained to pass the stop signal or a more favorable indication has been accepted.

Movements from Wainwright Sub. thence to Vegreville Sub. or from Vegreville Sub. thence to Wainwright Sub. must pull clear of AC1 scanner before reversing direction.

2.2 **Calder**—(a) Power operated switches in conjunction with route indicator signals are controlled by switch tender in Main Tower. Crews may operate the switches manually by the use of push buttons located in manual control box after receiving permission from switch tender. When operated manually, the push buttons must not be pressed for alternate route until entire movement has passed over the switch.

(b) There is no main track through Calder yard between mileage 0.4 and West Jct. on North Edmonton-Calder line. Unless otherwise instructed, eastward movements leaving Calder for North Edmonton will use track E3 and westward movements from North Edmonton will use track E2. Spring switch at mileage 0.4 at North Edmonton lined for this route.

2.3 Edmonton—

(a) East yard limit sign governing movements on the Two Tracks between Edmonton and West Jct. is located adjacent to track short 6 at 105th Street overpass.

(b) Switchtenders will be on duty 0600 until 1400 and 1615 until 0015 daily to properly line switches for railiners, incoming and outgoing passenger trains at Edmonton Depot.

All movements must approach Edmonton Station tracks prepared to stop. Train or engine crews will be responsible to ensure the route is properly lined for their movement. If it can be seen the route is properly lined the train or movement may proceed. Trains and railiners will obtain information relative to the track to be used from Edmonton Yardmaster by radio.

(c) Two tracks between West Jct. and east boundary 105th Street overpass mileage 0.4.

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

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EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

(b) West Jct. Bissell Line—West yard limit one mile sign governing the approach to yard limits between West Jct. and Edmonton is located on north side of the North Track. Approaching Union Jct., westward railway junction one mile sign is located on north side of the North Track and eastward railway junction one mile sign is located on the south side of the Service Track.

(c) Switch leading to the Munsey Track at east end of the service track at West Jct. is to be left set and locked for through movement on the service track and against movement to and from the Munsey track. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

2.5 **N.A. Rly.**—(a) Movements handling ore, potash or sulphur must not use the Government Elevator Run-around track between West Jct. and N.A. Rly.

(b) At N.A. Rly., the switch leading from the Government Elevator Run-around track to the N.A. Rly. lead is to be left set and locked for movement from the Government Elevator Run-around to the N.A. Rly. lead. When in this position yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

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

2.7 **Bissell**—The track leading from Sangudo sub. to the entrance to ConForce Cement Tie Co. Ltd. at Bissell crosses main road entrance to Inland Cement. Movements over the road crossing must only be made between 1800 and 0600, and between 1300 and 1500. Crossing must not be blocked for longer than 12 minutes and switching is not to be performed over the crossing.

The above restriction does not apply to movements on the Sangudo sub.

3 INTERLOCKING

3.1 **Railway Crossing at Grade**—

Vegreville Sub., Wainwright Sub., and Edmonton East Terminal Sub. ---- North Edmonton ---- Controlled. Includes a connecting track between Wainwright Sub. and Edmonton - North Edmonton Line; also between Vegreville Sub. and Calder - North Edmonton Line.

4 EQUIPMENT RESTRICTIONS

- 4.1 Engines of 1000-1076 series must not enter or use any industrial track within the switching limits of the Edmonton terminal without permission from the Superintendent Operations.
- 4.2 Engines must not be moved over the undertrack unloading pit at O.K. Construction Ltd., 107th Avenue and 92nd Street.
- 4.3 Engines with 6 wheel trucks must not be operated on any track on north side of diesel shops at Calder.
- 4.4 All movements on Loop Track at 121st Street and 125th Avenue on Edmonton - Bissell Line must be headed by an engine and not exceed 5 m.p.h.

5

SPEEDS

		Miles per Hour	
		Passenger and Railiner	Other Movements
5.1	Between		
	Edmonton and West Jct. -- Zone	30	30
	Mileages 1.5 and 1.7 -----	15	15
	West Jct. and Mileage 7.2 - Zone	35	35
	Edmonton and North Edmonton ----- Zone	20	20
	North Edmonton and Mileage 0.4 North Edmonton - Calder Line Zone	30	30
5.2	Tracks E2 and E3 Mileages 0.4 to 2.1 North Edmonton - Calder Line --	20	20
5.3	Tracks and Spurs not otherwise covered -----	10	10

CONDITIONAL SPEEDS

5.4	Mileage 0.3 Edmonton - North Edmonton Line (96th Street) Eastward movements ap- proaching within 600 feet of crossing and until crossing occupied -----	10	10
5.5	Mileage 3.87 Edmonton - Bissell Line (125th Avenue) Westward movements on east- ward track proceeding at less than 10 miles per hour within 1150 feet of the crossing, until crossing occupied -----	20	20
5.6	Movements through crossover between North track and South track at Union Jct. -----	10	10

6 PUBLIC CROSSINGS AT GRADE

Edmonton - North Edmonton Line

- 6.1 In the application of Special Instruction M-15(a) at all public crossings at grade between and including 66th Street mileage 3.1 and 96th Street mileage 0.3 the crossing must not be obstructed until protection has been in operation for 35 seconds.
- 6.2 Mileage 0.3 (96th Street) automatically protected. STOP sign erected on other than main track.
- 6.3 Mileage 0.5 (95th Street)
Movements on south service track or City Waterworks Spur must not exceed 5 miles per hour until crossing occupied.
- 6.4 Mileage 1.5 (82nd Street) automatically protected. One or more STOP signs erected on other than the main track.
- 6.5 United Grain Growers Spur No. X-050 (120th Ave., off North Service Track). Automatically protected. STOP signs erected on each side of crossing. Movements must stop at the STOP sign and must not exceed 5 miles per hour until crossing occupied.

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EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

6.6 **Mileage 3.1** (66th Street) automatically protected. Equipped with push button. Westward movements on south service track must start crossing protection by operating push button. One or more STOP signs erected on other than the main track.

North Edmonton - Calder Line

6.7 127th Avenue (between 102nd Street and 103rd Street) STOP signs erected on Wye track. STOP sign governing northward movements on east leg of Wye located to left of this track.

Edmonton - Bissell Line

6.8 **Interchange Tracks**—104th Avenue (between 110th and 111th Streets). Automatically protected. Equipped with push button. STOP signs erected on other than the main track.

6.9 Movements must be protected by a flagman over public crossings at grade on all tracks over 103rd and 104th Avenues between 101st and 111th Streets, except Interchange Tracks between 110th and 111th Streets.

6.10 **Mileage 3.87** (125th Avenue) automatically protected. Equipped with push button for westward movements on westward main track only. Movements other than Passenger and Express trains must not obstruct this crossing between the hours of 0700 to 0735 and 1600 to 1630 Monday to Friday inclusive.

6.11 **Mileage 6.4** (156th Street) automatically protected. Equipped with push buttons for eastward movements on either main track. When protection is stopped by operating push button, crossing must then not be obstructed until gates are horizontal.

7 SPRING SWITCH

7.1 Eastward movements on Track E3 must not exceed 20 m.p.h. through spring switch mileage 0.4 North Edmonton - Calder Line until leading wheels have passed through the switch.

WESTWARD TRAINS		Miles from Edmonton	Switching Zones	EDSON SUBDIVISION			Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FIRST CLASS				MOUNTAIN TIME					FIRST CLASS	
-----	1			STATIONS					2	-----
-----	Passenger								Passenger	-----
-----	Daily									
-----	0818	7.2	↓	Two Tracks	BISSELL ----- P	-----	2153	-----		
-----	-----	7.8	7.8		12.5	SPRUCE GROVE --- P	-----	5850	-----	
-----	-----	19.7	-----	12.8	CARVEL ----- P	-----	5650	2120		
-----	0852	32.5	-----	11.8	WABAMUN ----- P	-----	5890	-----		
-----	-----	44.3	-----	13.8	GAINFORD ----- P	-----	6820	-----		
-----	-----	58.1	-----	8.2	ENTWISTLE ----- P	-----	6150	-----		
-----	-----	66.3	-----	1.8	EVANSBURG ----- P	-----	-----	2030		
-----	0948	68.1	-----	9.4	WILDWOOD ----- PW	-----	5630	-----		
-----	-----	77.5	-----	10.6	LEAMAN ----- P	-----	5850	-----		
-----	-----	88.1	-----	11.6	NITON ----- P	-----	6050	1952		
-----	1025	99.7	-----	10.1	PEERS ----- P	-----	5850	-----		
-----	-----	109.8	-----	11.0	WOLF CREEK ----- P	-----	5880	-----		
-----	-----	120.8	-----	8.8	EDSON ----- KPWY	FY	6580	1915		
-----	s1100	129.6	128.0	9.3	BICKERDIKE ----- PY	-----	7690	-----		
-----	1110	-----	↑	10.2	GALLOWAY ----- P	-----	6050	-----		
-----	-----	138.9	131.0	6.7	MEDICINE LODGE ----- P	-----	6050	1820		
-----	-----	149.1	-----	9.4	OBED ----- P	-----	6050	-----		
-----	1145	155.8	-----	11.8	PEDLEY ----- P	-----	6070	-----		
-----	-----	165.2	-----	7.6	HINTON ----- PW	-----	5480	s1745		
-----	s1230	184.6	-----	11.6	SOLOMON ----- P	-----	5160	-----		
-----	-----	196.2	-----	3.2	SWAN LANDING ----- P	-----	7790	-----		
-----	-----	199.4	-----	8.8	MIETTE ----- P	-----	6050	1703		
-----	1310	208.2	-----	6.4	DEVONA ----- P	-----	6150	-----		
-----	-----	214.6	-----	5.9	SNARING ----- P	-----	6050	-----		
-----	-----	220.5	-----	7.1	HENRY HOUSE ----- P	-----	6050	-----		
-----	-----	227.6	-----	8.1	JASPER ----- CKPWY	GH	2440	1625		
-----	s1355	235.7	233.0	↑						
								Daily	-----	
-----	1							2	-----	

EDSON SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

Edson—All trains must obtain clearance.

Swan Landing—Trains from Grande Cache Sub. to Edson Sub. will obtain clearance only when so directed by Train Dispatcher.

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

1.2 TRAIN REGISTER MODIFICATIONS—

Edson — Passenger trains may register by register ticket.

1.3 CTC SPECIAL FEATURES—

Block Signal 1286 governing eastward movements is located on left side of main track at siding east switch Edson.

No train or engine shall clear the main track at the following switches (BTC 115337, 117866, R-14022):

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EDSON SUBDIVISION FOOTNOTES

East and west switches mileage 10.7, mileages 12.7, 14.3, 22.0, 23.2, 23.6, 24.0, 24.4, 38.8, 44.8, 51.8, 92.0, 115.7, 130.6, 134.6, 143.5, 160.0, 184.5 & 231.4.

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

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

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

Jasper—Field control panel and instructions to operate same located in box attached to instrument bungalow at west end of Jasper Yard.

1.4 Other Modifications

System Special Instruction 5.5 not applicable to Inland Cement Co. cars in Unit Train service between Bickerdike and Bissell.

System Special Instruction 6.2 not applicable between Edson and Jasper.

2 GENERAL FOOTNOTES

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

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

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

2.4 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. Cars must not be left unattended on Mill Spur between Hinton siding and Pit Track.

Cars and engines must not move over track scale except during scaling operation unless permission has been granted by N.W.P. & P.

Trains and engines returning from Northwestern Pulp and Power Co. Ltd. must obtain train dispatcher's permission before re-entering Hinton siding.

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

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

Trains handling wide loads must not use Swan Landing siding. Wide loads must not be set off in track No. 1 at Swan Landing.

2.6 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.

2.7 Jasper—Passenger siding is located on station track I between first switch east of station and first switch west of station.

3 EQUIPMENT RESTRICTIONS

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

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

3.3 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on Tracks 4, 5 or 10 in Northwestern Pulp and Power Co. Ltd. trackage at Hinton.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour	
		Passenger	Freight
7.2 to 7.8	Zone	35	35
7.8 to 47.0	Zone	70	50
33.4 to 33.7	-----	55	40
47.0 to 68.3	Zone	60	50
48.7 to 53.4	-----	50	45
* 68.3 to 148.0	Zone	70	50
73.3 to 73.7	-----	65	--
* 83.0 to 86.3	-----	55	45
122.0 to 122.8	-----	50	40
*135.2 to 136.9	-----	50	40
148.0 to 157.5	Zone	55	45
157.5 to 179.3	Zone	70	50
166.9 to 167.2	-----	60	--
179.3 to 183.9	Zone	60	50
183.9 to 204.1	Zone	55	40
187.5 to 188.2	-----	40	35
193.3 to 193.7	-----	30	30
204.1 to 205.6	Zone	30	25
205.6 to 215.6	Zone	65	55
215.6 to 215.9	Zone	45	30
215.9 to 222.1	Zone	65	50
222.1 to 224.3	Zone	55	40
224.3 to 231.6	Zone	70	50
*231.6 to 234.5	Zone	45	30
234.5 to 235.7	Zone	20	20

4.2 Spurs and other tracks ----- 10 10

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed except that they may run at Express Train speed where applicable.

EXPRESS TRAINS: (Between Bissell and Hinton). Unless otherwise restricted, trains designated as express by time table schedule or as Express Extra by clearance may run five (5) miles per hour in excess of freight train speeds. They must not exceed 65 m.p.h. or passenger train speed at any point.

* Advance speed restriction sign governing eastward movements at the permanent slow orders between mileages 136.9 and 135.2, between mileages 86.3 and 83.0 located to left of main track.

Zone speed sign governing eastward movements at mileage 234.5 and westward movements at mileage 68.3 located to left of main track.

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EDSON SUBDIVISION FOOTNOTES**5 CONDITIONAL PASSENGER STOPS**

- 5.1 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.
- 5.2 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.

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 7.5 (170th Street) automatically protected. Equipped with push buttons for westward movements on either track. When protection is stopped by operating push button, crossing must then not be obstructed until gates are horizontal.
- 6.2 Mileage 57.9 (Municipal District Road) automatically protected. Equipped with push button for westward movements. Push button will not function if main track occupied within 100 feet on either side of crossing.
- 6.3 Mileage 87.6 (Municipal District Road) automatically protected. Special Instruction M-15(b) applies to eastward movements in siding.
- 6.4 Mileage 109.8 (Highway 32) automatically protected. Push button will not function if main track is occupied within 50 feet of the crossing.
STOP signs erected on other than the main track.
- 6.5 Mileage 120.7 (Highway 544Y) automatically protected. Push button will not function if main track is occupied within 200 feet on either side of the crossing.

7 HOT BOX SCANNERS AND DRAGGING EQUIPMENT DETECTORS

- 7.1 Located at mileages 23.8, 46.7, 70.0, 92.3, 143.9, 173.7, 189.7, and 212.4.

8 TUNNEL

- 8.1 Mileage 204.8 ----- 735 feet

9 SPURS AND OTHER TRACKS**9.1 INLAND CEMENT CO. LTD.**

Mileage 7.1—Extends eastward off North Track, switch points face west, capacity 6570 feet. East end of spur connects to Sangudo Sub. Hopper unloading track 2350 feet in length with east end connection is locked with a private lock in charge of Inland Cement Co. hopper attendant. When spotting limestone rock in this track, road crews will be governed by General Instruction A-215 (Form 696). Inland Cement Co. employees will apply hand brakes as required. Caution is to be exercised due to equipment and open pits adjacent to this track.

Westward trains picking up cars from this spur must receive a No. 1 air test before departure.

9.2 CALGARY POWER LTD.

Mileage 41.8—Extends 7.3 miles westward, switch points face east. Maximum speed on this spur: 15 miles per hour.

9.3 WESTERN FLY ASH

Mileage 44.8—Connected on east end off Calgary Power Ltd. spur. Capacity 1890 feet. Unless authorized by plant personnel, cars must not be run through or left standing on planked-in portion of spur which extends from 60 feet east to 100 feet west of silo at extreme west end of spur.

9.4 HUDSON BAY OIL & GAS CO. LTD.

Mileage 134.6—Extends westward, switch points face east, capacity 1440 feet. When switching on this spur, south plant track is to be used as lead account restricted side clearance on north plant track. Switch to Safety Spur must be left lined for Safety Spur when not in use.

9.5	Mileage	Capacity in Feet	Points Face
Winterburn -----	10.7	500	E W
Canadian Natural Gas and Liquids -----	12.7	360	E
Acheson -----	14.2	5080	E
Cindar Enterprises -----	14.3	760	W
Spruce Alta. Farms -----	22.0	500	W
Imperial Oil Ltd. -----	23.2	180	W
Temple Industries -----	23.6	450	W
Stony Plain -----	24.0	2070	W
Stony Plain -----	24.4	2120	W
Duffield -----	38.4	2590	W
Calgary Power Ltd. -----	44.8	1210	E
Fallis -----	51.8	2920	E W
Evansburg -----	68.1	5440	E W
Mackay -----	92.4	3650	E
Rosevear -----	115.7	2460	E
Hett and Sibbald Ltd. -----	130.6	1030	W
Marlboro -----	143.5	1030	E
Hargwen -----	160.0	1710	E
Entrance -----	189.7	540	W
Brule -----	201.2	4090	E W
Ballast Spur -----	231.4	1620	E

NORTHWARD TRAINS		Miles from Bretville Jct.	Yard Limits	Switching Zones	CAMROSE SUBDIVISION			Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS		
FIRST CLASS	STATIONS				FIRST CLASS	FOURTH CLASS						
695 Passenger Ralliner Daily					694 Passenger Ralliner	854 Freight	888 Freight					
----	95.1	93.1	-----	MIRROR	CKPYZ	MR	YARD	----	1155	2205		
----	84.3		-----	BASHAW	P	----	1850	----	1136	2146		
----	75.8		-----	DORENLEE		----	2170	----	1123	2133		
----	70.6		-----	FERINTOSH	P	----	2030	----	1115	2125		
	63.1		-----	NEW NORWAY	P	----	2030		1103	2113		
From Stettler Sub.	59.8		-----	DUHAMEL		----	2060	To Stettler Sub.	1057	2108		
1017	54.3	55.2		FERLOW JCT.	PYZ	----	----	1840	1046	2058		
----	48.6	54.3		Jct. with Stettler Sub.		----	----	----	----	----		
	48.1	48.4		ALLIANCE JCT.	PZ	----	----	----	----	----		
s 1032	47.4			Jct. with Alliance Sub.		----	2790	s 1828	1032	2045		
----	46.4	44.4		CAMROSE	BPWZ	CO	----	----	----	----		
1042	38.3			CAMROSE JCT.	PYZ	----	----	----	----	----		
F 1049	31.3			Jct. with Demay Sub.		----	----	1821	1009	2041		
F 1058	24.7			BARLEE	PZ	----	----	1813	0955	2027		
1107	17.0			ARMENA		----	1520	s 1806	0943	2015		
1115	9.9			HAY LAKES	P	----	1860	F 1757	0932	2004		
1121	4.8			NEW SAREPTA	P	----	6350	1748	0921	1953		
1125	4.5			LOOMA	P	----	1470	1740	----	----		
1130	2.2			BRETONA	P	----	----	1734	0900	1930		
	0.0		4.8	STRATHCONA	P	----	----	1730	----	----		
				EAST EDMONTON	PR	VS	9020	1725	----	----		
				BRETVILLE JCT.	PY	----	----	----	----	----		
				Jct. with Wainwright Sub.		----	----	----	----	----		
				CTC between Bretville Jct. and Mileage 4.8 controlled by Train Dispatcher at Edmonton.				Daily	Daily	Daily except Saturday		
				CTC between mileage 48.4 and Ferlow Jct. controlled by Operator at Camrose.								
	695							694	854	888		

CAMROSE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

Strathcona—Unless otherwise provided, Nos. 854 and 888 must obtain clearance at Calder and may then leave Strathcona without obtaining clearance.

Camrose—All trains must obtain clearance.

1.2 TRAIN REGISTER MODIFICATIONS—

East Edmonton—No. 694 may register by register ticket daily except Saturday and Sunday. Other trains will register only when directed by train order.

Camrose—Trains may register by register ticket.

1.3 CTC SPECIAL FEATURES—

No train or engine shall clear the main track at the following switches (BTC 111578, R-12464, R-23195): mileage 1.26, mileage 1.61, mileage 2.5 and mileage 4.4.

RULE 268—At East Edmonton, movements entering the main track through crossover mileage 1.7 must obtain train dispatcher's permission before reversing crossover south switch.

1.4 OTHER MODIFICATIONS—

RULE 5: Camrose—The time of all trains applies at the station.

2 GENERAL FOOTNOTES

2.1 East Edmonton—Southward one mile sign governing the approach to Interlocked C.P. Rly. crossing at grade mileage 2.6 is located to left of main track.

At Imperial Oil Ltd. plant at East Edmonton, smoking is prohibited within the plant area and cabooses with fire in stove must be left outside the entrance to the plant site. Derails must only be handled by Imperial Oil Ltd. personnel.

(Continued from Page 22)

CAMROSE SUBDIVISION FOOTNOTES

GENERAL FOOTNOTES—Continued

The north service track is the main lead or run-around track into Imperial Oil Ltd. plant. Switches to the north service track are to be left set and locked for this track. When in this position, yellow target will so indicate. Second paragraph rule 104 amended accordingly.

When switching Texaco Canada Ltd. C.P. Rly. main track must not be used or fouled. Cars must not be allowed to block road crossing within the plant area any longer than necessary and must not be left straddling insulated rail joints (painted yellow) on west end of loading racks. Smoking is prohibited within the plant area and cabooses with fire in stove must be left outside the entrance to the plant area. Derails must only be handled by Texaco Canada Ltd. personnel.

- 2.2 **Alliance Jct.**—The switch connecting Camrose long lead to the Alliance Sub. is in normal position when lined for movement to and from the long lead and against through movement on Alliance Sub.

3 INTERLOCKINGS

- 3.1 **Junction**—
Bretville Jct. ----- Mileage 0.0 ----- Controlled
See Interlockings, Wainwright Sub. footnotes.

- 3.2 **Railway Crossing at Grade**—
C.P. Rly. ----- Mileage 2.6 ----- Controlled
If necessary to pass an interlocking signal indicating STOP in accordance with Rules 264 or 265, the requirements of Rule 672 must also be observed.

- 3.3 **Railway Crossing at Grade**—
C.P. Rly. ----- Mileage 47.7 ----- Automatic
Southward movements entering Camrose Sub. at Camrose Jct. must approach southward interlocking signal 476 at mileage 47.6 prepared to stop and there be governed by the indication displayed.

Timing circuit extends from northward approach signal 485 to a point 950 feet south of interlocking signal 477. This location is marked by crossing circuit sign. Northward movements occupying timing circuit for a period in excess of 4 minutes 30 seconds must proceed prepared to find interlocking signal displaying STOP indication.

Movements must not exceed 40 miles per hour while passing the governing approach signals.

4 EQUIPMENT RESTRICTIONS

- 4.1 Units in 1000-1076 series must not enter or use any industrial track within the switching limits of the Edmonton terminal without permission from the Superintendent Operations.
- 4.2 Single units in the 1000-1076 and the 9150-9199 series and single or multiple units in the 1200-1397, 4108-4707, 5500-5610, and 9400-9600 series only may operate on or around the 23 degree curvature of the Steel Company of Canada Ltd. trackage at Camrose at a speed not exceeding 5 m.p.h.
- 4.3 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on the following tracks unless necessary to set out bad order equipment.
Mirror ----- Track 8
- 4.4 Track 8 Mirror Yard is restricted to empty cars only.
- 4.5 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

5

SPEEDS

		Miles per Hour	
		Railiner	Other Trains
5.1	Mileage		
	0.0 to 54.3	75	40
	On curves	60	--
	5.3 to 5.6 -----	55	--
	9.6 to 9.8 -----	55	--
	11.9 to 12.8 -----	55	--
	15.2 to 15.7 -----	55	--
	16.6 to 18.1 -----	55	--
	22.0 to 22.8 -----	55	--
	25.9 to 26.8 -----	55	--
	47.1 to 47.4 -----	20	15
	49.2 to 54.3 -----	40	30
	54.3 to 95.1 Zone	--	40
	54.3 to 54.6 -----	--	15
	57.6 to 58.4 -----	--	30

5.2 Sidings and other tracks ----- 10 10

5.3 Mileages 0.0 to 95.1
Trains handling ballast and ore ----- 35

5.4 Mileages 0.0 to 95.1
Trains handling open top carloads of pipe—5 miles per hour less than speed specified for Other Trains on all curves.

CONDITIONAL SPEEDS

		Miles per Hour	
		Railiner	Other Trains
5.5	Mileage 1.6— Northward movements while passing block signal 16 -----	--	35
5.6	Mileage 2.3 (Highway 16A) Northward movements approaching within 1150 feet of crossing and until crossing occupied -----	35	35
	Southward movements proceeding at less than 30 miles per hour within 2500 feet of crossing, and until crossing occupied -----	10	10
5.7	Mileage 11.9 (North-South County Road) Northward movements approaching within 3900 feet of crossing and until crossing occupied -----	55	--
5.8	Mileage 48.1 (48th Avenue) Northward movements approaching within 250 feet of crossing and until crossing occupied -----	5	5
	Southward movements approaching within 1200 feet of crossing and until crossing occupied -----	30	30
5.9	Mileage 54.9— Northward movements while passing block signal 549 -----	--	35
5.10	Mirror Yard (Highway 50)— Mileage 0.16 Three Hills Sub. Southward movements approaching within 400 feet of crossing and until crossing occupied -----	--	10

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CAMROSE SUBDIVISION FOOTNOTES

6 PUBLIC CROSSING AT GRADE

6.1 Mileage 48.1 (48th Avenue)
Automatically protected. Equipped with push button. STOP sign erected on other than the main track.

7 SPURS AND OTHER TRACKS

7.1 STRATHCONA LINE (includes GAINER'S LINE)
Mileage 4.5—Extends 9.1 miles westward, switch points face north.

GENERAL FOOTNOTES—

At South Edmonton, Gainer's Line is used jointly by C.P. Rly. at Willingdon Sub. main track for a distance of 60 feet in vicinity of overpass at 63rd Avenue. C.P. Rly. main track switch located south of underpass is in normal position when lined with C.P. Rly. Yard switch located north of underpass controls movements to and from C.N. Rly. and C.P. Rly.

INTERLOCKING—

Railway Crossing at Grade—
C.P. Rly. ----- Strathcona Line ----- Automatic

NON-INTERLOCKED—

Railway Crossing at Grade—
C.P. Rly. ----- South leg of wye Leduc Sub.

PUBLIC CROSSING AT GRADE—

Mileage 3.8 (91st Street) automatically protected. Equipped with push button for westward movements. When protection has been stopped, it must be restarted by using push button and crossing must not be obstructed until protection has been in operation for 20 seconds.

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

	Mileage	Capacity in Feet	Points Face
Trendwood Industries Ltd. -----	5.1	630	N
PE BEN Truck Lines -----	6.9	450	S
Storage Track -----	45.5	1530	S
Interchange track with C.P. Rly.---	47.5	1130	N
The Steel Co. of Canada Ltd. ---	47.6	6260	S
Ferintosh Pit -----	71.2	2340	N

ALLIANCE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1

2 GENERAL FOOTNOTES

2.1 Alliance Jct.—The switch connecting long lead to Alliance Sub. is in normal position when lined for movement to and from long lead and against through movement on Alliance Sub.

3 EQUIPMENT RESTRICTIONS

3.1 Only units in 1000-1076 and 1200-1399 series permitted beyond mileage 1.0.
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions between mileages 1.0 and 59.2.

4 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 59.2		25
Trains handling loads:—		
0.0 to 45.0		15
45.0 to 59.2		10
4.2 Tracks and Spurs not otherwise covered -----		
		10
4.3 Engines in 1200-1399 series -----		
		20

5 PUBLIC CROSSING AT GRADE

5.1 Mileage 51.4 (Highway 36)— Eastward trains standing on main track meeting or waiting for an opposing train must stop clear of crossing sign located 800 feet west of crossing.

6 SPURS AND OTHER TRACKS

6.1 FORESTBURG COLLIERIES LTD.
Mileage 45.0—Extends 7.4 miles. Connected to Wye switch.


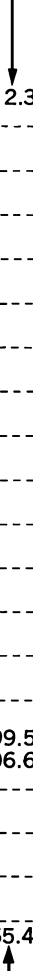

WESTWARD TRAINS		Miles from Alliance Jct.	Yard Limits	ALLIANCE SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
				STATIONS					
↓		59.2		-----	ALLIANCE YWZ	----	YARD	↑	
			58.3	-----	8.0 GALAHAD	----	1520		
			51.2	45.4	-----	7.6 Y FORESTBURG	----		2460
			45.0		-----	8.9 HEISLER	----		2460
			43.6	42.9	-----	12.5 ROSALIND	----		2480
					-----	5.8 KELSEY	----		1830
			16.4		-----	8.2 KIRON	----		
			8.2	1.0	-----	8.2 ALLIANCE JCT. PZ	----		
		0.0		-----	Jct. with Camrose Sub.	----			
RULES 41 and 44 APPLICABLE Rule 105A not applicable									

GENERAL FOOTNOTES

When entraining and detraining, lookout for uneven ground and coarse gravel. Not more than 20 cars at one time may be shoved into the west yard and cars or engines must not be moved through the mine tipple. Hand brakes must be applied to each car left on main tracks.

MAXIMUM SPEED ----- 20 m.p.h.

	Mileage	Capacity in Feet	Points Face
6.2 Dresser Industries Inc. -----	23.0	770	E W

WESTWARD TRAINS	Miles from Union Jct.	Yard Limits	SANGUDO SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS		
			STATIONS						
	*0.0		Manual Block System	UNION JCT. ----- PRZ	-----	-----			
				Jct. with Edmonton West Terminal Sub.	-----	-----			
	1.7			2.3	1.7	CANNELL ----- Z		-----	910
	5.0			-----	3.3	ST. ALBERT ----- P		-----	1130
	13.0			-----	8.0	VILLENEUVE ----- P		-----	1460
	19.4			-----	6.4	CALAHOO -----		-----	1270
	29.4			-----	10.0	ONOWAY -----		-----	6030
	36.0			-----	6.6	GUNN -----		-----	-----
	44.4			-----	8.4	GLENEVIS ----- P		-----	1450
	51.5			-----	7.1	CHERRILL ----- P		-----	990
	57.0			-----	5.5	LISBURN -----		-----	1420
	62.5			-----	5.5	SANGUDO ----- P		-----	1590
	68.9			-----	6.4	ROCHFORD BRIDGE -----		-----	1470
	74.2			-----	5.3	MAYERTHORPE -----		-----	3050
	77.7			-----	3.5	LOMBELL -----		-----	6080
	79.8			-----	2.1	GREENCOURT ----- P		-----	1350
	89.7			-----	9.9	BLUE RIDGE ----- P		-----	1270
	103.3			} 99.5	13.6	WHITECOURT ----- KPYZ		WO	YARD
	121.8			} 106.6	18.5	HURDY -----		-----	3820
	132.7			-----	10.9	SILVER CREEK -----		-----	3700
142.9	-----	10.2	KNIGHT -----	-----	3700				
158.2	-----	15.3	PASS CREEK -----	-----	4150				
167.6	-----	9.4	KAYBOB ----- Z	-----	YARD				
Rules 321 to 323 applicable between Union Jct. and Kaybob.									

SANGUDO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 Special Instructions Apply—
 SYSTEM 1.9—Union Jct.
 SYSTEM 2.0—applicable between mileage 2.3 and mileage 165.4.
 SYSTEM 8.1—Entire Sub.
 REGIONAL M-16 and M-17—between mileage 2.3 and mileage 167.6.

2 GENERAL FOOTNOTES

- * 2.1 Mileage between Union Jct. and Whitecourt commences 0.2 miles west of Junction switch.
- 2.2 Kaybob—Jumbo LPG tanks must not be moved on Loop track. Restricted clearance 17 feet 6 inches ATR at the tipple. Snowplows and flangers must not be operated under tipple.

- 2.3 Texas Gulf Sulphur and Kaybob—Due to the danger of starting fires in and around the bulk sulphur loading sites, crews are to refrain from smoking in this area. Wheel slip on diesel units must be curtailed as much as possible in this area as flying sparks will also ignite powdered sulphur.

3 EQUIPMENT RESTRICTIONS

- 3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- 3.2 Units in series 5000-5299, 5500-5700, and 9400-9600 must not be operated on sidings or other tracks at Calahoo, Cherrill, Lisburn, Greencourt, Blue Ridge, or pit spur Mileage 100.2 unless necessary to set out bad order equipment.

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SANGUDO SUBDIVISION FOOTNOTES

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

* Zone signs not yet placed.

4.2 Kaybob Loop Track	5
4.3 Tracks and Spurs not otherwise covered	10

CONDITIONAL SPEEDS

4.4 Mileage 0.0 (156th Street)— Approaching within 250 feet of crossing until crossing occupied	5
4.5 Mileage 10.6 Approaching within 1400 feet of crossing until crossing occupied	35
4.6 Mileage 12.73 Approaching within 1000 feet of crossing until crossing occupied	30
4.7 Mileage 103.4 (51st Street) Westward movements approaching with- in 350 feet of crossing until crossing occupied	10

5 PUBLIC CROSSINGS AT GRADE

- 5.1 Mileage 0.0 (156th Street)—Automatically protected. Equipped with push button. Movements stopping within 250 feet of crossing must then not obstruct the crossing until gates are horizontal.
- 5.2 Mileage 103.4 (51st Street)—Automatically protected. Westward movements proceeding at less than 10 miles per hour within 350 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.

6 SPURS AND OTHER TRACKS

- 6.1 Pro-Western Plastics Ltd., mileage 4.2, capacity 230 feet, switch points face west. Cars must not be allowed to run free in this spur and all cars left in spur must have hand brakes applied and wheels blocked.

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

6.3 T.K. Haliburton Spur, mileage 104.17. Hand brakes must be applied on all cars on this spur.

6.4 Texas Gulf Sulphur—Extends 6.2 miles westward from mileage 120.5, switch points face east.

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

General instructions 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. Refer to System Special Instruction 6.1. Due to heavy ascending grade and sharp curvature, forward pushing movements at any point between the run-around track and the end of track, with a diesel unit consist which includes GF-30 type units must isolate all but the leading (west) unit to prevent excessive side thrust and possible derailment.

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

6.5 Benbow—Extends 3.4 miles westward from mileage 143.8. Switch points face east.

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

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

General Instructions A-220 (Form 696) applicable to eastward movements leaving loop track.

6.6 Grizzly Sulphur — Extends 14.6 miles westward from mileage 158.7, switch points face east.

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

The following speeds apply on this Spur:

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

6.7	Mileage	Capacity in Feet	Points Face
Inland Cement Co. Ltd.	0.1	6570	E W
Weldwood of Canada Ltd.	0.4	500	W
Weldwood of Canada Ltd.	0.5	1310	W
Consolidated Concrete Ltd.	1.3	1670	W
Alberta Concrete Products	12.0	7970	W
Baroid of Canada Ltd.	28.3	180	E W
Baroid of Canada Ltd.	28.4	720	E
Gunn	36.0	230	E
Simplot	64.7	680	E
Imperial Oil Ltd.	74.2	360	W
Pit Spur	100.2	2070	W
Mobil Oil Canada Ltd.	102.4	1980	E W
Pit Spur	144.4	1400	E
Simpson Timber Ltd.	166.5	450	E

NORTHWARD TRAINS		ATHABASCA SUBDIVISION			SOUTHWARD TRAINS	
Miles from N.A. Rly.	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet		
0.0	-----	N.A. RLY. Jct. with Edmonton West Terminal Sub.	----	----		
20.2 Trains between N.A. Rly. and Morin Jct. will be governed by N.A. Rly. Time Table, Rules and Regulations.						
20.2		MORIN JCT. ----- Z Jct. with N.A. Rly.	----	----		
21.1	21.9 ↓	0.9 MORINVILLE ----- Z	----	1470		
31.5		10.4 LEGAL -----	----	1820		
39.4		7.9 VIMY -----	----	1790		
45.2		5.8 CLYDE -----	----	1360		
52.1		6.9 NESTOW -----	----	1370		
58.6		6.5 TAWATINAW -----	----	1490		
64.5		5.9 ROCHESTER -----	----	1250		
72.3		7.8 PERRYVALE -----	----	1370		
80.7		8.4 MEANOOK -----	----	1520		
85.4		4.7 COLINTON -----	----	1180		
87.0						
93.1	92.3 ↑	7.7 ATHABASCA ----- Z	----	YARD		
RULES 41 and 44 APPLICABLE Rule 105A not applicable						



ATHABASCA SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **Clearances**—Unless otherwise provided, extra trains created at Morin Jct. must obtain clearance at Calder and may then leave Morin Jct. without obtaining clearance.

Morinville—N.A. Rly. clearance will be delivered to southward trains by automobile. Clearance will be left in bill box at Morinville. If clearance is not on hand on arrival or within 30 minutes after arrival, conductor must contact C.N. Rly. chief train dispatcher at Edmonton for instructions.

1.2 **SPECIAL INSTRUCTIONS APPLY**—
SYSTEM 8.1.

2 GENERAL FOOTNOTES

2.1 Conductors of northward trains arriving at their destination must, as soon as possible, advise C.N. Rly. chief train dispatcher at Edmonton by Alberta Gov't telephone at 429-8893 of their expected arrival time at Morin Jct. on southward trip.

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

N.A. Rly. train dispatchers telephone at Morin Jct. and conductors of northward trains must advise N.A. Rly. train dispatcher when their train clears N.A. Rly. main track and conductors of southward trains must call N.A. Rly. train dispatcher before fouling N.A. Rly. main track.

3 EQUIPMENT RESTRICTIONS

3.1 Only units in 1000-1076 and 1200-1399 series permitted.

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

4 SPEEDS

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



4.2 Sidings and other tracks ----- 10

CONDITIONAL SPEEDS

4.3 **Mileage 92.9** (Lichfield Avenue)
Northward movements approaching within 300 feet of crossing and until crossing occupied ----- 5

5 SPURS AND OTHER TRACKS

	Mileage	Capacity in Feet	Points Face
Peavey -----	26.9	720	N S
IXL Industries -----	91.1	540	S

WESTWARD TRAINS	Miles from Bickerdike	Yard Limits	FOOTHILLS SUBDIVISION	Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
			STATIONS				
	0.0	↓ 4.0	MANUAL BLOCK SYSTEM {	----	----		
	5.5	----		BICKERDIKE ----- PYZ 5.5	----		----
	10.7	----		McLEOD RIVER ----- 5.2	----		2070
	16.3	----		ERITH ----- 5.6	----		2400
	25.2	----		WEALD ----- 8.9	----		2010
	30.5	----		EMBARRAS ----- 5.3	----		2410
	32.1	----		OKE ----- 1.6	----		----
	36.1	↑ 35.5		ROBB ----- 4.0	----		----
	36.6	↓ 37.1		PARKHILL JCT. ----- Z Jct. with Mountain Park Sub. 0.5	----		----
	43.2	----		COALSPUR ----- YZ	----		YARD
	47.2	↑ 46.5		DISS ----- 6.6	----		1520
	48.1	----		STERCO ----- Z 4.0	----		1620
	48.5	----		COAL VALLEY ----- Y 1.3	----		----
	49.9	↑		FOOTHILLS ----- Z 1.4	----		----
Rule 105A not applicable Rules 321 to 323 applicable between Bickerdike and Sterco							

FOOTHILLS SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **SPECIAL INSTRUCTIONS APPLY—**
 SYSTEM 2.0: applicable between mileage 4.0 and mileage 46.5.
 SYSTEM 8.1
 REGIONAL M-16.
- 1.2 **OTHER MODIFICATIONS—**
 System Special Instruction 6.2 not applicable on Foothills Sub.

 General Instruction A-220 (Form 696) applicable to eastward trains between Sterco and Coalspur. Eastward freight trains must comply with General Instruction T-311 (Form 696).

2 GENERAL FOOTNOTES

- 2.1 **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.
 East yard limit sign located on south side of Foothills Sub. main track.
 Switch at mileage 0.4 must be left in reverse position for through movement to and from the west connection with Edson Sub. at mileage 139.4 and against through movement to and from the east connection with the Bickerdike siding Foothills Sub. connection. Second and third paragraphs of Rule 104 amended accordingly.
- 2.2 **Parkhill Jct.**
 Junction switch is in normal position when lined for Mountain Park Sub.
- 2.3 **Coalspur**—Switches to tracks 2 and 3 spiked and cannot be used.

- 2.4 Derail located on main track at mileage 36.15.
- 2.5 When necessary, cars may be left on main track west of mileage 48.0 and the provisions of General Instruction 5, page 3 (Form 696) apply. All trains and engines must protect against possibility of cars on main track west of mileage 48.0.

3 EQUIPMENT RESTRICTIONS

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

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour All Trains
0.0 to 36.6	Zone	25
32.9 to 33.4	-----	10
36.6 to 49.9	Zone	10
On down grade:		
36.1 to 47.2	-----	10
4.2 Sidings and other tracks	-----	10

5 TUNNEL

- 5.1 Mileage 33.4 ----- 591 feet

6 SPURS AND OTHER TRACKS

- 6.1 **ERITH TIE COMPANY—**
 Mileage 11.5, capacity 410 feet, switch points face east.
- 6.2 **Robb—**
 Mileage 32.1, capacity 620 feet, connected both ends.
- 6.3 **Coalspur Collieries Ltd.—**
 Mileage 36.5, capacity 900 feet, switch points face east.
 This trackage must not be used.

MOUNTAIN PARK SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 Clearances—**
Leyland—Trains destined Edson must obtain clearance Form 710C.
- 1.2 SPECIAL INSTRUCTIONS APPLY—**
 SYSTEM 2.0: applicable between mileage 1.5 and mileage 20.6.
 SYSTEM 8.1.
 REGIONAL M-16.
- 1.3 OTHER MODIFICATIONS—**
 General Instruction A-220 (Form 696) applicable to eastward trains: between Mountain Park and Leyland between mileage 20.0 and mileage 15.5 and between Steeper and Coalspur.
 General Instruction T-311 (Form 696) must be complied with by eastward trains at: Mountain Park, Inland Cement Co. Ltd. Spur, Leyland and Steeper.

NOTE: Eastward unit trains need not comply with General Instruction T-311 (Form 696) at mileage 20.0 and Steeper unless train line has been parted after leaving Leyland.

General Instruction (Form 696) Item 8, page 81: In accordance with the provisions of this item, tonnage for eastward trains between Cadomin and Shaw and between Steeper and Mercoal may exceed the published rating and when so exceeded, the train will be doubled between Shaw and Steeper.

System Special Instruction 6.1 — In the event that a train is required to back up or make a forward pushing movement and the provisions of this Special Instruction cannot be applied, other arrangements will be made upon advice to the Chief Train Dispatcher.


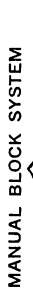
System Special Instruction 6.2 not applicable on Mountain Park Sub.

2 GENERAL FOOTNOTES

- 2.1 Unless authorized by the Superintendent Operations, movements must not operate beyond mileage 25.5.
- 2.2 All movements keep sharp lookout for fallen rock between Leyland and Mountain Park and while switching Inland Cement Co. Ltd.
- 2.3 **Parkhill Jct.**—Junction switch is in normal position when lined for the Mountain Park Sub.
- 2.4 When necessary, cars may be left on main track west of mileage 24.7 and the provisions of General Instruction 5, page 3 (Form 696) apply. All trains and engines must protect against possibility of cars on main track west of mileage 24.7.
- 2.5 **Mountain Park**—Derail on main track 70 feet east of yard east switch.

3 EQUIPMENT RESTRICTIONS

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

WESTWARD TRAINS		Miles from Parkhill Jct.	Yard Limits	MOUNTAIN PARK SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
				STATIONS					
		0.0		PARKHILL JCT. --- Z	---	---			
					Jct. with Foothills Sub.				
				0.5	COALSPUR --- PYZ	---	YARD		
				6.9	MERCOAL	---	1220		
				8.2	STEEPER	---	1590		
				11.8	SHAW	---			
				18.0	FIDLER	---	1490		
				22.4					
				22.5	LEYLAND --- PYZ	AN	2460		
				23.7	CADOMIN --- Z	---	2830		
				31.6	MOUNTAIN PARK --- Y	---	YARD		
	Rule 105A not applicable Rules 321 to 323 applicable between Parkhill Jct. and Leyland								

4 SPEEDS



- | | |
|--|----------------|
| | Miles per Hour |
| 4.1 Mileage | All Trains |
| 0.0 to 31.6 | 20 |
| 4.2 Tracks and Spurs not otherwise covered | 10 |

5 PUBLIC CROSSING AT GRADE

- 5.1 Mileage 0.9 (Highway 47) automatically protected. Before obstructing the crossing, it must be ascertained that automatic protection is and has been operating for 20 seconds.

6 SPURS AND OTHER TRACKS

- 6.1 **Luscar Industrial Spur—**
Mileage 22.4—Extends northward 5.3 miles. Connected to tail of wye.
 Maximum Speed ----- 15 m.p.h.
 General Instruction A-220 (Form 696) applicable to eastward movements between mileage 5.3 and Leyland. Eastward movements must comply with General Instruction T-311 (Form 696).
 Ballast spur located at mileage 1.0, capacity 3780 feet, switch points face east and west.
Cardinal River Coal Ltd. spur located 4.8 miles west of Leyland has capacity of 3580 feet. Switch points face east and west. Restricted clearance 17 ft. 6 inches ATR at the tipple.
Snow plows and flangers must not be operated under tipple.
 Regional Special Instruction M-21 applies.
- 6.2 **Inland Cement Co. Ltd.—**
 Look out for restricted clearance on old tipple when chute is down.
- 6.3 **Safety Spur—**
Mileage 24.5—Connected at west end.
 When the switch is not in use it must be left in the reverse position lined for the safety spur. Second paragraph of Rule 104 amended accordingly.

NORTHWARD TRAINS	Miles from Swan Landing	Yard Limits	GRANDE CACHE SUBDIVISION	Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS
			STATIONS			
	0.0	{1.6 2.8	SWAN LANDING ----- Z	-----	YARD	
	20.4	-----	20.4 WILDHAY -----	-----	4760	
	41.0	-----	20.6 HANLON -----	-----	6440	
	57.0	-----	16.0 HOFF -----	-----	-----	
	73.0	-----	16.0 GREY -----	-----	6690	
	89.7	-----	16.7 DENARD -----	-----	-----	
	94.6	-----	4.9 THORDARSON -----	-----	4650	
	108.9	106.0	14.3 WINNIANDY ----- KZ	-----	YARD	
	135.4	111.2	26.5 BOTTEN -----	-----	5160	
	156.7	-----	21.3 AMUNDSON -----	-----	5320	
	175.6	-----	18.9 LATORNELL -----	-----	5635	
	193.6	-----	18.0 DORSCHIED -----	-----	5190	
	212.4	-----	18.8 TOLSTAD -----	-----	5380	
	232.0	{229.7 231.0	19.6 GRANDE PRAIRIE ----- KYWZ	-----	YARD	
	232.9	-----	Jct. with N.A. Rly.	-----	-----	
	Rule 105A not applicable RULES 321 to 323 APPLICABLE Main track Grande Cache Sub. commences at Mileage 1.6 and ends at Mileage 231.0 Rule 105 applies between Mileages 0.0 and 1.6 and between Mileages 231.0 and 232.9					

GRANDE CACHE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **CLEARANCES—**
WINNIANDY—Trains to Edson Sub. must obtain clearance Form 710C.
- 1.2 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 2.0: applicable between mileage 2.8 and mileage 229.7.
SYSTEM 8.1: applicable on yard limit signs.
REGIONAL M-16, M-17, and M-19.
- 1.3 **OTHER MODIFICATIONS—**
SYSTEM Special Instruction 6.2 not applicable.

GREEN signal is displayed, or authority is obtained from the Mines' Tipple Operator. The signal is located on the south side of the tipple, three feet above the coal chute.

- 2.3 All movements lookout for fallen rock between mileages 60.0 and 60.2, 99.0 and 103.0 and between mileages 169.7 and 172.5.

3 EQUIPMENT RESTRICTIONS

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

2 GENERAL FOOTNOTES

- 2.1 **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. Wide loads must not be set off in track No. 1 at Swan Landing.
- 2.2 **Winniandy**—Diesel unit or car movements must not be made under the coal loading tipple located on McIntyre Mines Ltd., coal loading track at Winniandy until a

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour All Trains
0.0 to 1.8	Zone	15
1.8 to 231.0	Zone	30
69.8 to 70.5 -----		20
169.7 to 173.0 -----		10
4.2 Sidings and Other tracks -----		10

(Continued from Page 30)

GRANDE CACHE SUBDIVISION FOOTNOTES

5 RADIO SYSTEMS

5.1 See Regional Special Instruction M-19, (a), (b) and (c).

5.2 Proper Standby Channels:

Mileage	Channel	Base Station
0.0 to 10.0	7	Hinton
10.0 to 52.0	6	Berland
52.0 to 97.0	7	Muskeg
97.0 to 115.0	6	Winniandy
115.0 to 130.0	7	Muskeg
129.0 to 182.0	6	Simonette
182.0 to 232.0	7	Economy

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

6 SPURS AND OTHER TRACKS

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

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

CUT KNIFE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 Clearances—
Rosemound—No. 93 may leave without obtaining clearance.

1.2 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1

2 EQUIPMENT RESTRICTIONS

2.1 Only units in 1000-1076 series permitted.

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

3 SPEEDS

Mileage	Miles per Hour All Trains
0.0 to 26.8 Zone	20
1.8 to 2.1	10

3.2 Sidings and Other Tracks 10

4 GENERAL FOOTNOTES

4.1 Rosemound—Junction Switch is in normal position when set for movements to CP Rly.

WESTWARD TRAINS		Miles from Cut Knife Jct.	Yard Limits	CUT KNIFE SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FOURTH CLASS				STATIONS				FOURTH CLASS	
94 C.P. Rly. Freight								93 C.P. Rly. Freight	
Tuesday, Thursday, Sunday									
1815	0.0	---	---	CUT KNIFE JCT. ...R Jct. with Battleford Sub.		---	---	1548	
---	3.4	---	---	3.4 LINDEQUIST		---	---	---	
1855	9.5	---	---	6.1 PRONGUA		---	1950	1517	
1935	23.0	---	---	13.5 GALLIVAN		---	1890	1436	
1950	26.8	---	---	3.8 ROSEMOUND Connection with C.P. Rly.		---	---	1425	
94		RULES 41 and 44 APPLICABLE Rule 105A not applicable						Tuesday, Thursday, Sunday	
								93	

WESTWARD TRAINS			Miles from North Battleford	Yard Limits	BLACKFOOT SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FOURTH CLASS	THIRD CLASS	MOUNTAIN TIME			FOURTH CLASS					
94 C.P. Rly. Freight	709 Freight	STATIONS			884 Freight	93 C.P. Rly. Freight				
Tuesday, Thursday, Sunday	Daily									
1730	0920	0.0 0.3		NORTH BATTLEFORD CKPWYZ Jct. with Turtleford Sub.	FD	2035	1605	1635		
		0.4	↓	6.1						
1750	0935	6.1	1.4 5.5 ↑	BATTLEFORD JCT. PRZ Jct. with Battleford Sub.			1550	1613		
To Battleford Sub.	0945	10.8	6.7	HIGHGATE		1560	1541		From Battleford Sub.	
	0956	18.9		8.1 DELMAS P		1630	1531			
	1005	26.2		7.3 BRESAYLOR		1660	1522			
	1015	33.9		7.7 PAYNTON P	AN	1590	1510			
	1028	43.4		9.5 BIRLING		1650	1456			
	1037	49.9		6.5 MAIDSTONE P	OD	2050	1448			
	1047	57.6		7.7 WASECA P	SA	7300	1439			
	1057	64.3		6.7 LASHBURN P	RS	1560	1431			
	1110	72.6		8.3 MARSHALL P	MR	1310	1420			
	1140	82.9 84.4	82.2 ↓	11.8 LLOYDMINSTER Y PWZ	YD	1880	1400			
	1150	91.4	86.8	7.0 BLACKFOOT P		7200	1340			
	1200	99.3		7.9 KITSCOTY P		2040	1330			
	1213	109.6		10.3 ISLAY P		1600	1315			
	1223	117.3		7.7 BORRADAILE P		1610	1303			
	1235	124.4	121.7 ↑	7.1 VERMILION KPWYZ	VN	8000	1250			
							Daily	Tuesday, Thursday, Sunday		
94	709						884	93		

BLACKFOOT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

North Battleford—No. 94 must obtain C.P. Rly. clearance at North Battleford OK'd by C.P. Rly. train dispatcher at Saskatoon in accordance with Rule 211.

1.2 TRAIN REGISTER MODIFICATIONS—

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

1.3 OTHER MODIFICATIONS—

Rule 5—North Battleford—The time of eastward regular trains applies at the siding west switch.

Vermilion—The time of No. 709 applies at the siding east switch.

2 GENERAL FOOTNOTES

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

2.2 **North Battleford**—Siding is located between the first crossover east of station and west switch.

2.3 **Lloydminster**—Siding is located between first switch east of station and second crossover west of station. When switching at Lloydminster, lookout for cars on industrial spur which may be foul of elevator track.

Normal position of crossover switch leading from stock yard track to main track at Lloydminster is for through movement on stock yard track and against crossover movement.

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

(Continued on Page 33)

WESTWARD TRAINS	Miles from Connecting Switch	Yard Limits	DODSLAND SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS
			MOUNTAIN TIME				
			STATIONS				
	0.0	↓ 0.6	-----	BIGGAR ----- CKWYZ	BI	YARD	
	6.0		-----	6.0 ARGO	-----	-----	
	12.2		-----	6.2 DUPEROW	-----	1930	
	18.5		-----	6.3 SPRINGWATER	-----	1950	
	25.6		-----	7.1 RUTHILDA	RU	1900	
	29.9		-----	4.3 DOWNE	-----	1900	
	35.9		-----	6.0 AVA	-----	-----	
	47.0		-----	11.1 DODSLAND	DO	1690	
	53.3		-----	6.3 MILLERDALE	-----	1920	
	59.7		-----	6.4 BEAUFIELD	-----	1890	
	66.4	65.8 ↑	-----	6.7 COLEVILLE ----- Z	CO	1920	
	72.6	69.5 ↑	-----	6.2 DRIVER	-----	-----	
	78.5		-----	5.9 SMILEY	MY	1890	
	85.9		-----	7.4 DEWAR LAKE	-----	1920	
	90.4		-----	4.5 HOOSIER	-----	1890	
	96.5		-----	6.1 GREENE	-----	1920	
	103.5	102.7 ↑	-----	7.0 LOVERNA ----- RYZ	VO	1810	
	115.8	104.6 ↑	-----	12.3 ESTHER	-----	1120	
	126.1		-----	10.3 NEW BRIGDEN	-----	1540	
	134.2		-----	8.1 SEDALIA	-----	1530	
	154.0	153.0 ↑	-----	19.8 HEMARUKA ----- YZ	-----	-----	

RULES 41 and 44 APPLICABLE
Rule 105A not applicable

DODSLAND SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1

2 GENERAL FOOTNOTES

2.1 Biggar—Dodsland Sub. connects with siding at Biggar. Connecting switch which is located 1 mile west of Biggar is in normal position when lined for through movement on siding and against movement to or from Dodsland Sub.

East yard limit sign at Biggar located on south side of main track.

2.2 Unless authorized by Superintendent Operations, movements must not be operated beyond mileage 135.0.

3 INTERLOCKING

3.1 Railway Crossing at Grade—
C.P. Rly. ----- Mileage 46.6 ----- Automatic
Trains must not exceed 15 miles per hour while passing the governing approach signal (BCT 101328)

4 EQUIPMENT RESTRICTIONS

4.1 Only units in 1000-1076 series permitted.
4.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

5.1 Mileage		Miles per Hour
		All Trains
0.0 to 66.0	Zone	25
34.0 - Westward trains (on curve) -		20
66.0 to 154.0	Zone	20
5.2 Sidings and Other tracks -----		10

WESTWARD TRAINS			VEGREVILLE SUBDIVISION				EASTWARD TRAINS	
FOURTH CLASS	Miles from Vermilion	Yard Limits	STATIONS		Office Signals	Siding Capacity in Feet	FOURTH CLASS	
709 Freight							884 Freight	
Daily								
1245	0.0	↓ 1.4	-----	VERMILION .. KPWYZ	VN	8000	1140	
1300	7.4	-----	-----	7.4 CLAYSMORE	-----	1560	1123	
1310	14.6	-----	-----	7.2 MANNVILLE ----- P	-----	1620	1111	
1322	22.9	-----	-----	8.3 MINBURN ----- P	-----	1550	1100	
1339	31.6	-----	-----	8.7 INNISFREE ----- P	-----	1130	1046	
1350	39.2	-----	-----	7.6 RANFURLY ----- P	-----	1540	1035	
1403	48.2	-----	-----	9.0 LAVOY ----- P	-----	1540	1015	
1415	57.1	↑ 55.1	-----	8.9 VEGREVILLE ... PWZ	RG	6510	0947	
----	58.0	↓ 59.8	-----	0.9 Jct. with Haight Sub. . PYZ	-----	----	----	
1425	64.0	-----	-----	6.0 ROYAL PARK -----	-----	1540	0937	
1435	70.9	-----	-----	6.9 MUNDARE ----- P	-----	2060	0926	
1446	77.6	-----	-----	6.7 HILLIARD -----	-----	1400	0915	
1457	85.1	-----	-----	7.5 CHIPMAN ----- P	-----	6440	0904	
1509	92.4	-----	-----	7.3 LAMONT ----- P	-----	1860	0854	
1521	99.2	-----	-----	6.8 BRUDERHEIM ----- P	-----	1420	0844	
1532	106.2	-----	-----	7.0 SCOTFORD -----	-----	1590	0835	
1543	112.7	↑ 108.4	-----	6.5 FORT SASKATCHEWAN . PZ	FS	2680	0826	
----	114.6	↓ 115.5	-----	1.9 BEAMER SPUR ... PRZ	-----	----	----	
1555	118.0	-----	-----	3.4 RIVER BEND -----	-----	1530	0816	
1602	121.7	-----	-----	3.7 OLIVER -----	-----	1560	0810	
1605	122.9	-----	-----	1.2 ST. PAUL JCT. ... PR	-----	----	0805	
----	126.4	-----	CTC {	Jct. with Coronado Sub. 3.5 NORTH EDMONTON ... P	-----	----	----	
				Interlocked with Wainwright and Edmonton East Terminal Subs.				Daily
709							884	

VEGREVILLE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **CLEARANCES—**
St. Paul Jct.—Unless otherwise provided, No. 884 must obtain clearance at Calder and may then leave St. Paul Jct. without obtaining clearance.
- 1.2 **TRAIN REGISTER MODIFICATIONS—**
Beamer Spur—Trains will register only when directed by train order.
St. Paul Jct.—Trains will register only when directed by train order.
- 1.3 **SPECIAL INSTRUCTIONS APPLY**
SYSTEM 1.9—St. Paul Jct.

1.4 OTHER MODIFICATIONS—

RULE 5—Vermilion—Time of No. 884 applies at the siding west switch.

SYSTEM Special Instruction 6.2 — That portion referring to train tonnage restricted to that handled by 18 motorized axles need not apply to trains of unit train equipment on Beamer Spur.

2 GENERAL FOOTNOTES

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

(Continued on Page 36)

(Continued from Page 35)

VEGREVILLE SUBDIVISION FOOTNOTES

3 INTERLOCKINGS

- 3.1 **Railway Crossing at Grade—**
C.P. Rly. ----- Mileage 56.7 Automatic Eastward trains must not exceed 15 miles per hour when approaching within 500 feet of the governing interlocking signal (B.T.C. 70486). Westward trains must not exceed 45 miles per hour while passing the governing approach signal.
- 3.2 **Railway Crossing at Grade—**
C.P. Rly. ----- Mileage 97.9 ----- Automatic Trains must not exceed 40 miles per hour while passing the governing approach signal.
- 3.3 **Railway Crossing at Grade—**
Vegreville Sub., Wainwright Sub. and Edmonton East Terminal Sub. ---- North Edmonton ---- Controlled Includes a connecting track between Wainwright Sub. and Edmonton - North Edmonton Line; also between Vegreville Sub. and Calder - North Edmonton Line. Rule 672 not applicable.

4 EQUIPMENT RESTRICTIONS

- 4.1 Engines in 1000-1076 series must not enter or use any industrial track within the switching limits of the Edmonton terminal, without permission from the Superintendent Operations.
- 4.2 Units in 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not use Other Tracks at Vermilion except Track 1 ← + 2 and the Wye, and must not use sidings at Claysmore, Ranfurly, Royal Park, Hilliard, Scotford and River Bend.
- 4.3 Track 5 Vermilion Yard must not be used for switching or storing of cars.
- 4.4 Cars exceeding 220,000 lbs. gross (except jumbo tank cars and hopper cars containing grain) must be covered by handling instructions between mileages 43.9 and 77.8.
Cars exceeding 263,000 lbs. gross must be covered by handling instructions between mileages 0.0 to 126.4.

5 SPEEDS

		Miles Per Hour	
		Passen- ger	Mixed and Freight
5.1 Mileage			
0.0 to 43.9	Zone	50	50
	----- on curves -----	--	--
2.1 to 3.2	-----	--	40
9.6 to 10.2	-----	--	45
11.5 to 11.8	-----	--	45
19.2 to 21.3	-----	--	35
26.8 to 27.0	-----	--	40
27.8 to 29.6	-----	40	35
32.3 to 35.0	----- on curves -----	45	40
35.9 to 36.7	----- on curves -----	45	40
38.5 to 39.0	-----	--	45
40.7 to 41.9	-----	45	40
43.9 to 77.8	Zone	50	30
48.4 to 48.7	-----	45	--
52.9 to 54.1	----- on curves -----	--	--
56.7	--- over diamond ---	10	10
77.8 to 126.4	Zone	50	50
111.2 to 111.4	-----	45	40
113.5 to 114.6	-----	20	20
115.1 to 116.1	----- on curves -----	--	40
117.0 to 117.2	-----	30	30
125.2 to 126.3	-----	20	20
5.2 Tracks and Spurs not otherwise covered	-----	10	10
5.3 Mileage 43.9 to 77.8			
Movements handling Jumbo tank cars having gross weight over 220,000 lbs.	-----	--	20

CONDITIONAL SPEEDS

- 5.4 **Mileage 43.9 to 77.8**
Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 ----- 15 15
- 5.5 **Mileage 0.13 (Oliver Avenue)**
Westward movements approaching within 450 feet of crossing and until crossing occupied ----- 15 15
- 5.6 **Mileage 14.4 (47th Street)**
Eastward movements proceeding at 10 miles per hour or less within 2300 feet of crossing and until crossing occupied ----- 10 10
- 5.7 **Mileage 56.4 (45th Street)**
Eastward movements approaching within 1500 feet of crossing and until crossing occupied ----- 35 --
Westward movements approaching within 1500 feet of crossing and until crossing occupied ----- 45 --
- 5.8 **Mileage 57.0 (49th Street)**
Westward movements approaching within 1450 feet of crossing and until crossing occupied ----- 45 --
Eastward movements approaching within 720 feet of crossing and until crossing occupied ----- 20 20
- 5.9 **Mileage 57.1 (50th Street)**
Approaching within 350 feet of crossing and until crossing occupied 10 10
- 5.10 **Mileage 110.4 (Industrial Access Road)**
Eastward movements proceeding at 10 miles per hour or less within 1800 feet of crossing and until crossing occupied ----- 10 10
- 5.11 **Mileage 111.4 (Forrest Road)**
Eastward movements proceeding at less than 15 miles per hour within 1500 feet of crossing until crossing occupied ----- 10 10
- 5.12 **Mileage 111.7 (Municipal Road)**
Westward movements proceeding at less than 15 miles per hour within 1500 feet of crossing and until crossing occupied ----- 10 10
- 5.13 **Mileage 112.3 (108th St.)**
Mileage 112.4 (106th St.)
Mileage 112.5 (104th St.)
Mileage 112.55 (103rd St.)
Mileage 112.6 (102nd St.)
Mileage 112.7 (101st St.)
Approaching within 500 feet of crossing and until crossing occupied 10 10

(Continued on Page 37)

(Continued from Page 36)

VEGREVILLE SUBDIVISION FOOTNOTES

	Miles Per Hour	
	Passen-ger	Mixed and Freight

5.14 Mileage 125.0 (50th St.)
Eastward movements approaching within 1400 feet of crossing and until crossing occupied ----- 40 40

5.15 Mileage 126.0 (129th Ave.)
Approaching within 500 feet of crossing and until crossing occupied 10 10

6 PUBLIC CROSSINGS AT GRADE

6.1 Mileage 57.0 (49th Street) automatically protected. Equipped with push button. Movements over the crossing from elevator track which are to return westward on main track must not restore main track switch to normal position until entire movement is taken 50 feet east of the crossing.

6.2 Mileage 57.1 (50th Street) automatically protected. Equipped with push button. STOP sign located on other than the main track.

6.3 Mileage 70.9 (Main Street) automatically protected. Equipped with push button. STOP sign located on other than the main track.

6.4 Mileage 99.0 (Highway 45) automatically protected. Movements over the crossing on elevator spur must be protected by a flagman.

6.5 Mileage 110.4 (Industrial Access Road) automatically protected.
Eastward movements proceeding at 10 miles per hour or less within 1800 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.

6.6 Mileage 110.8 (North-South County Road) automatically protected.
Movements proceeding at 15 miles per hour or less within 1000 feet of crossing must not obstruct crossing until protection has been in operation for at least 20 seconds.

6.7 Mileage 111.4 (Forrest Road) automatically protected. Equipped with push button.

7 SPURS AND OTHER TRACKS

7.1 Dow Chemical Co.—
Mileage 110.8—Capacity 7560 feet. Switch points face west.
Engines must not move onto nor over the scale track. Road crossing inside Plant Area must not be blocked by standing equipment.
All movements over this crossing must be protected. Cars must not be “kicked” or running switches made on this trackage.

7.2 Thio-Pet. Chemicals Ltd.
Mileage 110.9—Capacity 810 feet. Switch points face east and west.
Engines must not move onto nor over the scale track.

7.3 Sherritt Gordon Mines Ltd.—
Mileage 111.0—Capacity 7250 feet. Switch points face west.

7.4 Inland Chemical Co.—
Mileage 111.0 (off Sherritt Gordon Mines Ltd.) — Capacity 900 feet. Switch points face west.
Engines may use only a distance of 2500 feet of spur. Cars must not be “kicked” or running switches made on this trackage.

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

7.6 Sherritt Gordon Mines Ltd.—
Mileage 111.7—Extends northward, capacity 6750 feet. Switch points face west. Engines must not pass through Bag Loadout shed on Tracks 1 and 2, except for the handling of phosphate rock trains. Engines must not move through Loadout Shed on Track 5, Concentrate Shed on Track 6 nor Warming Shed on Track 7 at Sulphate Storage Building. Engines must not use cross-over between Tracks 7 and 8 to Urea Storage No. 1 Building nor between Tracks 7 and 9 to the Reduction Building. Movements using north end of Track 4 must use extreme caution account sharp curvature.

Engines must not move onto nor over the track scale on Track 4 and Track 7 except as may be authorized by Sherritt Gordon Mines Ltd. supervisor or weighmaster and only then if the engine's total weight is less than 250,000 lbs. Movements over the track scale must be made in accordance with Item 13, Page 4, General Instruction (Form 696).

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

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

Maximum Speed ----- 15 m.p.h.

Trains must not enter Imperial Oil Ltd. plant site without first obtaining permission from Imperial Oil Ltd. personnel. Trains or engines may pass the Administration Building which is located on west side of plant trackage near Guard House on plant instructions only. Units and cabooses must not enter Phosphate Rock unloading shed on Track 74.



The cupola of a caboose will not clear the loading rack catwalks on tracks 68 and 69 in the Anhydrous Ammonia loading area at Beamer.

Regional Special Instruction M-21 applies.

Equated Tonnage Ratings (Single Unit)

Unit Series	Car Factor	Westward	Eastward	Car Factor
5000-5299 -----	7	3800	3400	5
4108-4599 -----	7	2300	2100	5
1200-1399 -----	7	1750	1570	5

7.8 Storage Track—
Mileage 109.6—Capacity 4410 feet. Switch points face east and west.

NORTHWARD TRAINS	Miles from Vegreville	Yard Limits	HAIGHT SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS	
			STATIONS					
	8.8	↓ 7.5 ↑ 1.1	----- End of Operated Track -----		-----	1540		
	7.9		----- INLAND ----- Z		-----			
0.0	----- VEGREVILLE ----- PYZ Jct. with Vegreville Sub.		-----					
RULES 41 and 44 APPLICABLE Rule 105A not applicable								

HAIGHT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 8.1



2 EQUIPMENT RESTRICTIONS

2.1 Only units in 1000-1076 series permitted, except that units in 1200-1399 and 4100-4500 series may use Wye at Vegreville to turn units or double over portion of train when required. A speed of 5 miles per hour must not be exceeded in such cases.

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

3 SPEEDS

3.1 Mileage	0.0 to 8.8	Zone	Miles per Hour All Trains 15
3.2 Sidings and Other Tracks	-----		10

NORTHWARD TRAINS	*Miles from Camrose Jct.	Yard Limits	DEMAY SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS	
			STATIONS					
	0.0	↓ 1.3 24.0 ↑	----- CAMROSE JCT. ----- PYZ Jct. with Camrose Sub.		-----	1540		
	7.4		----- DEMAY -----		-----			
	12.9		----- ROUNDHILL -----		-----			1320
	18.8		----- DODDS -----		-----			1500
	25.0		----- RYLEY ----- PZ		-----			
RULES 41 and 44 APPLICABLE Rule 105A not applicable								

DEMAY SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 8.1

2 GENERAL FOOTNOTES

2.1 Unless authorized by the Superintendent Operations, movements must not be operated between mileage 1.3 and mileage 12.0.

2.2 **Ryley**—Demay Sub. connects with siding at Ryley. Switch is in normal position when lined for through movement in siding.
*Mileage terminates at switch connecting the siding with Demay Sub., 0.6 miles west of station at Ryley.

3 EQUIPMENT RESTRICTIONS

3.1 Only units in 1000-1076 series permitted between mileage 1.3 and 25.0.

3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions between mileages 1.3 and 25.0.

4 SPEEDS

4.1 Mileage	0.0 to 25.0	Zone	Miles per Hour All Trains 15
4.2 Sidings and Other tracks	-----		10

CONDITIONAL SPEEDS

4.3 Mileage 13.0 (First Street)—
Approaching within 500 feet of crossing until crossing occupied ----- 10

5 SPURS AND OTHER TRACKS

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

WESTWARD TRAINS		Miles from St. Paul Jct.	Yard Limits	CORONADO SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FOURTH CLASS	STATIONS			FOURTH CLASS					
583 Freight				836 Freight	584 Freight				
Mon., Wed., Fri.									
0500	160.0	↓	159.5	----- HEINSBURG ----- PRYZ	----	YARD	-----	1350	
				10.6					
0529	149.4			----- LINDBERGH ----- P	----	1570	-----	1320	
				9.8					
0550	139.6		121.2	----- ELK POINT -----	----	1530	-----	1250	
				19.4					
0630	120.2		↑	----- ST. PAUL ----- PRWYZ	AU	1550	-----	1220	
				7.4					
	112.8		↑	----- OWLSEYE ----- P	----	1380		1200	
				4.3					
	108.5		↑	----- ABILENE ----- Z	----	1200	To Bonnyville Sub.	1150	
				0.4					
	108.1		↑	----- ABILENE JCT. ----- PRYZ	----		0920	1149	
				Jct. with Bonnyville Sub.					
				3.4					
	104.7			----- ASHMONT ----- P	----	1600	0910	1143	
				6.5					
	98.2			----- SPEDDEN -----	----				
				8.4					
	89.8			----- VILNA ----- P	----	1500	0830	1120	
				9.8					
	80.0			----- BELLIS ----- P	----	1500	0810	1100	
				5.3					
	74.7			----- EDWARD ----- P	----	1590	0800	1045	
				10.1					
	64.6			----- SMOKY LAKE ----- PW	SM	1190	0740	1025	
				7.6					
	57.0			----- WARSPITE -----	----	1500	0726	1008	
				6.9					
	50.1			----- WASKATENAU ----- P	----	1500	0713	0940	
				7.0					
	43.1			----- RADWAY ----- P	----	1620	0700	0925	
				8.2					
	34.9			----- KERENSKY -----	----	1710	0644	0905	
				5.3					
	29.6		↑	----- REDWATER ----- PZ	R	2030	0634	0850	
				9.0					
	20.6		↑	----- CORONADO ----- P	----	1390	0613	0830	
				5.0					
	15.6			----- GIBBONS ----- P	----	2130	0602	0818	
				8.4					
	7.2			----- DUAGH -----	----	1560	0545	0800	
				7.2					
	0.0			----- ST. PAUL JCT. ----- PR	----		0530	0740	
				Jct. with Vegreville Sub.					
RULES 41 and 44 APPLICABLE Rule 105A not applicable								Daily ex. Sat., Sun.,	Sun. Tues., Thurs.
583							836	584	

CORONADO SUBDIVISION FOOTNOTES ON PAGE 40

CORONADO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

Miles Per Hour
All Trains

1.1 CLEARANCES—

St. Paul Jct.—Unless otherwise provided, No. 836 and No. 584 must obtain clearance at Calder and may then leave St. Paul Jct. without obtaining clearance.

St. Paul—All trains must obtain clearance.

Heinsburg—No. 583 may leave without clearance provided schedule is assumed by crew arriving Heinsburg on No. 584.

1.2 TRAIN REGISTER MODIFICATIONS—

St. Paul Jct.—Trains will register only when directed by train order.

1.3 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 1.9—St. Paul Jct.

SYSTEM 8.1—between Elk Point and Heinsburg.

2 EQUIPMENT RESTRICTIONS

2.1 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 prohibited.

2.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions. (This does not apply to loaded jumbo tank cars handled between mileages 0.0 and 29.6).

2.3 Jumbo tank cars must not be moved on Armco Canada Ltd. Spur mileage 28.8 account sharp curvature.

3 SPEEDS

Miles Per Hour
All Trains

3.1 Mileage

0.0 to 119.5	Zone	40
* 2.2 bridge -----		10
* 3.1 bridge -----		10
12.7 to 13.1 -----		10
* 17.7 bridge -----		10
17.8 to 18.1 -----		35
19.5 to 19.8 -----		30
29.3 to 31.9 -----		35
* 42.4 bridge -----		10
* 42.6 bridge -----		10
61.8 to 64.0 -----		30
65.4 to 67.0 -----		35
68.8 to 71.0 -----		35
* 71.6 bridge -----		10
73.2 to 74.0 -----		35
* 77.3 bridge -----		10
* 77.6 bridge -----		10
* 80.1 bridge -----		10
86.8 to 87.0 -----		30
95.7 to 96.6 -----		30
104.5 to 105.8 -----		30
112.3 to 112.6 -----		35
119.5 to 160.0	Zone	30
125.6 to 126.4 -----		25
152.5 to 153.0 -----		5
154.1 to 154.2 -----		15

* Not marked with speed restriction signs.

3.2 Siding and Other tracks ----- 10

CONDITIONAL SPEEDS

3.3 Mileage 0.0 to 29.6	
Movements handling Jumbo tank cars having gross weight over 220,000 lbs. -----	20
3.4 Over east and west legs of wye at Abilene Jct. -----	25
3.5 Mileage 120.1 (51st Street)	
Westward movements approaching within 400 feet of crossing and until crossing occupied -----	10

4 PUBLIC CROSSINGS AT GRADE

4.1 Mileage 29.5 (Main Street) automatically protected. Push button governing westward movements will not function if main track is occupied within 50 feet of crossing.

STOP sign erected on other than the main track.

4.2 Mileage 89.9 (Main Street) automatically protected.


STOP sign erected on other than main track.

5 SPURS AND OTHER TRACKS

5.1 Armco Canada Ltd.—

Mileage 28.8—Capacity 320 feet. Switch points face east. All cars left on this spur must have hand brakes applied at all times.

5.2	Mileage	Capacity in Feet	Points Face
Imperial Oil Ltd. -----	29.8	6210	E
Smoky Lake Processors Ltd.	65.1	2120	W
Canadian Salt Co. -----	151.5	1490	E W
Run Around Track -----	151.5	270	E W

WESTWARD TRAINS		BONNYVILLE SUBDIVISION					EASTWARD TRAINS	
	Miles from Abilene Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet	FOURTH CLASS		
	61.1	↓ 59.5	----- GRAND CENTRE .. PRYZ	NC	YARD	1135		836 Freight
	57.2		3.9 ----- BEAVER RIVER -----					
	48.2		9.0 ----- ARDMORE ----- P		1570	1104		
	42.9		5.3 ----- FORT KENT -----		1570	1053		
	36.6		6.3 ----- BONNYVILLE ---- PW	N	1710	1040		
	24.1		12.5 ----- FRANCHERE -----		1570	1015		
	18.8		5.3 ----- GLENDON ----- P		1570	1004		
	14.7		4.1 ----- THERIEN -----		1700	0955		
	9.8		4.9 ----- MALLAIG ----- P		1510	0945		
0.0	↑ 0.6	9.8 ----- ABILENE JCT. PYRZ			0920			
RULES 41 and 44 APPLICABLE Rule 105A not applicable						Daily ex. Saturday, Sunday		
						836		

BONNYVILLE SUBDIVISION FOOTNOTES

1 EQUIPMENT RESTRICTIONS



- 1.1 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 prohibited.
- 1.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

3 SPURS AND OTHER TRACKS

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

2 SPEEDS

2.1 Mileage	Miles Per Hour All Trains
0.0 to 61.1 Zone	30
0.0 to 0.3 -----	20
* 51.8 bridge -----	20
* 53.2 bridge -----	20
2.2 Siding and Other tracks --	10
* Not marked with speed restriction signs.	

NORTHWARD TRAINS		Miles from N.A. Rly. Jct.	Yard Limits	MANNING SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS		
				STATIONS						
		0.0		-----	N.A. RLY. JCT. ----- Z Jct. with N.A. Rly.	-----				
		0.5	1.6	-----	ROMA JCT. ----- CKYZ	-----	Yard			
		12.8	3.0	Manual Block System {	12.3	LEDDY -----	-----	3410		
		27.1			14.3	DIXONVILLE -----	-----	4430		
		45.3			18.2	DEADWOOD -----	-----	3390		
		55.3			10.0	MANNING -----	-----	4440		
		69.1			13.8	HOTCHKISS -----	-----	3380		
		84.1			15.0	HAWKHILLS -----	-----	4510		
		109.7			25.6	KEMP RIVER -----	-----	4430		
		128.3			18.6	KEG RIVER -----	-----	4370		
		137.9			9.6	PADDLE PRAIRIE -----	-----	3420		
		159.5			21.6	METIS -----	-----	4410		
		182.9	181.0	23.4	HIGH LEVEL ----- BCYZ	-----	Yard			
	Rule 105A not applicable Rules 321 to 323 Applicable Main track commences at yard north switch mileage 1.6 Rule 105 applies between mileages 0.0 and 1.6									
										

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 2.0: applicable between mileage 3.0 and mileage 181.0.
 SYSTEM 8.1: applicable on yard limit signs.
 REGIONAL M-16, M-17, and M-19.

2 EQUIPMENT RESTRICTIONS

- 2.1 Unless authorization received from Office of General Supt. Transportation, the following will apply:
 Heaviest car permitted
 263,000 lbs. gross mileage 0.0 to mileage 102.0
 220,000 lbs. gross mileage 102.0 to mileage 182.9
- 2.2 **High Level—**Canadian Propane Spur must not be used for switching account sharp curvature.

3 SPEEDS

- 3.1 **Mileage**

0.0 to 2.0	Zone	15
2.0 to 182.9	Zone	30
73.1 to 74.4 -----		20

- 3.2 Sidings and Other tracks ----- 10

4 HOT BOX DETECTORS

- 4.1 Located at mileages 43.4, 76.0 and 137.1.

5 SPURS AND OTHER TRACKS

	Mileage	Capacity in feet	Points Face
Ballast Pit -----	10.0	1580	N S
Swanson Lumber Co. Ltd. -----	182.1	1040	N

6 RADIO SYSTEMS

- 6.1 Proper Standby Channels are Listed Below:

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

- 6.2 To call Roma Jct. or High Level, voice call on appropriate channel. For communication in yard switching, use channel CC3 or EE after advising dispatcher.

NORTHWARD TRAINS		Miles from N.A. Rly. Jct.	Yard Limits	MEANDER RIVER SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS	
				STATIONS					
↓	182.9	Manual Block System	184.5	----- HIGH LEVEL ----- BCYZ	-----	Yard	↑		
	201.2			18.3	----- HUTCH LAKE -----	-----		3470	
	223.0			21.8	----- MEANDER RIVER -----	-----		3490	
	240.8			17.8	----- SLAVEY CREEK -----	-----		3400	
	259.1			18.3	----- LUTOSE -----	-----		3430	
	271.8			12.7	----- STEEN RIVER -----	-----		3260	
	291.3			19.5	----- INDIAN CABINS -----	-----		3670	
	311.3			20.0	----- GRUMBLER -----	-----		3700	
	331.0			19.7	----- ALEXANDRA FALLS -----	-----		3700	
	349.8			18.8	----- ENTERPRISE -----	-----		3290	
	368.8			19.0	----- PINE JCT. ----- YZ	-----		7120	
	377.0			375.8	Jct. with Pine Point Sub. 8.2	----- HAY RIVER ----- BCZ		-----	Yard
Rule 105A not applicable Rules 321 to 323 Applicable Main track ends at yard switch mileage 375.8 Rule 105 applies between mileages 375.8 and 377.0									

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 2.0: applicable between mileage 184.5 and mileage 367.3.
 SYSTEM 8.1: applicable on yard limit signs.
 REGIONAL M-16, M-17, and M-19.

2 EQUIPMENT RESTRICTIONS

- 2.1 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.
- 2.2 **High Level**—Canadian Propane Spur must not be used for switching account sharp curvature.

3 SPEEDS

3.1 Mileage	Zone	Miles per Hour All Trains
182.9 to 377.0		30
234.6 to 235.2	-----	10
3.2 Sidings and Other tracks	-----	10

4 PUBLIC CROSSING AT GRADE

- 4.1 **Mileage 350.2**—Automatically protected. Movements over the crossing from siding Enterprise must not obstruct the crossing until automatic protection has been in operation for at least 25 seconds. Automatic protection may be started by occupying the main track immediately south of the crossing or by operating start key located on the instrument case.

5 HOT BOX DETECTORS

- 5.1 Located at Mileages 233.3, 294.3 and 350.4.

6 SPURS AND OTHER TRACKS

6.1	Mileage	Capacity in Feet	Points Face
Pacific Petroleum Ltd.	-----184.2	270	N
Ballast Pit	-----226.0	1800	S
Spur	-----300.0	680	N

7 RADIO SYSTEMS

- 7.1 Proper Standby Channels are Listed Below:

Mileage	Channel	Base Station
182.9 to 260.0	7	Watt Mountain
260.0 to 325.0	6	Indian Cabins
325.0 to 377.0	7	Enterprise
- 7.2 To call High Level or Hay River, voice call on appropriate channel. For communication in yard switching, use channel CC3 or EE after advising dispatcher.

WESTWARD TRAINS	Miles from Pine Jct.	Yard Limits	PINE POINT SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS
↓			STATIONS				↑
		54.3	Manual Block System	----- PINE POINT MINES ----- Z	-----	Yard	
	50.3	----- PINE POINT ----- YZ		-----	Yard		
	34.3	----- MELLOR -----		-----	2670		
	16.6	----- BIRCH -----		-----	2460		
	0.0	----- PINE JCT. ----- YZ		-----	-----		
Rule 105A not applicable Rules 321 to 323 Applicable							

PINE POINT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **SPECIAL INSTRUCTIONS APPLY—**
 SYSTEM 2.0: applicable between mileage 1.4 and mileage 49.0.
 SYSTEM 8.1: applicable on yard limit signs.
 REGIONAL: M-16, M-17, and M-19.
- 1.2 **OTHER MODIFICATIONS—**
 RULE 111—Westward trains handling ore from Pine Point Mines must stop for standing inspection at Mellor.

2 EQUIPMENT RESTRICTIONS

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

3 SPEEDS

- | Mileage | Zone | Miles per Hour
All Trains |
|------------------------------------|------|------------------------------|
| 0.0 to 54.3 | | 30 |
| 3.2 Sidings and Other tracks ----- | | 10 |

4 PUBLIC CROSSING AT GRADE

- 4.1 **Mileage 0.5—**automatically protected.
 Movements over the crossing from the south leg of the wye Pine Jct. must not obstruct the crossing until automatic protection has been in operation for at least 25 seconds.

5 HOT BOX DETECTOR

- 5.1 Located at mileage 9.7.

6 RADIO SYSTEMS

- 6.1 Proper Standby Channels are Listed Below:
- | Mileage | Channel | Base Station |
|--------------|---------|--------------|
| 0.0 to 25.0 | 7 | Enterprise |
| 25.0 to 55.0 | 6 | Pine Point |
- 6.2 To call Pine Point, voice call on appropriate channel. For communication in yard switching, use channel CC3 or EE after advising dispatcher.

WESTWARD TRAINS		Miles from Kindersley	Yard Limits	OYEN SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FOURTH CLASS				MOUNTAIN TIME				FOURTH CLASS	
707 Freight Daily				STATIONS				806 Freight	
1400	0.0			----- KINDERSLEY -CKPWZ	KY		0310		
----	0.7			0.7 ----- ELROSE JCT. ----- Z	----	----	----	----	
	1.9		↓	Jct. with Elrose Sub. Y					
			2.6	7.6					
1412	8.3			----- FAIRMOUNT -----	----	1460	0255		
				6.7					
1421	15.0			----- PINKHAM -----	----	2820	0246		
				7.6					
1431	22.6			----- FLAXCOMBE -----	----	2190	0236		
				8.3					
1442	30.9			----- MARENGO ----- P	----	2110	0225		
				5.9					
1451	36.8			----- MERID ----- P	----	2010	0216		
			42.9	7.2					
	43.7		↑	Jct. with Mantario Sub. Y					
1502	44.0		44.2	----- ALSASK ----- PRZ	SK	2420	0205		
				6.9					
1511	50.9			----- SIBBALD ----- P	----	2200	0156		
				9.8					
1523	60.7			----- BENTON -----	----	2190	0144		
				6.0					
1531	66.7			----- OYEN ----- P	----	3020	0136		
				4.9					
1537	71.6			----- EXCEL -----	----	2030	0130		
				5.4					
1544	77.0			----- LANFINE -----	----	2530	0123		
				6.0					
1552	83.0			----- CEREAL ----- P	----	1930	0115		
				5.8					
1600	88.8			----- CHINOOK ----- P	----	1910	0107		
				13.5					
1616	102.3			----- YOUNGSTOWN -----	----	3560	0051		
				6.0					
1623	108.3			----- SCOTTFIELD -----	----	2470	0044		
				7.9					
1633	116.2			----- STANMORE -----	----	2000	0034		
				4.5					
1639	120.7			----- RICHDALÉ ----- P	----	2500	0028		
				10.4					
1654	131.1			----- BONAR -----	----	2440	0014		
				0.7					
1656	131.8			----- BATTER JCT. ----- PR	----	----	0012		
			135.0	Jct. with Sheerness Sub.					
1710	136.4		↑	4.6	HN	YARD	0005		
				----- HANNA ----- CKPWYZ					
							Daily		
	707						806		

OYEN SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **TRAIN REGISTER MODIFICATIONS—**
 Alsask } Trains will register only when directed
 Batter Jct. } by train order.

2 GENERAL FOOTNOTES

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

3 EQUIPMENT RESTRICTIONS

3.1 With the exception of yard tracks 3 and 4 at Hanna, units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on sidings or other tracks.
 3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4

SPEEDS

4.1 Mileage			Miles per Hour
			All Trains
0.0 to	5.2	Zone	50
5.2 to	8.1	Zone	40
8.1 to	30.9	Zone	55
15.0 to	18.0	-----	30
30.9 to	43.7	Zone	40
43.7 to	59.5	Zone	55
49.0 to	49.3	-----	50
59.5 to	66.6	Zone	50
66.6 to	75.2	Zone	50
75.2 to	84.5	Zone	50
79.2 to	79.7	-----	40
84.5 to	136.4	Zone	55

* Zone speed sign governing westward movements between mileages 66.6 and 75.2 located to left of main track.

(Continued on Page 47)

ACADIA VALLEY SUBDIVISION FOOTNOTES

- 1 RULE MODIFICATIONS**
- 1.1 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1

WESTWARD TRAINS		Miles from Eyre Jct.	Yard Limits	ACADIA VALLEY SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
				STATIONS					
↓		0.0	↓ 0.9	----- EYRE JCT. ----- YZ Jct. with Mantario Sub. 7.7		-----	-----	↑	
		7.7	-----	----- CUTHBERT ----- 8.5		-----	1520		
		16.2	-----	----- ARNESON ----- 7.5		-----	1520		
		23.7	-----	----- ACADIA VALLEY ----- Y		-----	YARD		
RULES 41 and 44 APPLICABLE Rule 105A not applicable									

- 2 EQUIPMENT RESTRICTIONS**
- 2.1 Only units in 1000-1076 and 1200-1399 series permitted.
- 2.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

- 3 SPEEDS**
- | | |
|------------------------------------|----------------|
| 3.1 Mileage | Miles per Hour |
| 0.0 to 23.7 Zone | All Trains |
| 6.5 ----- over bridge ----- | 20 |
| | 10 |
| 3.2 Sidings and Other tracks ----- | 10 |

MANTARIO SUBDIVISION FOOTNOTES

- 1 RULE MODIFICATIONS**
- 1.1 TRAIN REGISTER MODIFICATIONS—
Glidden } Trains will register only when
Eyre } directed by train order.
Alsask }
- 1.2 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1



- 2 GENERAL FOOTNOTES**
- 2.1 Except for the train dispatching function, the territory between Glidden and Mileage 0.3 is under the jurisdiction of the Saskatchewan Division.

- 3 EQUIPMENT RESTRICTIONS**
- 3.1 Only units in 1000-1076 and 1200-1399 series permitted.
- 3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

WESTWARD TRAINS		Miles from Glidden	Yard Limits	MANTARIO SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
				MOUNTAIN TIME					
				STATIONS					
↓		0.0	↓ 0.9	----- GLIDDEN ----- RYZ		-----	-----	↑	
		0.3		Jct. with Elrose Sub. 5.3					
		5.3	-----	----- DANKIN ----- 4.8		-----	1510		
		10.1	-----	----- EATONIA ----- 6.3		-----	1280		
		16.4	-----	----- LAPORTE ----- 9.2		-----	1030		
		25.6	-----	----- MANTARIO ----- 5.9		-----	1550		
		31.5	↑ 31.5	----- EYRE ----- RZ		-----	1560		
		32.1	↑ 32.9	----- EYRE JCT. ----- YZ		-----	-----		
		38.2	-----	Jct. with Acadia Valley Sub. 11.7 Y		-----	-----		
		43.8	↑ 43.1	Jct. with Oyen Sub. Y		SK	-----		
44.1	-----	----- ALSASK ----- PRZ		-----	-----				
RULES 41 and 44 APPLICABLE Rule 105A not applicable									

- 4 SPEEDS**
- | | |
|------------------------------------|----------------|
| 4.1 Mileage | Miles per Hour |
| 0.0 to 43.8 Zone | All Trains |
| | 25 |
| 4.2 Sidings and Other tracks ----- | 10 |

- 5 SPURS AND OTHER TRACKS**
- | | | | |
|----------------------------------|---------|-----------|----------|
| 5.1 Sodium Sulphate (Sask.) Ltd. | Mileage | Capacity | Points |
| ----- | 38.2 | 3.2 Miles | Face E W |

NORTHWARD TRAINS		SHEERNESS SUBDIVISION				SOUTHWARD TRAINS	
	Miles from Batter Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet		
	53.7	---	WARDLOW ----- Y	---	YARD		
	46.3	{46.8 45.3	7.4 CESSFORD ----- Z	---	1530		
	39.2	{40.0 38.5	7.1 POLLOCKVILLE ----- Z	---	2940		
	25.6	---	13.6 SUNNYSOOK -----	---	1530		
	11.5	---	14.1 SHEERNESS -----	---	1550		
	6.1	---	5.4 TAPLOW -----	---	1530		
	0.0	---	6.1 BATTER JCT. ----- PR Jct. with Oyen Sub.	---	---		
	RULES 41 and 44 APPLICABLE Rule 105A not applicable						

SHEERNESS SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 REGISTER MODIFICATIONS—
Batter Jct.—Trains will register only when directed by train order.
- 1.2 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1

2 GENERAL FOOTNOTES

- 2.1 Unless authorized by the Superintendent Operations, movements must not be operated beyond mileage 46.8.
- 2.2 Pollockville—Siding is located between south switch and crossover north of station.

3 EQUIPMENT RESTRICTIONS

- 3.1 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 prohibited.
- 3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions mileage 13.0 to mileage 53.7.
- 3.3 Cars exceeding 220,000 lbs. gross must be covered by handling instructions mileage 0.0 to mileage 13.0.

4 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 53.7		25
4.2 Sidings and Other tracks -----		10
4.3 Mileage 0.0 to 13.0 Movements handling cars having gross weight over 177,000 lbs. -----		15

5 SPURS AND OTHER TRACKS

	Mileage	Capacity in Feet	Points Face
5.1 Manalta Coal Co. Ltd. -----	12.7	8780	N S
Gibson Petroleum -----	34.1	630	S
Ballast Pit -----	39.8	3960	N
Murphy Oil Co. Ltd. -----	46.0	900	S

WESTWARD TRAINS			Miles from Hanna	Yard Limits	DRUMHELLER SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FOURTH CLASS	FIRST CLASS	STATIONS			FIRST CLASS	FOURTH CLASS				
707 Freight	694 Passenger Railer				695 Passenger Railer	844 Freight				
Daily	Daily									
1740	----	0.0		-----	HANNA ----- CKPWZ	HN	YARD	----	2305	
----	----	0.8		-----	0.8 ENDIANG JCT. ----- YZ	----	----	----	----	
			↓ 1.6	-----	Jct. with Endiang Sub. 6.9					
1750	----	7.7		-----	WATTS ----- P	----	2470	----	2253	
				-----	6.8					
1759	----	14.5		-----	CRAIGMYLE ----- P	----	2350	----	2244	
				-----	7.4					
1810	----	21.9		-----	DELIA ----- P	----	2380	----	2235	
				-----	8.0					
1822	----	29.9		-----	MICHICHI ----- P	----	2000	----	2225	
				-----	3.0					
1828	From Stettler Sub.	32.9		-----	GARTLY -----	----	1990	To Stettler Sub.	2220	
				-----	7.4					
1841	2110	40.3	↑ 39.2	-----	DINOSAUR ----- PRYZ	----	2330	0750	2209	
				-----	Jct. with Stettler Sub. 0.8					
1843	2113	41.1	↓ 41.8	-----	MUNSON ----- Z	----	2280	0747	2207	
			↑ 51.1	-----	11.3					
1905	s2130	52.4	↓ 54.2	-----	DRUMHELLER --- BCPWZ	YD	2970	0730	2149	
				-----	4.4					
1914	----	56.8		-----	ROSEDALE -----	----	3220	----	2143	
				-----	0.2					
1916	----	57.0		-----	ROSEDALE JCT. ----- PR	----	----	----	2142	
				-----	Jct. with CP Rly. 3.4					
1923	----	60.4		-----	WAYNE ----- P	----	1010	----	2135	
				-----	16.0					
1956	----	76.4		-----	ROSEBUD ----- P	----	2370	----	2101	
				-----	2.6					
2000	----	79.0		-----	REDLAND ----- P	----	1550	----	2055	
				-----	8.1					
2030	----	87.1		-----	ROCKYFORD -----	----	2760	----	2030	
				-----	6.4					
2044	----	93.5		-----	BAINTREE ----- P	----	1540	----	2018	
				-----	9.4					
2103	----	102.9		-----	ARDENODE ----- P	----	1490	----	2001	
				-----	8.2					
2114	----	111.1		-----	LYALTA ----- P	----	2140	----	1951	
				-----	7.3					
2124	----	118.4		-----	NORFOLK -----	----	1590	----	1941	
				-----	8.2					
2135	----	126.6		-----	JANET -----	----	1790	----	1930	
				-----	5.3					
2145	----	131.9	↑ 129.0	-----	SARCEE YARD -- CKPWYZ	SJ	YARD	----	1920	
Main track Drumheller Sub. ends at Mileage 130.4									Daily	Daily except Sunday
Rule 105 applies between Mileages 130.4 and 131.9.									695	844

DRUMHELLER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 TRAIN REGISTER MODIFICATIONS—

Dinosaur—Register station for Nos. 694 and 695 only. Other trains will register only when directed by train order.

Drumheller—Register station for trains originating and terminating only, and other trains will register only when directed by train order.

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

Sarcee Yard—Train Order office located in Servocenter building.

1.2 ABS SPECIAL FEATURES—

ABS between mileage 57.3 and 58.5 governs eastward movements only.

1.3 OTHER MODIFICATIONS—

RULE 5—Dinosaur—Time of No. 694 and No. 695 applies at the Junction switch.

Drumheller—Time of No. 694 and No. 695 applies at the station.

2 GENERAL FOOTNOTES

2.1 Drumheller—Siding is located on Track 1 between crossover at mileage 51.4 and switch mileage 52.12. C.P. Rly. Langdon Sub. (Kneehill) connects with Track 1 at Drumheller. The connecting switch is in normal position when lined for movements to and from Track 1 and against through movements on C.P. Rly. Langdon Sub. C.P. Rly. movements will use Track 1 between this connection and main track switch mileage 52.12.

(Continued on Page 51)

(Continued from Page 50)

DRUMHELLER SUBDIVISION FOOTNOTES

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

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

3 INTERLOCKINGS

3.1 **Railway Crossing at Grade**—
C.P. Rly. ----- Mileage 114.5 ----- Automatic
Westward trains must not exceed 40 miles per hour while passing the governing approach signal.

4 EQUIPMENT RESTRICTIONS

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

4.2 With the exception of sidings at Craigmyle, Delia, Munson, Drumheller, Rosedale and Rockyford, elevator track Delia and other tracks at Sarcee Yard, units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on sidings or other tracks.

5 SPEEDS

5.1 Mileage	Zone	Railiner Miles per Hour	Other Trains Hour
0.0 to 32.0	Zone	--	50
32.0 to 40.3	Zone	--	40
37.6 to 38.0		--	35
40.3 to 52.3	Zone	50	35
41.1 to 42.1		45	--
43.3 to 44.2		40	--
45.5 to 45.8		40	--
48.3 to 50.4		40	--
52.3 to 60.1	Zone	--	40
57.0 to 57.5		--	30
60.1 to 66.6	Zone	--	35
60.3 to 60.6		--	25
66.6 to 72.3	Zone	--	30
72.3 to 76.9	Zone	--	35
76.9 to 79.9	Zone	--	40
79.9 to 81.2	Zone	--	35
81.2 to 87.8	Zone	--	40
87.8 to 130.0	Zone	--	55
92.0 to 92.7		--	40
114.4 to 114.6		--	30
115.6 to 115.8		--	40
122.9 to 123.2		--	40
124.7 to 125.7		--	35
130.0 to 131.7	Zone	--	40
5.2 Sidings and Other tracks		10	10
5.3 0.0 to 130.0 movements handling ballast		--	40

CONDITIONAL SPEEDS

5.4 **Mileage 0.71**
Westward movements approaching within 550 feet of crossing and until crossing occupied ----- 15 15

CONDITIONAL SPEEDS

	Miles per Hour Railiner	Other Trains
5.5 Mileage 18.9 (Highway 9) Approaching within 1500 feet of crossing and until crossing occupied -----	--	45
5.6 Mileage 40.4 (Highway 9) Westward movements approaching within 400 feet of crossing and until crossing occupied -----	10	10
Westward movements which have stopped between register booth Dinosaur and the crossing and movements from Stettler Sub., until crossing occupied -----	5	5
Eastward movements approaching within 1250 feet of crossing and until crossing occupied -----	40	--
5.7 Mileage 52.3 (First Street West) Approaching within 500 feet of crossing and until crossing occupied -----	10	10
5.8 Mileage 52.8 (Highway 9) Westward movements approaching within 850 feet of crossing and until crossing occupied -----	15	15
5.9 Mileage 116.7 (Highway 9) Approaching within 1450 feet of crossing and until crossing occupied -----	--	45
5.10 Mileage 130.43 (52nd Street S.E.) Movements proceeding at 10 miles per hour or less within 1350 feet of crossing and until crossing occupied -----	10	10

6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mileage 52.8** (Highway 9) automatically protected. STOP signs erected on other than main track. STOP sign governing eastward movements on spur track located to left of track.
- 6.2 **Mileage 76.2** (First Avenue) automatically protected. Equipped with push button.
- 6.3 **Mileage 130.43** (52nd Street S.E.) automatically protected. Equipped with push button. Movements proceeding at 10 miles per hour or less within 1350 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.

7 SPURS AND OTHER TRACKS

7.1 **Shale Pit**—
Mileage 49.4. Capacity 860 feet. At least 10 reachers must be used when switching shale pit track.

	Mileage	Capacity in Feet	Points Face
7.2 Grain Spur -----	61.2	320	W
Taylor -----	66.2	900	E W
Grain Spur -----	68.4	230	E W
Calgary Power Ltd. -----	127.7	540	W

CALGARY TERMINAL

Unless otherwise specified, maximum speed on trackage in the Calgary Terminal is 10 miles per hour.

1 CALGARY INDUSTRIAL LINE

Extends from mileage 131.9 Drumheller sub.

1.1 GENERAL FOOTNOTES—

When switching in Calgary Yard, movement must be brought to a stop before cars are detached.

1.2 SPEEDS—

Mileage	Miles per Hour
0.0 to 4.9 -----	25
0.41 (Barlow Trail)	
Approaching within 300 feet of crossing until crossing occupied...	10
Through crossover east of Calgary station -----	5

1.3 PUBLIC CROSSING AT GRADE—

Mileage 0.41 (Barlow Trail)—automatically protected. Circuit sign located 300 feet east of crossing. Movements switching at west end of Sarcee Yard should not move west of this sign if it can be avoided.

To avoid unnecessary delays to highway traffic, movements between the Calgary Industrial Line and G.T.P. Industrial Branch must take the rear of their movement clear of the center line of crossing before reversing direction.

2 FOOTHILLS INDUSTRIAL BRANCH

Extends from mileage 0.31 Calgary Industrial Line.

2.1 PUBLIC CROSSING AT GRADE—

Mileage 0.1 (Barlow Trail)—automatically protected. Eastward movements from Foothills Industrial Branch approaching within 100 feet of crossing must not exceed 5 miles per hour until crossing occupied.

To avoid unnecessary delays to highway traffic, movements to and from the Foothills Industrial Branch must take the rear of their movement clear of the center line of the crossing before reversing direction.

3 G.T.P. INDUSTRIAL BRANCH

Extends from mileage 0.46 Calgary Industrial Line.

3.1 EQUIPMENT RESTRICTIONS—

Units in series 5000-5299, 5500-5700, 9400-9600 are prohibited beyond mileage 2.5.

3.2 PUBLIC CROSSINGS AT GRADE—

Mileage 2.68 (Blackfoot Trail)

Mileage 2.71 (17th Avenue S.E.)

Mileage 2.71 (17A Street S.E.)

Regional Special Instruction M-15(c) applies at all 3 crossings when switching at Chevron Asphalt Plant (mileage 2.68) or Simpson Sears Ltd. and Russell Steel Spur (mileage 2.77).

4 EAST INDUSTRIAL BRANCH

Extends from mileage 2.2 Calgary Industrial Line.

4.1 PUBLIC CROSSING AT GRADE—

Mileage 1.3 (26th Avenue and 11th Street S.E.)—Automatically protected.

STOP sign erected east of crossing on C.P. private spur and on each side of crossing on East Industrial Branch. Push button governing westward movements from C.P. private spur installed adjacent to stop sign on this track. Instrument case located just west of crossing is equipped with lunar white light which when illuminated will indicate that traffic signals are at stop. After stopping at stop sign and operating push button where provided movements may proceed over crossing when lunar white light indicates that traffic signals have cycled to stop. In the event that lunar white light fails to operate movement over crossing must be protected by a member of the crew. To avoid unnecessary delay to highway traffic, cars and engines must not be left foul of crossing circuit.

5 McLEOD INDUSTRIAL BRANCH

Extends from mileage 2.27 Calgary Industrial Line.

5.1 GENERAL FOOTNOTES—

STOP sign located at crossover connecting C.N. Rly. track with C.P. Rly. track at mileage 1.8 McLeod Industrial Branch. Before entering the crossover or when switching Consolidated Concrete Plant, movements must stop at STOP sign and be assured that no C.P. Rly. movement is working in that area.

5.2 EQUIPMENT RESTRICTIONS—

Units in series 5000-5299, 5500-5700, 9400-9600 prohibited.

6 HIGHFIELD INDUSTRIAL BRANCH

Extends from mileage 3.03 Calgary Industrial Line.

6.1 PUBLIC CROSSING AT GRADE—

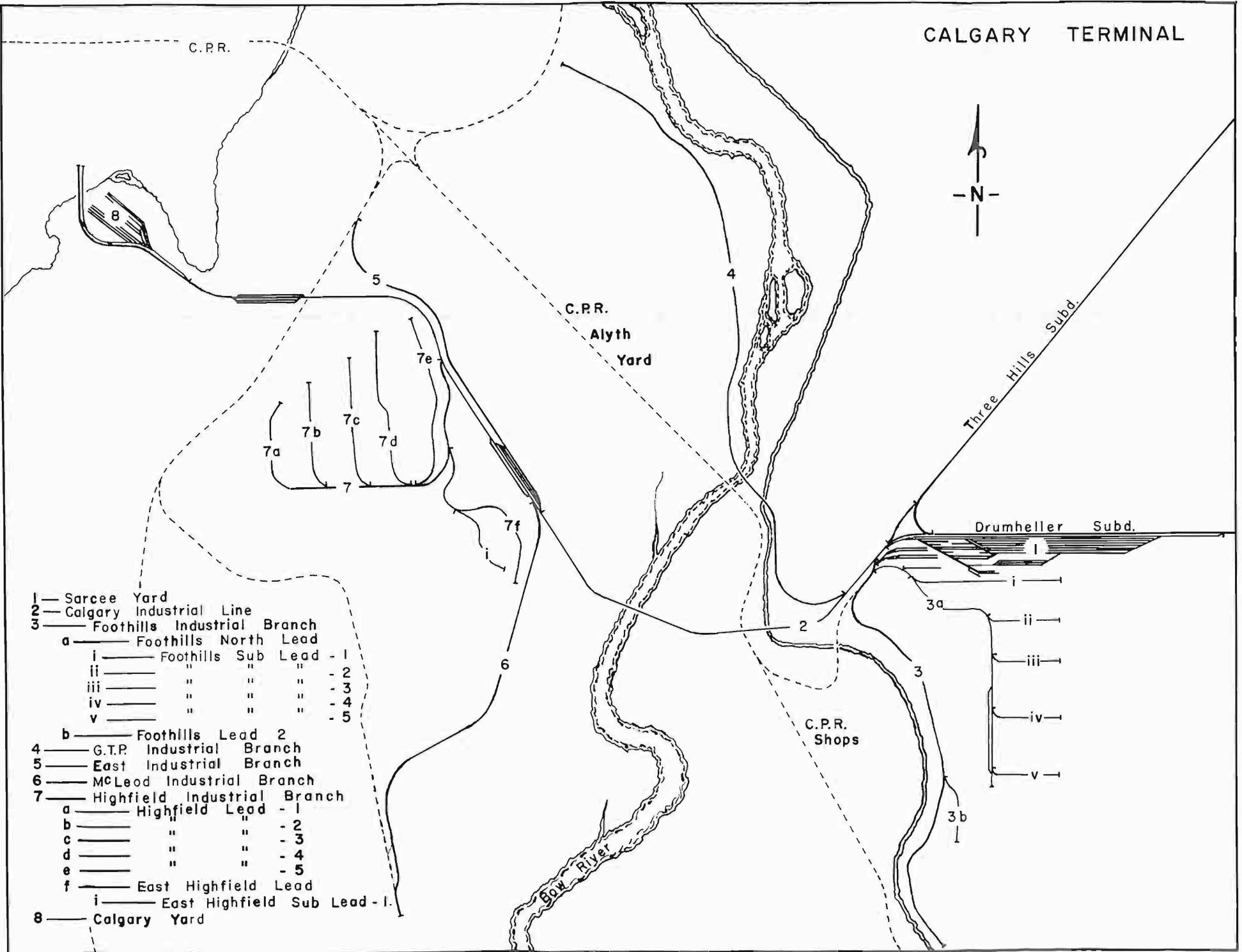
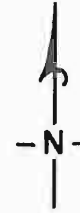
Mileage 0.76

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

6.2 EQUIPMENT RESTRICTIONS—

Units in series 5000-5299, 5500-5700, 9400-9600 prohibited.

CALGARY TERMINAL



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

STETTLER SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		Miles from Ferlow Jct.	Yard Limits	STETTLER SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS	
	FIRST CLASS				STATIONS				FIRST CLASS	
	695 Passenger Railiner								694 Passenger Railiner	
1 RULE MODIFICATIONS	Daily									
1.1 TRAIN REGISTER MODIFICATIONS— Warden Jct.—Trains will register only when directed by train order. Dinosaur—Extra trains will register only when directed by train order.	0750	108.0		↓	DINOSAUR PRYZ Jct. with Drumheller Sub. 7.6	----	----		2110	
	s0803	100.4		106.8	MORRIN 7.5	----	2040		s 2059	
	s0813	92.9			ROWLEY 6.1	----	1570		s 2048	
	s0822	86.8			RUMSEY 6.9	----	1470		s 2039	
	F0832	79.9			SCOLLARD 7.8	----	1540		F 2028	
	s0842	72.1			BIG VALLEY 7.8	----	1590		s 2018	
	F0852	64.3			FENN 7.8	----			F 2008	
	----	56.5		↑	WARDEN JCT. RZ South Jct. with Endiang Sub. 0.7	----			----	
	F0903	55.8		↓	North Jct. with Endiang Sub. WARDEN PYZ	----	1610		F 1957	
	s0911	50.9		54.9	4.9	----	1040		s1950	
	F0923	40.4		51.3	STETTLER Z 10.5	----	1570		F 1934	
	s0935	30.9		↑	RED WILLOW 9.5	----	1510		s1922	
	s0947	21.2		49.8	DONALDA 9.7	----	1520		s1909	
	s0959	12.3			MEETING CREEK 8.9	----	1330		s1857	
	F1008	5.3			EDBERG 7.0	----	1850		F 1847	
	1017	0.0		0.9	VIEWPOINT 5.3	----			1840	
					FERLOW JCT. PYZ Jct. with Camrose Sub.	----				
									Daily	
	695								694	

4 SPEEDS

Mileage	Miles per Hour	
	Railiner	Other Trains
0.0 to 108.0 Zone	65	30
0.0 to 90.0 On Curves	60	--
90.0 to 108.0 On Curves	50	--
0.0 to 108.0 Diesel units other than 1000-1076 series	--	20
0.5 to 1.3	35	20
17.3 to 17.6 On Curves	50	--
20.3 to 20.8 On Curves	50	--
24.5 to 24.8	50	--
25.5 to 25.7	50	--
27.1 to 27.8 On Curves	50	--
29.7 to 30.2	50	--
35.5 to 35.7	50	--
40.4 to 40.6	50	--
49.2 to 49.6	50	--
52.4 to 52.8	50	--
57.1 to 57.4	50	--
60.0 to 62.2 On Curves	50	--
64.0 to 65.3	40	--
67.1 to 67.4	50	--
81.0 to 82.3	50	--
94.6 to 95.5 On Curves	40	--
4.2 Siding and Other tracks	10	10

CONDITIONAL SPEEDS

Mileage	Miles per Hour	
	Railiner	Other Trains
4.3 Mileage 51.2 (Highway 12) Southward movements proceeding at less than 20 miles per hour within 2500 feet of crossing until crossing occupied	20	20
4.4 Mileage 106.0 (Highway 9) Approaching within 1400 feet of crossing and until crossing occupied	40	--

5 SPURS AND OTHER TRACKS

5.1 **Ballast Pit—**
Mileage 1.9—Capacity 3060 feet. Switch points face north and south.

NORTHWARD TRAINS		Miles from Mirror	Yard Limits	THREE HILLS SUBDIVISION			Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS	
FOURTH CLASS	825 Freight			STATIONS		FOURTH CLASS				
				STATIONS	Office Signals	834 Freight			860 Freight	
Daily Ex. Sunday										
0700	126.0	↓ 122.9	-----	SARCEE YARD - CKPWYZ	SJ	YARD	0315	1710		
0704	123.3		-----	2.7 HUBALTA -----Z	----	1960	0311	1701		
0711	117.6		-----	5.7 CONRICH -----	----	1790	0302	1652		
0718	111.9		-----	5.7 DELACOUR -----P	----	1990	0253	1643		
0726	106.4		-----	5.5 KATHYRN -----	----	1970	0245	1635		
0737	97.5		-----	8.9 IRRICANA -----P	----	1960	0233	1623		
0746	91.9		-----	5.6 BEISEKER -----P	----	2000	0225	1615		
0749	90.2		-----	1.7 BILLHARTE -----P	----	4450	0222	1612		
0757	85.1		-----	5.1 BIRCHAM -----	----	1980	0215	1605		
0806	79.4		-----	5.7 GRAINGER -----	----	1880	0207	1557		
0816	73.2		-----	6.2 SWALWELL -----P	----	5090	0159	1549		
0826	66.9		-----	6.3 TWINING -----	----	2030	0151	1541		
0836	60.2		-----	6.7 THREE HILLS -----P	WI	3280	0142	1532		
0846	53.8		-----	6.4 EQUITY -----	----	1930	0133	1523		
0851	50.4		-----	3.4 TROCHU -----P	----	1910	0128	1518		
0902	43.4		-----	7.0 HUXLEY -----P	----	2040	0118	1508		
0911	37.8		-----	5.6 ELNORA -----P	----	2150	0109	1459		
0926	27.9		-----	9.9 LOUSANA -----P	----	1890	0054	1444		
0936	21.4		-----	6.5 DELBURNE -----P	----	1980	0044	1434		
0944	16.3	-----	5.1 ARDLEY -----P	----	2000	0036	1426			
0957	7.9	7.1	8.4 ALIX JCT. -----PR	----	----	0023	1413			
1001	6.1	5.0	Jct. with Brazeau Sub. 1.8 ALIX -----Z	----	2010	0020	1410			
1015	0.0	2.0	6.1 MIRROR ----- CKPYZ	MR	YARD	0010	1400			
Rules 261-262 applicable between Alix Jct. and Southward Interlocking signal at mileage 5.7							Daily Ex. Saturday, Sunday	Daily Ex. Saturday, Sunday		
825						834	860			

THREE HILLS SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **TRAIN REGISTER MODIFICATIONS—**
Alix Jct.—Register station for No. 860 and trains to Brazeau Sub. Other trains will register only when directed by train order.
- 1.2 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 1.11(c)—within yard limits at Alix.
- 1.3 **OTHER MODIFICATIONS—**
RULE 111—Trains handling ore must stop for inspection between mileage 40.0 and mileage 60.0.

2 GENERAL FOOTNOTES

- 2.1 **Alix—**Movements from back track to the main track at the south end Alix must be governed by dwarf signal D64 located between main track and siding 245 feet north of siding south switch.

When entraining and detraining look out for foundation of dwarf signal D64.
- 2.2 **Sarcee Yard—**Train Order Office located in Servocentre building.

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THREE HILLS SUBDIVISION FOOTNOTES**3 INTERLOCKING**

3.1 **Railway Crossing at Grade—**
C.P. Rly. ----- Mileage 5.7 ----- Automatic

Timing circuit extends from mileage 7.3 (3700 feet south of approach signal 65) to a point 460 feet south of interlocking signal 57. These locations are marked by crossing circuit signs. Northward movements occupying timing circuit for a period in excess of 8 minutes must proceed prepared to find interlocking signal displaying STOP indication.

4 EQUIPMENT RESTRICTIONS

4.1 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on the following sidings and other tracks unless necessary to set out bad order equipment.

Mirror ----- Track 8.
Alix ----- Other tracks.
Ardley ----- Siding.
Delburne ----- Siding.
Twining ----- Siding.
Gravel pit mileage 95.9 -- Past stop sign at north end of west track No. 42.
Western Canada Steel Ltd. tracks at mileages 123.6 and 124.2.

4.2 Track 8 Mirror Yard is restricted to empty cars only.

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

5 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 111.0	Zone	40
12.6 to 13.2 -----		35
60.0 to 61.6 -----	On Curves -----	30
111.0 to 126.0	Zone	50
5.2 Sidings and Other tracks -----		10

Miles per Hour
All Trains

5.3 **Mileage 0.0 to 126.0**
Trains handling ballast and ore ----- 35

CONDITIONAL SPEEDS

5.4 **Mileage 0.16 (Highway 50)**
Southward movements approaching within 400 feet of crossing and until crossing occupied ----- 10

5.5 **Mileage 21.1 (Highway 21)**
Northward movements proceeding at less than 10 miles per hour within 2100 feet of crossing, until crossing occupied 10

5.6 **Mileage 123.1 (Highway 1A)**
Northward movements proceeding at less than 15 miles per hour within 2400 feet of crossing, until crossing occupied 5

6 PUBLIC CROSSINGS AT GRADE



6.1 **Mileage 0.16 (Highway 50)** automatically protected. STOP sign located on other than the main track.

6.2 **Mileage 21.7**—Switching movements over the crossing on team track must be protected by a flagman.

6.3 **Mileage 106.1 (Municipal Road)** automatically protected. Equipped with push button. Northward trains heading into siding Kathryn must reverse siding south switch before passing crossing circuit sign located 50 feet south of switch.

7 SPURS AND OTHER TRACKS

	Mileage	Capacity in Feet	Points Face
7.1 Imperial Oil Spur -----	91.4	500	S
Gravel Pit -----	95.9	5400	S

WESTWARD TRAINS	Miles from Alix South Jct.	Yard Limits	BRAZEAU SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS
			STATIONS				
	0.0	---	Manual Block System { Joint Track with C.P. Rly. ↑ ↓	ALIX JCT. ----- PR Jct. with Three Hills Sub. 10.0	---	---	
	10.0	---		HAYNES	---	1500	
	17.2	---		JOFFRE	---	1490	
	22.4	---		PRENTISS	---	1520	
	36.5	---		RED DEER JCT. --- Y	---	1520	
	51.5	---		SYLVAN LAKE	---	2330	
	57.6	---		ELSPETH	---	---	
	65.7	---		ECKVILLE	---	7480	
	72.7	---		WITHROW	---	---	
	77.0	---		LESLIEVILLE	---	1480	
	85.5	---		CODNER	---	---	
	90.8	89.5		OTWAY ----- KPZ	WA	360	
	91.1	↑		Jct. with C.P. Rly. 0.9	---	---	
	91.7	↓		ROCKY MT. HOUSE --- YZ	---	1240	
	93.9	↑		LOCHEARN ----- Z	---	1880	
	95.4	↓		ULLIN ----- Z	---	---	
	95.9	96.0		End of Joint Section 0.5 ULLIN JCT. ----- Z	---	---	
	108.6	---		HORBURG	---	1520	
	126.5	---		ANCONA	---	1520	
	131.7	---	SAUNDERS	---	1040		
142.5	---	HARLECH	---	1500			
149.6	148.0	BRAZEAU ----- RYZ	---	YARD			
Rule 105A not applicable Rules 321 to 323 applicable between Alix Jct. and Otway							

BRAZEAU SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **SPECIAL INSTRUCTION APPLY—**
 SYSTEM 2.0: applicable between mileage Alix Jct. and mileage 89.5.
 SYSTEM 8.1.
 REGIONAL M-16.
- 1.2 **OTHER MODIFICATIONS—**
 Main track switch at Ullin Jct. when not in use, is to be lined for the diverging route and against through movements on the Brazeau Sub. Second and third paragraphs of U.C.O.R. Rule 104 amended accordingly.
 Deraill installed on main track at mileage 96.0.

2 GENERAL FOOTNOTES

- 2.1 Trains between Otway and Ullin operate over C.P. Rly. track and are governed by C.N. Rly. time table, rules and regulations.
- 2.2 Trains between North Jct. (C.P. Rly. Leduc Sub.) and South Jct. (C.P. Rly. Red Deer Sub.) will be governed by C.P. Rly. time table, rules and regulations. Labuma siding on Joint Section must not be used by C.N. Rly. trains or engines.
- 2.3 Unless authorized by the Superintendent Operations, movements must not be operated beyond mileage 96.0.
- 2.4 All movements lookout for fallen rocks on track between mileage 108.6 and mileage 149.6.

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BRAZEAU SUBDIVISION FOOTNOTES

3 EQUIPMENT RESTRICTIONS

- 3.1 Only units in 1000-1076 and 1200-1399 series permitted between mileage 96.0 and Brazeau.
- 3.2 Except on Eckville siding and Aquitaine of Canada Ltd. Spur and spurs connected to it, units in series 4000-4017, 5000-5299 and 9400-9600 must not be operated on sidings or other tracks unless necessary to set out bad order equipment.
- 3.3 Cars exceeding 263,000 lbs. gross between Alix Jct. and Ullin Jct. must be covered by handling instructions.
- 3.4 Cars exceeding 177,000 lbs. gross between Ullin Jct. and Brazeau must be covered by handling instructions.

4 SPEEDS

		Miles per Hour
		All Trains
4.1 Mileage	Zone	40
0.0 to 95.9	Zone	30
25.9 to 26.3	Zone	30
41.5 to 41.8	Zone	15
90.9 to 95.4	Zone	20
95.9 to 111.0	Zone	10
111.0 to 149.6	Zone	10
4.2 Tracks and Spurs not otherwise covered		10

5 SPURS AND OTHER TRACKS

- 5.1 **Red Deer North Industrial Spur—**
Mileage 36.5—Extends 5.3 miles southward. Switch points face east. Connects to C.P. Rly. Leduc Sub. at North Jct.
 Train register, bulletin book and train order office (office signal "RE") located in terminal building at south end of spur.
 Movements entering this spur must only handle cars destined this area, leaving balance, if any, at Red Deer Jct.

General Instruction A-220 (Form 696) applies. Southward movements to spur must comply with General Instruction T-311 (Form 696) at Red Deer Jct. Protection of impassable or slow track on this spur may be as prescribed by U.C.O.R. Rule 41.

- 5.2 **Red Deer South Industrial Spur—**
 Connects to C.P. Rly. at South Jct., mileage 93.1 C.P. Rly. Red Deer Subdivision.

Public Crossing at Grade:
Mileage 0.1 (52nd Avenue)—All movements must stop and then be preceded by a flagman.

Equated tonnage ratings (single unit):

	Unit Series	Tonnage	Car Factor
Southward:	1000-1076	2250	8
Northward:	1000-1076	1250	5

- 5.3 **Aquitaine of Canada Ltd.** — Extends 27.0 miles southerly from Ullin Jct. Switch points face east. Sulphur plant is located at Ram River, mileage 25.0.

Movements on this spur may be made under the provisions of System Special Instruction 2.0. Regional Special Instruction M-16 applies.

Trackage between mileage 25.0 and mileage 27.0 is used jointly by C.N. trains and Aquitaine Ltd. switch engine. Trains using trackage between these two points can expect it to be occupied by engines and cars at any time.

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

Maximum Speed

		Miles per Hour
Maximum Speed	Mileage	Hour
	0.0 to 8.5	30
	8.5 to 9.5	25
	9.5 to 27.0	30

Equated tonnage ratings (single unit):

	Unit Series	Tonnage	Car Factor
Southward:	1000-1076	650	3
	1200-1399	895	3
	4108-4601	1000	3
	5000-5299	1720	3

Northward: Use Brazeau Sub. eastward ratings.

- 5.4 **Ballast Pit** — Off mileage 11.05 Aquitaine of Canada Ltd. Spur. Length 1380 feet. Switch points face south.

- 5.5 **Strachan** (Gulf Oil Canada Ltd.) — Off mileage 11.06. Aquitaine of Canada Ltd. Spur, switch points face north. Extends 5.15 miles to Strachan Sulphur Plant.
 Maximum permissible speed on spur: 20 miles per hour. Public crossing at grade at mileage 2.2 and 3.24 automatically protected.

Due to rusty rail conditions and possible failure of trains and engines to activate crossing protection, member of the crew must provide flag protection before train or engine occupies the crossing.

- 5.6 **Storage Track**—Off mileage 11.5 Aquitaine of Canada Ltd. Spur. Capacity 2570 feet. Switch points face north and south.

- 5.7 **Alberta Gas Ethylene**—mileage 17.6, extends southerly 3.0 miles. Switch points face east. Maximum speed on spur—15 miles per hour.

- 5.8 **A. A. Fisher Lumber Ltd.**—mileage 90.8 Brazeau Sub. Capacity 630 feet. Switch points face east.

Chip loader has restricted clearance on west side.

Crews must not spot cars beneath loading device. It will be the industry's responsibility to move cars under loading chute and move them clear when loaded.

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

6 RADIO SYSTEMS

- 6.1 See Regional Special Instruction M-19, (a), (b) and (c).

- 6.2 Proper Standby Channels are Listed Below:

Mileage	Channel	Base Station
0.0 to 16.0	6	Mirror
16.0 to 85.0	7	Gilbey
85.0 to 96.0	6	Gilbey
Aquitaine Spur	6	Gilbey

- 6.3 To call Operator Mirror, voice call on channel 4 between mileage 0.0 and mileage 16.0, and on channel 7 west of mileage 16.0.

- 6.4 To call Operator Red Deer, voice call on channel 4.

- 6.5 To call Operator Otway, voice call on channel 6 west of mileage 85.0.

WESTWARD TRAINS			Miles from Jasper	Switching Zones	ALBRED A SUBDIVISION			Office Signals	Siding Capacity in Feet	EASTWARD TRAINS		
FIRST CLASS					PACIFIC TIME					FIRST CLASS		
---	9	1			STATIONS					2	10	---
---	Passenger	Passenger								Passenger	Passenger	---
---	Tues., Thurs., Sat.	Daily										
---	1545	1325	0.0	↓ 0.9	---	JASPER --- CKPWY	GH	2440	s1455	s1425	---	
---	---	---	3.3	---	---	3.3 WYND --- P	---	6030	---	---	---	
---	---	---	8.6	---	---	5.3 GEIKIE --- P	---	6020	---	---	---	
---	---	---	13.2	---	---	4.6 DECOIGNE --- P	---	6070	---	---	---	
---	---	---	17.6	---	---	4.4 YELLOWHEAD --- P	---	6060	---	---	---	
---	1620	1405	21.8	---	---	4.2 LUCERNE --- P	---	7770	1405	s1345	---	
---	---	---	27.5	---	---	5.7 FITZWILLIAM --- P	---	6040	---	---	---	
---	---	---	32.0	---	---	4.5 GRANT BROOK --- P	---	6040	---	---	---	
---	---	---	37.8	---	---	5.8 RAINBOW --- P	---	6170	---	---	---	
---	1700	1445	43.9	---	---	6.1 REDPASS JCT. --- PRW	RD	7760	1325	s1310	---	
---	To Tete Jaune Sub.	---	49.6	---	CTC	5.7 FOSTER --- P	---	6200	---	From Tete Jaune Sub.	---	
---		---	54.3	---		4.7 MT. ROBSON --- P	---	---	---		---	
---	---	---	57.3	---	---	3.0 MOREY --- P	---	6770	---	---	---	
---	---	---	65.5	---	---	8.2 JACKMAN --- P	---	6090	---	---	---	
---	---	---	72.6	---	---	7.1 SWIFT CREEK --- P	---	7760	---	---	---	
---	---	s1540	74.5	---	---	1.9 VALEMOUNT --- PW	---	---	s1230	---	---	
---	---	---	78.3	---	---	3.8 CEDARSIDE --- P	---	---	---	---	---	
---	---	---	82.6	---	---	4.3 CANOE RIVER --- P	---	6210	---	---	---	
---	---	---	91.5	---	---	8.9 ALBRED A --- PWY	---	6050	---	---	---	
---	---	---	96.9	---	---	5.4 CLEMINA --- P	---	6060	---	---	---	
---	---	---	103.2	---	---	6.3 GOSNELL --- P	---	---	---	---	---	
---	---	1635	106.3	---	---	3.1 LEMPRIERE --- P	---	8050	1130	---	---	
---	---	---	114.2	---	---	7.9 PYRAMID --- P	---	6940	---	---	---	
---	---	---	122.4	---	---	8.2 THUNDER RIVER --- P	---	6050	---	---	---	
---	---	1710	127.9	---	---	5.5 REDSAND --- P	---	---	---	---	---	
---	s1730	---	132.3	↑ 130.0	---	4.4 BLUE RIVER CKPWY	BR	7760	1050	---	---	
---	---	---	---	---	---	---	---	---	Daily	Tues., Thurs., Sat.	---	
---	9	1	---	---	---	---	---	---	2	10	---	

ALBRED A SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

REDPASS JCT.—Trains from Tete Jaune Sub. must obtain clearance.

1.2 TRAIN REGISTER MODIFICATIONS—

REDPASS JCT.—Register station for trains to and from Tete Jaune Sub. only.

1.3 CTC SPECIAL FEATURES—

No train or engine shall clear the main track at the following locations (RTC R9699, R10724, R24990): Mileages 3.1, 17.2, 37.6, 50.9, 55.1, 74.3, 74.5, 77.53, 77.9, 91.3, 91.6, 127.6, 128.2 and 130.5.

Trains must not leave Jasper under authority of Restricting Signal indication on block signals 03 - 03AD - 03BD - 03CD and 03DD. Restricting Signal indications on these signals are for switching purposes only.

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

RULE 264—Authority to pass eastward signal 04 at Jasper will be issued by train dispatcher Edmonton.

2 GENERAL FOOTNOTES

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

2.2 **Jasper**—Passenger siding is located on station track 1 between first switch east of station and first switch west of station.

2.3 **Redpass Jct.**—Tete Jaune Sub. connects with siding at Redpass Jct.

Switch leading to Track 2 on west lead is to be left set for movement from lead to Track 2. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

2.4 **Valemout**—Safety switch point locks on east and west switches.

2.5 **Albreda**—Movement of cars detached from engine on Albreda wye is prohibited and before using wye it must be known that brakes on all equipment being handled are in proper working order.

3 EQUIPMENT RESTRICTIONS

3.1 Units in series 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not enter Canoe River Pit.

3.2 Units in 5000-5299 series must not use Outfit Spur mileage 55.1.

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

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour	
		Passenger	*Express
0.0 to 0.4	Zone	20	20
0.4 to 7.8	Zone	35	30
7.8 to 16.3	Zone	50	40
16.3 to 31.0	Zone	40	30
31.0 to 47.9	Zone	50	40
47.9 to 63.8	Zone	35	30
63.8 to 72.0	Zone	45	35
72.0 to 78.0	Zone	65	50
78.0 to 86.4	Zone	40	30
**86.4 to 89.6	Zone	35	25
89.6 to 94.9	Zone	50	40
94.9 to 101.8	Zone	40	35
101.8 to 107.2	Zone	35	25
107.2 to 116.8	Zone	35	30
116.8 to 132.0	Zone	50	40
122.6 to 125.5	-----	45	35
132.0 to 132.3	Zone	20	20

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed except that they may run at Express Train speed where applicable.

*EXPRESS TRAINS: Unless otherwise restricted, trains designated as express extras by clearance may run five (5) m.p.h. in excess of freight train speeds between the following mileages:

- 16.3 to 31.0
- 86.4 to 89.2
- 125.5 to 127.5

**Zone speed sign governing eastward movements at mileage 89.6 located to left of main track.

4.2 Spurs and other tracks ----- 10 10

5 CONDITIONAL STOPS

5.1 At Redpass Jct. No. 1 will stop on flag to entrain revenue passengers from train No. 10.

6 PUBLIC CROSSING AT GRADE

6.1 **Mileage 74.7 (5th Avenue)**—Automatically protected. Movements proceeding at 10 miles per hour or less within 2500 feet of crossing must not obstruct crossing until protection has been in operation for 20 seconds.

7 HOT BOX SCANNERS AND DRAGGING EQUIPMENT DETECTORS

7.1 Located at mileages 29.1, 75.2 and 96.0.

8 SLIDE DETECTOR FENCES

8.1 Mileage	Length
6.43 to 6.87 -----	2330 feet
7.32 to 7.36 -----	220 feet
7.77 to 7.82 -----	260 feet
55.34 to 55.77 -----	2280 feet

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ALBRED A SUBDIVISION FOOTNOTES

9 TUNNELS

9.1 Mileage	Length
6.6 -----	315 feet
48.0 -----	1670 feet

10 SNOWSHEDS

10.1 Mileage	Length
54.9 -----	361 feet

11 SPURS AND OTHER TRACKS

11.1	Mileage	Capacity in Feet	Points Face
Outfit Spur -----	3.1	1760	W
Outfit Spur -----	17.2	3060	E
Outfit Spur -----	37.6	2700	E
Outfit Spur -----	50.8	1350	E
Outfit Spur -----	55.1	630	W
Valemount -----	74.5	900	E W
Canadian Propane, Gas & Oil Ltd. and Kiwa Lumber Ltd. -----	77.5	360	E
Horse Creek Timber -----	77.5	1890	E
Bell Pole Ltd. -----	77.9	590	E
Canyon Creek Sawmills Ltd. off Bell Pole Ltd. -----	77.9	1350	E
Cedarside -----	78.3	2660	E W
Gosnell -----	103.2	2520	E W
Redsand -----	127.9	2430	W
Mazur Timber Co. Ltd. -----	130.5	410	W

12 TELEPHONES

12.1 Wayside telephones on "Utility Circuit" located at Mileages 3.1, 17.6, 37.5, 43.7, 53.0, 56.2 and 106.5.

WESTWARD TRAINS		Miles from Blue River	Yard Limits	Switching Zones	CLEARWATER SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FIRST CLASS					STATIONS	FIRST CLASS				
-----	1 Passenger					2 Passenger			-----	
-----	Daily									
-----	1740	0.0	-----	↓ 2,3	-----	BR	7760	s1040	-----	
-----	-----	4.4	-----		4.4 ANGUS HORNE ----- P	-----	-----	1020	-----	
-----	-----	8.2	-----		3.8 WOLFENDEN ----- P	-----	6650	-----	-----	
-----	-----	13.6	-----		5.4 MESSITER ----- P	-----	6080	-----	-----	
-----	-----	18.8	-----		5.2 COTTONWOOD FLATS ----- P	-----	-----	-----	-----	
-----	1825	24.8	-----		6.0 AVOLA ----- PWY	-----	7770	0950	-----	
-----	-----	29.8	-----		5.0 WIRE CACHE ----- P	-----	-----	-----	-----	
-----	-----	34.5	-----		4.7 McMURPHY ----- P	-----	6620	-----	-----	
-----	-----	41.2	-----		6.7 WABRON ----- P	-----	6060	-----	-----	
-----	-----	47.1	-----		5.9 IRVINE ----- P	-----	-----	-----	-----	
-----	1919	53.0	-----		5.9 VAVENBY ----- P	-----	6280	0852	-----	
-----	-----	61.6	-----	CTC	8.6 BIRCH ISLAND ----- PWY	-----	6100	-----	-----	
-----	1945	67.7	-----		6.1 CLEARWATER ----- P	-----	-----	0822	-----	
-----	-----	73.8	-----		6.1 BLACKPOOL ----- P	-----	7960	-----	-----	
-----	-----	83.0	-----		9.2 BOULDER ----- P	-----	6060	-----	-----	
-----	-----	90.9	-----		7.9 CHU CHUA ----- P	-----	6090	-----	-----	
-----	-----	98.1	-----		7.2 CHINOOK COVE ----- P	-----	-----	-----	-----	
-----	2045	104.4	-----		6.3 BARRIERE ----- P	-----	6070	0723	-----	
-----	-----	108.2	-----		3.8 EXLOU ----- P	-----	-----	-----	-----	
-----	-----	116.4	-----		8.2 McLURE ----- P	-----	7570	-----	-----	
-----	-----	124.7	-----		8.3 VINSULLA ----- P	-----	6050	-----	-----	
-----	2135	132.4	-----	7.7 RAYLEIGH ----- P	-----	6070	-----	-----		
-----	s2200	137.6	-----	136.6 137.6	7.0 KAMLOOPS ----- CKPWYZ	KA	3980	0630	-----	
CTC between Blue River and Mileage 137.6									Daily	-----
-----	1							2	-----	

CLEARWATER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **RULE 5—**
Kamloops—the time of all trains applies at block signal 1376 mileage 137.6.

1.2 **CTC SPECIAL FEATURES—**

No train or engine shall clear the main track at the following switches (RTC R-10684, R-11245):

Mileages 4.1, 4.7, 18.7, 19.0, 29.7, 30.3, 37.7, 47.0, 47.6, 67.4, 67.5, 67.8, 102.9, 103.1, 104.0, 104.5, 104.9, 106.4, 106.8, 107.0, 107.3, 107.8, 108.4, 128.6, 128.7, 128.9 and 130.1.

Block signal 133 governing westward movements is located on left side of main track at siding east switch Messiter.

2 GENERAL FOOTNOTES

- 2.1 Lookout for fallen rock between mileages 19.8 and 21.8.
- 2.2 **Kamloops**—Siding is located between crossover mileage 138.8 and yard west switch.

3 EQUIPMENT RESTRICTIONS

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

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CLEARWATER SUBDIVISION FOOTNOTES

4 SPEEDS				
			Miles per Hour	
			Freight	
			and	
			Passenger	*Express
4.1 Mileage				
0.0 to 0.4	Zone	20	20	
0.4 to 8.5	Zone	45	35	
8.5 to 12.0	Zone	45	30	
12.0 to 22.8	Zone	35	25	
22.8 to 30.3	Zone	50	40	
30.3 to 66.7	Zone	45	35	
33.7 to 54.8	-----	35	25	
66.7 to 70.0	Zone	35	30	
70.0 to 78.6	Zone	50	40	
74.3 to 75.3	-----	35	25	
78.6 to 84.6	Zone	35	25	
84.6 to 88.4	Zone	35	30	
88.4 to 93.5	Zone	45	35	
93.5 to 99.3	Zone	50	40	
99.3 to 101.7	Zone	45	35	
101.7 to 113.5	Zone	35	30	
113.5 to 124.5	Zone	65	50	
117.7 to 119.7	-----	45	35	
124.5 to 129.2	Zone	40	30	
129.2 to 132.6	Zone	55	45	
132.6 to 137.6	Zone	65	50	
137.6 to 139.4	Zone	20	20	

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed except that they may run at Express Train speed where applicable.

*EXPRESS TRAINS: Unless otherwise restricted, trains designated as express extras by clearance may run five (5) m.p.h. in excess of freight train speeds between the following mileages:

- 8.5 to 12.0
- 33.7 to 54.8
- 78.6 to 84.6
- 124.5 to 129.2

4.2 Spurs and Other Tracks ----- 10 10

5 CONDITIONAL STOPS

- 5.1 At Avola, Vavenby and Clearwater, No. 1 will stop to detrain revenue passengers from Jasper and beyond and will stop on flag to entrain revenue passengers for Kamloops Jct. and beyond where train is scheduled to stop.
- 5.2 At Clearwater, Vavenby and Avola, No. 2 will stop to detrain revenue passengers from Kamloops Jct. and beyond and will stop on flag to entrain revenue passengers for Jasper and beyond where train is scheduled to stop.

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 53.0 (Vavenby Road) — Automatically protected. STOP sign located on back track.
- 6.2 Mileage 116.4 (McLure Ferry Road) — Automatically protected. Equipped with push buttons.
- 6.3 Mileage 129.1 (Heffley Station Road)—Automatically protected. Push button cut-out is to be used by trains performing switching. After protection has been re-started, crossing must not be obstructed until protection has been in operation for 20 seconds.

7 HOT BOX AND DRAGGING EQUIPMENT DETECTOR

7.1 Located at Mileages 28.2, 71.1 and 107.4.

8 SLIDE DETECTOR FENCE

8.1 Mileage 17.50 to 17.72 ----- Length 1150 feet

9 TUNNEL

9.1 Mileage 12.4 ----- 135 feet

10 SPURS AND OTHER TRACKS

10.1	Mileage	Capacity in feet	Points Face
Angushorne -----	4.4	2430	E W
Cottonwood Flats -----	18.8	900	E W
Wire Cache -----	29.8	2430	E W
Outfit Spur -----	37.75	2660	W
Irvine -----	47.1	2700	E W
Weyerhauser Can. Ltd. -----	55.2	8100	E W
Clearwater Timber Products Ltd.	67.4	1170	E
Pacific Petroleum -----	67.5	320	E
Clearwater -----	67.7	2480	E W
Clearwater Timber Products Ltd.	67.8	1130	W
Rock Pit Spur -----	81.6	2120	E
Chinook Cove -----	98.1	2430	E W
Industrial Spur -----	103.0	990	E W
Gilbert Smith Forest Products Ltd.	104.1	680	E
Spur -----	104.6	230	E
Nehaliston Lbr. Co. Ltd.	104.9	360	E
Fadear Creek Lbr. Co. Ltd.	106.5	2480	E W
Louis Creek -----	107.3	810	E W
Exlou -----	108.2	2480	E W
Heffley Pit -----	128.7	1080	W
Heffley -----	128.9	860	E W
Balco Forest Products -----	129.7	630	E
Balco Forest Products -----	130.1	1670	E

NORTHWARD TRAINS		Miles from Kamloops	Yard Limits	OKANAGAN SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS	
				STATIONS				FOURTH CLASS	
								91	C.P. Rly. Freight
		118.9	↓	-----	KELOWNA --- CKPWZ	CA	YARD	0230	
		113.7	116.0	-----	5.2 RUTLAND ----- P	---	2260	0210	
		109.5	-----	-----	4.2 POSTILL ----- P	---	---	0202	
		105.9	-----	-----	3.6 WINFIELD ----- P	---	1360	0155	
		99.2	-----	-----	6.7 OYAMA ----- P	---	1130	0140	
		92.3	-----	-----	6.9 KALAMALKA ----- P	---	1790	0123	
		87.6	↑	-----	4.7 LUMBY JCT. ----- PZ Jct. with Lumby Subdivision	---	---	0110	
		85.4	88.3	-----	2.2 VERNON ----- PRZ	NO	---	0100	
Trains and Engines between Vernon and Armstrong will be governed by C.P. Rly. Time Table, Rules and Regulations. 14.6									
		70.8	↓	-----	ARMSTRONG ----- Z	MS	---	---	
		61.5	70.3	-----	9.3 O'KEEFE ----- P	---	1390	---	
		52.4	-----	-----	9.1 SWEETSBRIDGE	---	1320	---	
		47.3	-----	-----	5.1 FALKLAND ----- P	---	1670	---	
		37.8	-----	-----	9.5 WESTWOLD ----- P	---	1280	---	
		30.9	-----	-----	6.9 MONTE LAKE ----- P	---	3060	---	
		26.5	-----	-----	4.4 DUCKS MEADOW ----- P	---	1350	---	
		18.9	-----	-----	7.6 ROBBINS -----	---	1500	---	
		14.5	↑	-----	4.4 CAMPBELL CREEK ----- PZ	---	1430	---	
Trains and Engines between Campbell Creek and Can. Pac. Jct. will be governed by C.P. Rly. Time Table, Rules and Regulations. 11.0									
		3.5	↑	-----	CAN. PAC. JCT. ----- Z	---	---	---	
		0.0	3.5	-----	3.5 Jct. with Ashcroft Subdivision	---	---	---	
				-----	KAMLOOPS --- CKPWYZ	KA	YARD	---	
Rules 41 and 44 Applicable								Daily ex. Sunday	
								91	

OKANAGAN SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

Kamloops—Unless otherwise provided, extra trains created at Campbell Creek must obtain clearance at Kamloops and may then leave Campbell Creek without obtaining clearance. They must also obtain C.P. Rly. clearance from CN operator at Kamloops.

Armstrong—Northward trains must obtain clearance at C.P. Rly. train order office at Armstrong.

2 GENERAL FOOTNOTES

2.1 **General Instruction (Form 696) A-22** applicable to northward freight trains between Ducks Meadow and Campbell Creek. Northward freight trains at Ducks Meadow must comply with General Instruction T-311. When pressure retaining valves are used, stop must be made at Robbins for inspection and air brake test and movement must not proceed until wheels sufficiently

cooled to travel safely. When air brakes have been cut out of any car and hand brakes applied, care must be taken to not overheat the wheels.

2.2 **Block Indicators** are located at Campbell Creek and Can. Pac. Jct.

2.3 **All trains** keep sharp lookout for fallen rocks between Mileages 89.0 and 94.9.

2.4 **Kamloops**—While approaching and passing warehouse just south of old station building in city yard, all movements must look out for and be prepared to stop short of vehicles standing foul of main track.

2.5 **Falkland** — Train dispatchers telephone is located adjacent to siding north switch.

2.6 **Mileage 31.3**—Movement of cars detached from engine on Crown Zellerbach Ltd. spur is prohibited.

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OKANAGAN SUBDIVISION FOOTNOTES

- 2.7 **Vernon**—C.P. Rly. siding at Vernon is located immediately west of the main track and extends from a point just south of 41st Ave., C.P. Rly. time table mileage 45.6 to a point just north of 32nd Ave., C.P. Rly. time table mileage 46.15.
- 2.8 **Mileage 107.2** (Hiram Walker and Sons Ltd.)—Due to 2% grade on this spur, cars must not be left unattended south of sign located 2400 feet from main track switch.
Track 5, capacity 1220 feet, extends into warehouse, with a restricted clearance at warehouse door.
South switch to run-around track located on Hiram Walker lead.
- 2.9 **Rutland**—Safety switch point lock installed on siding south switch.

3 EQUIPMENT RESTRICTIONS

- 3.1 Unless authorized by Superintendent Operations, units in series 4000-4017, 5000-5299, 9400-9600 prohibited.
- 3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- 3.3 **Kelowna**—Road engines must not enter S.M. Simpson Ltd. chip and log spur. If necessary to switch this track with a road engine, sufficient reachers must be used.

4 SPEEDS

				Miles per Hour All Trains
0.0 to	2.7	Zone		20
2.7 to	3.5	Zone		15
14.5 to	70.8	Zone		35
16.5 to	22.9	On Curves	-----	25
22.9 to	23.1		-----	15
23.1 to	26.5	On Curves	-----	25
55.3 to	58.2		-----	20
61.9 to	65.5		-----	25
85.4 to	104.0	Zone		35
88.8 to	91.6		-----	15
91.6 to	104.0	On Curves	-----	25
104.0 to	118.9	Zone		40
107.8 to	118.9	On Curves	-----	35
Sidings and Other tracks -----				10

CONDITIONAL SPEEDS

- Approaching within 500 feet of crossing and until crossing occupied ----- 10
- 4.3 **Mileages**
 - 85.5 (30th Avenue),
 - 85.6 (28th Avenue),
 - 85.62 (27th A Avenue),
 - 85.65 (27th Avenue)
 Approaching within 500 feet of crossing and until crossing occupied ----- 5
- 4.4 **Mileage 118.0** (High Road)
Northward movements approaching within 1350 feet of crossing and until crossing occupied ----- 30
- 4.5 **Mileage 118.1** (Glenmore Street)
Approaching within 500 feet of crossing and until crossing occupied ----- 25

- 4.6 **Mileage 118.9** (Ellis Street)
Southward movements approaching within 350 feet of crossing and until crossing occupied ----- 10
Northward movements approaching within 190 feet of crossing and until crossing occupied ----- 5

5 PUBLIC CROSSINGS AT GRADE

- 5.1 **Mileage 103.8** (Woodsdale Road)—automatically protected.
Movements over crossing on spur must first stop at STOP sign and then be protected by a flagman.
- 5.2 **Mileage 113.2** (Sexsmith Road) — automatically protected.
Northward trains standing on the main track at Rutland meeting or waiting for an opposing train, must stop clear of crossing circuit sign located on west side of main track 350 feet south of siding north switch.
- 5.3 **Mileage 118.0** (High Road)—automatically protected.
Equipped with push button.
- 5.4 **Mileage 118.9** (Ellis Street)—automatically protected.
Equipped with push button for southward movements.

6 TUNNEL

- 6.1 **Mileage**

	Length
20.4 -----	475 feet

7 SPURS AND OTHER TRACKS

	Mileage	Capacity in feet	Points Face
7.1			
Rockgas Propane Ltd. and Industrial Track -----	114.5	2160	N S
Kelowna Growers and Industrial Track -----	113.3	1260	N S
Lakeside Holdings Ltd. -----	113.25	140	N
McLean & Fitzpatrick and Industrial Track -----	113.0	2030	N S
Ellison Sawmills Ltd. -----	109.5	630	N S
Hiram Walker & Sons Ltd. -----	107.2	7200	S
Run-Around Track -----	106.9	990	N S
Fibreplast Products Ltd. -----	105.5	270	N
Woodsdale -----	103.7	590	N S
Ballast Pit -----	99.7	1760	N S
Vernon Fruit Union -----	99.1	680	N
Vernon Fruit Union -----	86.3	360	N
Mount Rose Mining Co. Ltd.	65.5	180	S
Buff Lbr. Co. -----	33.4	360	N
Crown Zellerbach Ltd. -----	31.3	1310	N

- 7.2 **B.C. Livestock Producers Co-op Ass'n—Mileage 15.26**
—Capacity 4000 feet. Switch points face north.
Due to 2% gradient, cars must not be left unattended between the main track switch and west run-around track switch.

LUMBY SUBDIVISION FOOTNOTES		WESTWARD TRAINS			LUMBY SUBDIVISION				EASTWARD TRAINS
1 RULE MODIFICATIONS 1.1 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1 2 GENERAL FOOTNOTES 2.1 General Instruction (Form 696) A-220 applicable to westward trains between Coldstream and Lumby Jct. Westward freight trains at Coldstream must comply with General Instruction T-311. 2.2 Mileage 8.6 (Consumers Glass Co.)— Due to 3% grade from main track to Consumers Glass Co. spur, cars must not be left unattended between main track switch and derail located 1800 feet from main track.			Miles from Lumby Jct.	Yard Limits	STATIONS		Office Signals	Siding Capacity in Feet	
			14.4	↓ 10.8	----- LUMBY --- PRYZ	MU	YARD		
			7.9	-----	6.5 ----- LAVINGTON -----	-----	1580		
			4.1	-----	3.8 ----- COLDSTREAM -----	-----	-----		
0.0	↑ 0.2	4.1 ----- LUMBY JCT. --- PZ	-----	-----					
Rules 41 and 44 Applicable Rule 105A not applicable									

3 EQUIPMENT RESTRICTIONS

- 3.1 Units in series 4000-4017, 5000-5299, 9400-9600 prohibited.
- 3.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 14.4		25
0.1 ----- (Bridge) -----		10
4.2 Sidings and Other tracks -----		10
4.3 Mileage 0.0 to 14.4		
Units in series 5500-5699 -----		15

5 PUBLIC CROSSINGS AT GRADE

- 5.1 **Mileage 2.01 (Aberdeen Road)**—Automatically protected. Equipped with START push button. STOP sign located on other than the main track.
- 5.2 **Mileage 14.34 (Whitevale Road)**—Movements over the crossing must be protected by a member of the crew.

6 SPURS AND OTHER TRACKS

	Mileage	Capacity in feet	Points Face
6.1 McGillis & Gibbs -----	11.9	230	E
R. V. Schmidt & Sons Lbr. Co. Ltd. -----	11.74	230	W
Fishers Planing Mill -----	11.0	180	W
Consumers Glass Co. -----	8.6	1710	E
Coldstream Ranch Co. -----	3.3	320	W

WESTWARD TRAINS		RAWLISON SUBDIVISION				EASTWARD TRAINS
	Miles from Hydro	STATIONS		Office Signals	Siding Capacity in Feet	
	0.0	-----	HYDRO ----- P	-----	-----	
	1.6	Jct. with Yale Sub. 1.6	----- RAWLISON ----- P	-----	6840	
	2.5	0.9	----- LIVINGSTONE ----- P	-----	-----	
		Jct. with B.C. Rly.				

RAWLISON SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **CTC SPECIAL FEATURES—**
 Signal 00 at Hydro, signals 07, 08 and D08 at siding east switch Rawlison are controlled by C.N. Rly. train dispatcher at Kamloops.
 Signals at siding west switch Rawlison and at Livingstone are controlled by B.C. Rly. train dispatcher at North Vancouver.
 Signal 221 governing westward movements is located on left side of main track at siding west switch Rawlison.

2 EQUIPMENT RESTRICTIONS

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

3 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 2.5		45
Rawlison Siding -----		30

4 PUBLIC CROSSING AT GRADE

- 4.1 **Mileage 0.17 (River Road)**—Automatically protected. Push button control located 200 feet west of crossing. Eastward movements observing a STOP indication on eastward block signal 00 at Hydro must stop at the push button control and de-activate crossing protection. Before the train again proceeds, protection must be restarted by pushing 'start' button. Telephone to C.N. train dispatcher located adjacent to push button control.

WESTWARD TRAINS				ASHCROFT SUBDIVISION				EASTWARD TRAINS			
FIRST CLASS		Miles from Kamloops	Yard Limits	Switching Zones	STATIONS	Office Signals	Siding Capacity in Feet	FIRST CLASS			
-----	1							2	-----		
-----	Passenger							Passenger	-----		
-----	Daily										
-----	2230	0.0	↓	0.7	KAMLOOPS ---CKPWYZ Jct. with Okanagan Sub. 6.3	KA	3980	S0600	-----		
-----		0.7	0.7	↑							
-----		6.3		3.4	KISSICK -----P 7.5		6050	0535	-----		
-----		13.8			FREDERICK -----P 7.0		6610	-----	-----		
-----		20.8			COPPER CREEK -----P 4.9		-----	-----	-----		
-----	2315	25.7			SAVONA -----P 6.9		6360	0505	-----		
-----		32.6			WALHACHIN -----P 7.4		6080	-----	-----		
-----		40.0			McABEE -----P 8.7		6110	-----	-----		
-----	2351	48.7			ASHCROFT -----PW 8.3		6370	0420	-----		
-----		57.0			BASQUE JCT. -----P Connection with C.P. Rly. 1.4		-----	-----	-----		
-----		58.4			BASQUE -----P 10.0		6370	-----	-----		
-----		68.4			MARTEL -----P 6.4		6310	-----	-----		
-----	0040	74.8			SPENCES BRIDGE -----PWY 4.3		7790	0325	-----		
-----		79.1			SKOONKA -----P 3.7		-----	-----	-----		
-----		82.8			SEDDALL -----P 6.7		6070	-----	-----		
-----		89.5			PITQUAH -----P 7.6		6490	-----	-----		
-----		97.1			LASHA -----P 0.6		6400	-----	-----		
-----	0130	97.7			LYTTON -----PW 3.3		-----	0235	-----		
-----		101.0			CISCO -----P 9.2		6240	-----	-----		
-----		110.2			FALLS CREEK -----P 4.5		6430	-----	-----		
-----		114.7			INKITSAPH -----P 8.1		6750	-----	-----		
-----	0235	122.8			MARTINSON -----P 2.7		6150	-----	-----		
-----	s0255	125.5		124.5	BOSTON BAR -----KPW	B	6830	0135	-----		
CTC between Mileage 0.7 and Boston Bar.											
								Daily			
								2			

ASHCROFT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 RULE 5—

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

1.2 TRAIN REGISTER MODIFICATIONS—

Boston Bar—passenger trains may register by register ticket.

1.3 CTC SPECIAL FEATURES—

CTC commences at westward block signal 07 mileage 0.7.

Westward block signal 03 at yard west switch Kamloops is the approach to CTC. Westward trains may leave Kamloops when signal 03 displays CLEAR indication, but must obtain train dispatcher's authority before proceeding on other than CLEAR indication.

No train or engine shall clear the main track at the following locations (RTC R-15219): Mileages 0.9, 1.1, 1.2, 1.6, 2.2, 7.7, 19.9, 20.2, 25.8, 48.7, 48.9, 50.3, 86.0, 91.2, 98.6 and 104.0.

Following signals located to the left of direction of movement:

- Frederick—westward signal 125.
- Martinson—westward signal 1233.

2 GENERAL FOOTNOTES

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

3 EQUIPMENT RESTRICTIONS

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

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ASHCROFT SUBDIVISION FOOTNOTES**4 SPEEDS**

Mileage	Zone	Miles per Hour	
		Passenger	Freight and Express
0.0 to 0.7	Zone	20	20
0.7 to 6.8	Zone	50	40
6.8 to 9.8	Zone	40	30
9.8 to 27.2	Zone	35	25
27.2 to 34.1	Zone	35	30
34.1 to 85.0	Zone	40	30
45.7 to 61.0	-----	35	--
66.6 to 80.7	-----	35	--
85.0 to 121.7	Zone	35	25
121.7 to 125.3	Zone	40	30
125.3 to 125.5	Zone	20	20

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed except that they may run at Express Train speed where applicable.

*EXPRESS TRAINS: Unless otherwise restricted, trains designated as express extra by clearance may run five (5) m.p.h. in excess of freight train speeds between the following mileages:

5.2 and 27.2
34.1 and 45.7
85.0 and 121.7

4.2 Spurs and Other tracks ----- 10 10

CONDITIONAL SPEEDS

Mileage	Description	Miles per Hour	
		Passenger	Freight and Express
4.3	Mileage 97.56 (Lillooet Road) Approaching within 1400 feet of crossing, until crossing occupied -----	30	--
	Eastward movements proceeding at less than 10 miles per hour within 1300 feet of crossing, until crossing occupied ----	10	10
4.4	Mileage 125.5 (Ferry Road) Eastward movements proceeding at less than 10 miles per hour within 1600 feet of crossing, until crossing occupied ----	10	10

5 CONDITIONAL STOPS

- 5.1 At Ashcroft and Lytton No. 1 will stop to detrain revenue passengers from Kamloops Jct. and beyond and will stop on flag to entrain revenue passengers for Vancouver or where train is scheduled to stop.
- 5.2 At Lytton and Ashcroft No. 2 will stop to detrain revenue passengers from Vancouver and will stop on flag to entrain revenue passengers for Kamloops Jct. and beyond where train is scheduled to stop.

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 3.4 (Gulf Oil Canada Ltd. Spur)—Movements over public crossing at grade on spur must be protected by a flagman.
- 6.2 Mileage 97.56 (Lillooet Road)—Automatically protected. STOP signs erected on other than the main track.
- 6.3 Mileage 125.5 (Ferry Road)—Automatically protected. Equipped with push button for westward movements.

7 TELEPHONES

- 7.1 Wayside telephones on "Utility Circuit" located at mileages 91.2, 93.7 and 94.1.

8 HOT BOX AND DRAGGING EQUIPMENT DETECTOR

- 8.1 Located at mileages 28.4, 71.1 and 97.6.

9 SLIDE DETECTOR FENCES

Mileage	Length
9.65 to 9.83	970 ft.
10.41 to 10.74	1706 ft.
38.46 to 38.97	2700 ft.
80.18 to 80.22	225 ft.
80.26 to 80.29	150 ft.
80.38 to 80.41	174 ft.
80.50 to 80.61	550 ft.
86.58 to 87.51	4870 ft.
93.23 to 93.85	3305 ft.
94.02 to 94.70	3671 ft.
118.62 to 118.91	1560 ft.

10 TUNNELS

Mileage	Length	Mileage	Length
9.1	217 ft.	80.4	428 ft.
10.2	2831 ft.	80.5	579 ft.
20.3	759 ft.	91.3	216 ft.
51.5	934 ft.	93.1	276 ft.
54.8	1366 ft.	94.0	742 ft.
67.5	292 ft.	94.7	301 ft.
67.6	237 ft.	109.3	458 ft.
80.2	271 ft.	120.0	186 ft.

11 ROCK SHEDS

Mileage	Length
91.4	44 ft.
93.7	43 ft.
93.8	51 ft.
93.9	43 ft.
94.3	24 ft.
94.4	36 ft.
109.4	60 ft.

12 SPURS AND OTHER TRACKS

Mileage	Capacity in feet	Points Face
12.1		
Reichold Chemicals Ltd.	0.9	450 W
Interior Produce Co. Ltd.	1.1	410 E
Hassler Bros. Supplies Ltd.	1.2	180 E
North Kamloops	1.3	2340 E W
Frolek Sawmills	1.6	1260 W
Peter Kiewit & Sons Co.	2.2	230 E
Gulf Oil Canada Ltd.	3.4	4950 E
Tranquille	7.9	1130 E
Rock Pit	20.2	1260 E W
Copper Creek	20.8	2840 E W
Weyerhaeuser Canada Limited	50.4	450 E
Skoonka	79.1	5000 E W
Ballast Pit	86.0	720 W
Outfit Spur	91.2	1620 W
Lytton	97.7	1890 E W
Winch	98.6	500 W
Spur	104.0	1310 E
Connection to C.P. Rly		
Thompson Sub.	104.4	6400 W
Boothroyd	119.2	2610 E W

WESTWARD TRAINS		Miles from Boston Bar	Yard Limits	Switching Zones	YALE SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FIRST CLASS					STATIONS	FIRST CLASS				
---	1 Passenger					2 Passenger			---	
---	Daily									
---	0305	0.0	---	↓ 1.5	CTC	BOSTON BAR --- KPW	B	6830	s0125	---
---	---	3.1	---			HICKS --- P	---	6090	0110	---
---	---	10.2	---			KOMO --- P	---	6040	---	---
---	---	12.7	---			8.1 --- W	---	---	---	---
---	---	18.3	---			STOUT --- P	---	6840	---	---
---	---	26.7	---			YALE --- P	---	6050	---	---
---	---	36.0	---			9.3 --- P	---	6060	---	---
---	---	40.2	---			TRAFALGAR --- P	---	---	---	---
---	0430	40.2	---			4.2 --- P	---	---	2350	---
---	---	44.0	---			HOPE --- PWY	---	---	---	---
---	---	44.0	---			3.8 --- P	---	5850	---	---
---	---	54.1	---			FLOODS --- P	---	---	---	---
---	---	54.1	---			10.1 --- P	---	6380	---	---
---	---	65.1	---			CHEAM VIEW --- P	---	---	---	---
---	---	65.1	---			11.0 --- P	---	5560	---	---
---	---	71.8	---			ROSEDALE --- P	---	---	---	---
---	s0520	71.8	---			6.7 --- P	---	2750	s2310	---
---	---	76.5	---			4.7 --- PW	---	5640	---	---
---	---	76.5	---		ARNOLD --- P	---	---	---	---	
---	---	87.4	---		10.9 --- P	---	---	---	---	
---	F0550	87.4	---		MATSQUI --- P	---	---	F2235	---	
---	---	89.8	---		2.4 --- P	---	---	---	---	
---	---	89.8	---		PAGE --- P	---	---	---	---	
---	---	98.0	---		Jct. with C.P. Rly. 8.2	---	---	---	---	
---	---	98.0	---		GLEN VALLEY --- P	---	---	---	---	
---	---	101.7	---		3.7 --- P	---	---	---	---	
---	---	101.7	---		HYDRO --- P	---	---	---	---	
---	---	103.2	---		Jct. with Rawlison Sub. 1.5	---	---	---	---	
---	F0620	103.2	---		FORT LANGLEY --- P	---	---	F2205	---	
---	---	107.1	---		3.9 --- P	---	---	---	---	
---	0627	107.1	---		WESTLANG --- P	---	6450	---	---	
---	---	113.8	↑ 113.8	↑ 112.5	8.9 --- P	---	---	---	---	
---	---	116.0	---	↑ 113.8	PORT MANN --- CKPWZ	AN	YARD	---	---	
---	---	116.1	---		1.5 --- P	---	---	---	---	
---	---	117.5	---		GYPROC --- Z	---	---	---	---	
---	0650	118.2	---		0.7 --- P	---	---	---	---	
---	---	118.2	---		FRASER RIVER JCT. --- P	---	---	2136	---	
---	---	118.2	---		Jct with B.N. Rly.	---	---	---	---	

1.9

Trains and engines between Fraser River Jct. and North End Fraser River Bridge will be governed by Interlocking Signals, Interlocking Rules and Time Table Instructions, and between North End Fraser River Bridge and Vancouver Jct. will be governed by B.N. Rly. Time Table, Rules and Regulations.

---	s0705	120.1	---	---	★NEW WESTMINSTER --- P	MN	---	s2128	---
---	0730	131.1	---	---	VANCOUVER JCT. ---	---	---	2058	---
---	0750	131.8	---	---	Jct. with B.N. Rly. 0.7	---	---	2055	---
---	---	---	---	---	VANCOUVER --- CKPWY	DI	YARD	---	---
<p>CTC between Boston Bar and Mileage 113.8.</p> <p>★Times shown at New Westminster are for convenience only.</p> <p>Main track Yale Sub. ends at Mileage 131.1.</p> <p>Rule 105 applies between Mileages 131.1 and 131.8.</p>									
---	1	---	---	---	---	---	---	2	---

YALE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

Vancouver—Eastward passenger extra trains originating at Vancouver destined beyond Port Mann must obtain clearance at Vancouver and may then leave Port Mann without obtaining clearance.

1.2 TRAIN REGISTER MODIFICATIONS—

Boston Bar—First class trains and passenger extra trains may register by register ticket.

Port Mann—First class trains and passenger extra trains may register by register ticket.

1.3 TRAIN SIGNALS—

Port Mann—Passenger extra trains arriving or leaving CTC at Port Mann must display or continue to display white signals while operating on C.N. Rly. trackage between the end of CTC and Vancouver.

1.4 CTC SPECIAL FEATURES—

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

Spur	Mileage	7.4
East and west switches	Mileage	31.5
Spur	Mileage	42.0
East and west switches	Mileage	49.6
Popkum spur	Mileage	60.6
East and west switches	Mileage	68.4
Spur	Mileage	71.5
Spur	Mileage	71.7
Spur	Mileage	74.1
Spur	Mileage	83.9
East and west switches south track ..	Mileage	87.4
East and west switches	Mileage	92.3
East and west switches south track ...	Mileage	97.9
Spur north track	Mileage	98.9
Spur	Mileage	103.1
Spur	Mileage	108.4
Spur	Mileage	108.7
Spur	Mileage	109.9

Eastward signals 190, 720 on single track and eastward signals 868N, 882N, 898, 946N, 970N, and 994N on North Track are located to the left of direction of movement.

Westward signal 35 on single track and westward signals 881S, 909S, 969S, 993S and 1017S on South Track are located to the left of direction of movement.

The "Two Tracks" between mileage 86.7 and mileage 91.0 are designated as "North Track" and "South Track".

The "Two Tracks" between mileage 94.5 and Hydro are designated as "North Track" and "South Track".

1.5 SPECIAL INSTRUCTIONS APPLY—

System 1.4(b) applicable to yard enginemen and yard foremen commencing duty at Vancouver Waterfront Yard, North Vancouver and Lynn Creek Yard. Correct time to be obtained from the yardmaster at Vancouver Main Yard.

1.6 OTHER MODIFICATIONS—

Rule 294A—applies at westward block signals 993N and 993S.

Rule 295 } applies at westward block signals 1017N
Rule 296B } and 1017S.

Rule 295D—applies at westward block signal 1017N. (See Page 10 of Time Table).

System Special Instruction 6.2: does not apply to loaded unit trains Port Mann to Thornton Industrial Line.

2 GENERAL FOOTNOTES

2.1 **Local telephone**—located at mileages 19.4 and 21.0.

2.2 **Chilliwack**—Switch leading to interchange track at west end of siding is to be left set and locked for through movement on siding. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

2.3 **Fort Langley**—Movement of cars detached from engine on Langley Sawmills Spur is prohibited. All movements on this spur must be made with all brakes cut in and operative.

2.4 **Port Mann**—East yard limit sign located on south side of main track.

Westward movements which are to operate on the Fraser River Bridge must not leave Port Mann until the bridge signalman has been notified of their approximate arrival time at the bridge.

Westward movements which are to operate on B.N. Rly. west of the Fraser River Bridge must not leave Port Mann until permission has been received from the B.N. Rly. operator at New Westminster.

There is no superiority of trains between mileage 116.1 and Fraser River Jct. That part of Rule 93 reading "clearing the time of first and second class trains at the next station where time is shown" does not apply between these points. Within these limits first class trains will move at restricted speed.

2.5 **Vancouver** — Account restricted overhead clearances, Tri-level, Auto transporter (720000-730000 series) and cars loaded with Piggy-backs must not be moved under shelters on any tracks, nor at repair pits, in the coach yard.

Trackage between Vancouver Jct. and Vancouver is used jointly by C.N. Rly. and B.N. Rly.

B.N. Rly. No. 794 terminates at Vancouver.

B.N. Rly. No. 793 originates at Vancouver and is due as follows:

No. 794—Vancouver Jct. 2359 Vancouver 0015

No. 793—Vancouver 0615

Judgment to be used by yard crews to prevent delay to passenger trains.

3 INTERLOCKINGS

3.1 RAILWAY CROSSING AT GRADE:

C.P. Rly. -- Mileage 88.1 (Two Tracks) -- Controlled Train dispatcher Kamloops controls interlocking signals. If necessary to pass an interlocking signal indicating STOP in accordance with Rule 264, the requirements of Rule 672 must be observed.

3.2 DRAWBRIDGE

Fraser River ---- New Westminster ---- Controlled Drawbridge is controlled by employees of the Department of Public Works Canada and all movements over the bridge are governed by interlocking signals, interlocking rules and the following instructions:

(a) Trains or engines must not exceed 8 miles per hour approaching interlocking signals and within interlocking limits (B.T.C. 101841).

(b) Engine bell must be rung within interlocking limits to warn bridge employees of approaching movements.

(c) Trains and engines approaching interlocking signals will use train radio to contact bridge signalman for route line-up. If radio contact cannot be made, the following engine whistle signals will be sounded:

Eastward movements from Vancouver, 3 short, 1 long.

(Continued on Page 71)

(Continued from Page 70)

YALE SUBDIVISION FOOTNOTES

Eastward movements from New Westminster Shed, 3 long.

Movements from New Westminster Shed onto bridge and thence westward, 3 long, 1 short.

Westward movements enroute Vancouver, 4 short.

Westward movements enroute New Westminster Shed, 4 long, 1 short.

Clear signals must be acknowledged by 2 short.

(d) Any hand or lamp signal received, or the explosion of one or more torpedoes while within interlocking limits is a signal to stop.

(e) When informed that CTC between north end Fraser River Bridge and New Westminster is inoperative, northward trains and engines must stop at south end of the bridge mileage 117.71, contact operator at New Westminster by telephone, comply with Rule 269 of the Consolidated Code of Operating Rules and in addition, before proceeding, obtain bridge clearance Form "A".

(f) A train or engine must not pass a STOP indication of an interlocking signal without clearance Form A and must not then make a facing point movement over a dual control switch protected by the signal until same has been placed on hand throw by the signalman and the engineman so informed. Dual control switches so placed must not be restored to power until entire movement has passed over them.

(g) No hand car, push car or motor car shall cross the bridge without first obtaining permission from the signalman by telephone located at each end of bridge and must not exceed 10 miles per hour while within interlocking limits.

Miles per Hour
Other
Move-
ments
Passenger

5.4	Mileage 71.9 (Young Street) Eastward movements approaching within 2000 feet of crossing and until crossing occupied -----	60	--
5.5	Mileage 72.2 (Yale Road) Approaching within 2000 feet of crossing and until crossing occupied	60	--
5.6	Mileage 89.8 (Page) Entering and leaving turnout until entire train is through turnout -----	25	25
5.7	Mileage 101.7 (Hydro) Entering and leaving turnout until entire train is through turnout -----	25	25
5.8	Mileage 102.98 (Glover Road) Eastward movements proceeding at less than 10 miles per hour within 2300 feet of crossing until crossing occupied -----	10	10
5.9	Mileage 103.5 (Wilson Townline Road) Westward movements proceeding at less than 25 miles per hour within 2900 feet of the crossing, until crossing occupied -----	25	25
5.10	Mileage 107.86 (Telegraph Trail) Eastward movements proceeding at less than 10 miles per hour within 1900 feet of crossing until crossing occupied -----	10	10

4 EQUIPMENT RESTRICTIONS

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

5 SPEEDS

			Miles per Hour	
			Passenger	Other Move- ments
5.1	Mileage			
	0.0 to 1.1	Zone	20	20
	1.1 to 12.0	Zone	25	25
	12.0 to 26.7	Zone	35	25
	26.7 to 34.5	Zone	50	40
	34.5 to 41.0	Zone	45	35
	41.0 to 45.0	Zone	60	45
	45.0 to 47.3	Zone	50	40
	47.3 to 51.5	Zone	65	50
	51.5 to 63.3	Zone	50	40
	53.0 to 57.5 -----		40	30
	61.5 to 61.8 -----		35	30
	63.3 to 77.3	Zone	70	60
	77.3 to 80.0	Zone	50	40
	80.0 to 81.6	Zone	35	30
	81.6 to 85.0	Zone	45	35
	85.0 to 90.0	Zone	65	55
	90.0 to 93.3	Zone	45	40
	93.3 to 94.5	Zone	30	30
	94.5 to 99.5	Zone	65	55
	99.5 to 101.0	Zone	50	40
	101.0 to 113.8	Zone	55	50
	113.8 to 118.2	Zone	20	20

5.2 Spurs and Other Tracks ----- 10 10

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed.

CONDITIONAL SPEEDS

5.3 **Mileage 64.5**
Approaching within 2000 feet of crossing and until crossing occupied 60

6 SPRING SWITCHES

6.1 Spring switch located at mileage 116.3 on west lead to Westward track and at each end of Two Tracks between mileages 116.1 and 117.5. Low color light signal protects facing point movements over each spring switch at these locations. Yellow aspect indicates that switch is lined in normal position. Trains or engines receiving other than a Yellow aspect must comply with the requirements of Rule 104A before proceeding over spring switch.
Trains other than wayfreights, switchers and work trains must not be headed in at the spring switch of a siding or other track except in cases of emergency.

7 CONDITIONAL STOPS

7.1 At Hope, No. 1 will stop to detrain revenue passengers from Kamloops Jct. and beyond and will stop on flag at Hope to entrain revenue passengers for New Westminster and Vancouver.
7.2 At Hope, No. 2 will stop to detrain revenue passengers from New Westminster and Vancouver and will stop on flag to entrain revenue passengers for Kamloops Jct. and beyond where train is scheduled to stop.

8 PUBLIC CROSSINGS AT GRADE

8.1 **Mileage 40.05** (6th Avenue) automatically protected. Equipped with push button.
8.2 **Mileage 43.9** (Airport Road) automatically protected. Pushbutton device to de-activate and restart protection for main track movements is located on instrument case at the crossing. Cut-out feature will not operate if main track is occupied within 50 feet of crossing.
8.3 **Mileage 71.9** (Young Street) automatically protected. Westward: Special Instruction M-15(b) applicable.
8.4 **Mileage 107.86** (Telegraph Trail) automatically protected. Eastward: Special Instruction M-15(b) applicable.

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YALE SUBDIVISION FOOTNOTES

**9 HOT BOX AND DRAGGING EQUIPMENT
DETECTOR**

9.1 Located at Mileages 13.8, 58.2 and 84.9.

10 SLIDE DETECTOR FENCES

10.1 Mileage	Length
6.95 to 7.11	850 ft.
8.10 to 8.25	780 ft.
8.51 to 8.63	625 ft.
8.88 to 8.92	210 ft.
11.24 to 11.35	600 ft.
21.45 to 21.50	250 ft.
22.49 to 22.59	500 ft.
23.44 to 23.70	1040 ft.

11 TUNNELS

11.1 Mileage	Length	Mileage	Length
5.5	749 ft.	17.5	326 ft.
7.2	602 ft.	18.8	200 ft.
8.5	500 ft.	19.7	150 ft.
8.7	330 ft.	21.7	1902 ft.
9.0	800 ft.	23.2	399 ft.
9.2	277 ft.	26.0	2104 ft.
11.4	548 ft.	35.0	496 ft.
12.3	500 ft.		

12 SPURS AND OTHER TRACKS

12.1	Mileage	Capacity in Feet	Points Face
Gorge	7.4	860	W
Chapmans	12.7	2120	E W
Rock Pit	22.5	860	W
Squeah	31.5	1220	E W
Hope	40.2	4050	E W
Giant Mascot Mines Ltd.	42.0	1220	E
Laidlaw	49.6	1080	E W
Popkum	60.6	2250	W
Smithvale	68.4	410	W
Frazier Hardwood Lbr. Co.	74.1	320	W
Cox Spur	83.2	1130	W
Rock Pit	83.9	950	W
Outfit Track (South Track)	87.4	1020	EW
Connection to CP Rly Mission Sub.	87.9	1570	E
Mt. Lehman	92.3	1080	E W
Outfit Track (South Track)	97.9	1600	EW
Lakewood Lbr. (North Track)	98.9	320	E
Spur	103.1	410	E
Texada Lime Ltd.	106.4	4050	E
Parker Cedar Products	108.2	810	W
McKerlich Lbr. Co.	108.4	360	E
S & R Sawmills Ltd. & Winde Pacific Forest Products Ltd.	108.7	770	E
Teal Cedar Products Ltd.	109.9	500	E

GREATER VANCOUVER TERMINALS

1 THORNTON INDUSTRIAL LINE

Mileage 151.76 BN Rly. 2nd Subdivision.
 Extends north-westerly for 6.1 miles from Willingdon Jct. to BC Rly. Interchange.

1.1 SPECIAL INSTRUCTIONS APPLY—

System 8.2—in the City of North Vancouver, at public crossing at grade, mileage 5.95 (Chesterfield Avenue)—RTC-20866.

1.2 CTC SPECIAL FEATURES—

CTC between Willingdon Jct. and southward block signals 32AD, 32BD, 32CD and 32DD at mileage 3.2, and signals 34AD and 34BD at mileage 3.4 is controlled by Control Operator at Second Narrows Bridge. When a route has been lined to leave Lynn Creek Yard, it must not be changed until the movement has been stopped and member of the crew has been advised of the change of route. Telephones are located in the vicinity of signals 13D, 25D, 28D and at Willingdon Jct.

Northward movements failing to receive a signal indication to proceed from Willingdon Jct. to Thornton Branch must obtain permission to pass the signal from Control Operator at Second Narrows Bridge and from BN Rly. Operator at New Westminster.

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

1.3 INTERLOCKINGS—

Second Narrows Bridge (Lift Span), mileage 2.7—Controlled.

When a movement is stopped by a STOP indication on interlocking signals 25D or 28D, a member of the crew must contact Control Operator for instructions. When authorized to pass such signals in accordance with Rule 264, the requirements of Rule 663 may be considered fulfilled. Control Operator must not issue such authority without first obtaining Bridge Operator's signature on prescribed form that movements are authorized to proceed over the bridge.

1.4 SPEEDS—

Mileage	Miles Per Hour
0.0 to 3.2 -----	30
3.2 to 6.1 Tracks N51, N52, N300, N301 -----	15
Tracks and Spurs not otherwise covered	10

1.5 TUNNELS—

Mileage	Length
0.36 -----	11,235 Ft.
5.60 (Lonsdale Tunnel) -----	1,584 Ft.

At Lonsdale Tunnel, single aspect color light signal located 460 ft. east of tunnel east portal and single aspect color light signal 58 located 30 ft. west of tunnel west portal govern movements through the tunnel. If there is no movement between the signals and no movement is closely approaching the opposite signal, the governing signal will display a GREEN (Proceed) aspect when approaching within 600 ft. When a RED (Stop) aspect is displayed, no movement may be made beyond the signal for at least 10 minutes, and then only after a flagman has been placed at the opposing signal to stop opposing movements. If necessary, arrangements must be made for opposing movements to clear each other.

1.6 RESTRICTED CLEARANCES—

Neptune Terminals—Restricted clearance inside potash unloading shed. Awnings and wind deflectors on locomotives, when extended, will not clear Coal Dumper.

2 SEYMOUR INDUSTRIAL BRANCH

Diverges from north track at mileage 3.68 Thornton Industrial Line and extends easterly for 1.6 miles. Maximum Speed—10 miles per hour.

3 BROWNSVILLE INDUSTRIAL LINE

Mileage 117.6 Yale sub.—extends westerly for 7.2 miles to Tilbury Island. Maximum Speed—10 miles per hour.

3.1 RAILWAY CROSSING AT GRADE—

B.C.H. Rly. ----- mileage 1.2 ----- non-interlocked

4 LULU ISLAND INDUSTRIAL LINE

Extends from just west of Fraser River Bridge to the South Arm of the Fraser River, and then easterly to Canada Rice Mills mileage 17.2.

4.1 RULE MODIFICATIONS—

Regional Special Instruction M-21 applies.

4.2 RAILWAY CROSSING AT GRADE—

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

C.P. Rly. ----- mileage 1.65 ----- non-interlocked (B.C. Cement Spur)

B.C.H. Rly. ----- mileage 1.99 ----- non-interlocked (Rayonier Spur)

4.3 DRAWBRIDGES—

Swing Span Bridge mileage 4.88 ---- non-interlocked
 Movements must stop at STOP sign located just short of swing span and there be governed by instructions of the bridge tender.

4.4 PUBLIC CROSSINGS AT GRADE—

Mileage 9.05 (No. 6 Road)—Automatically protected. Equipped with STOP-START pushbutton. Movements must not obstruct the crossing until protection devices have been operating for at least 20 seconds.

Mileage 0.07 Industrial Spur off mileage 9.07 (Vulcan Way)—All movements over crossing must be protected by a member of the crew.

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

4.5 MAXIMUM SPEED—

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

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GREATER VANCOUVER TERMINALS

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

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

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

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

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

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

5 SUSSEX AVENUE INDUSTRIAL BRANCH

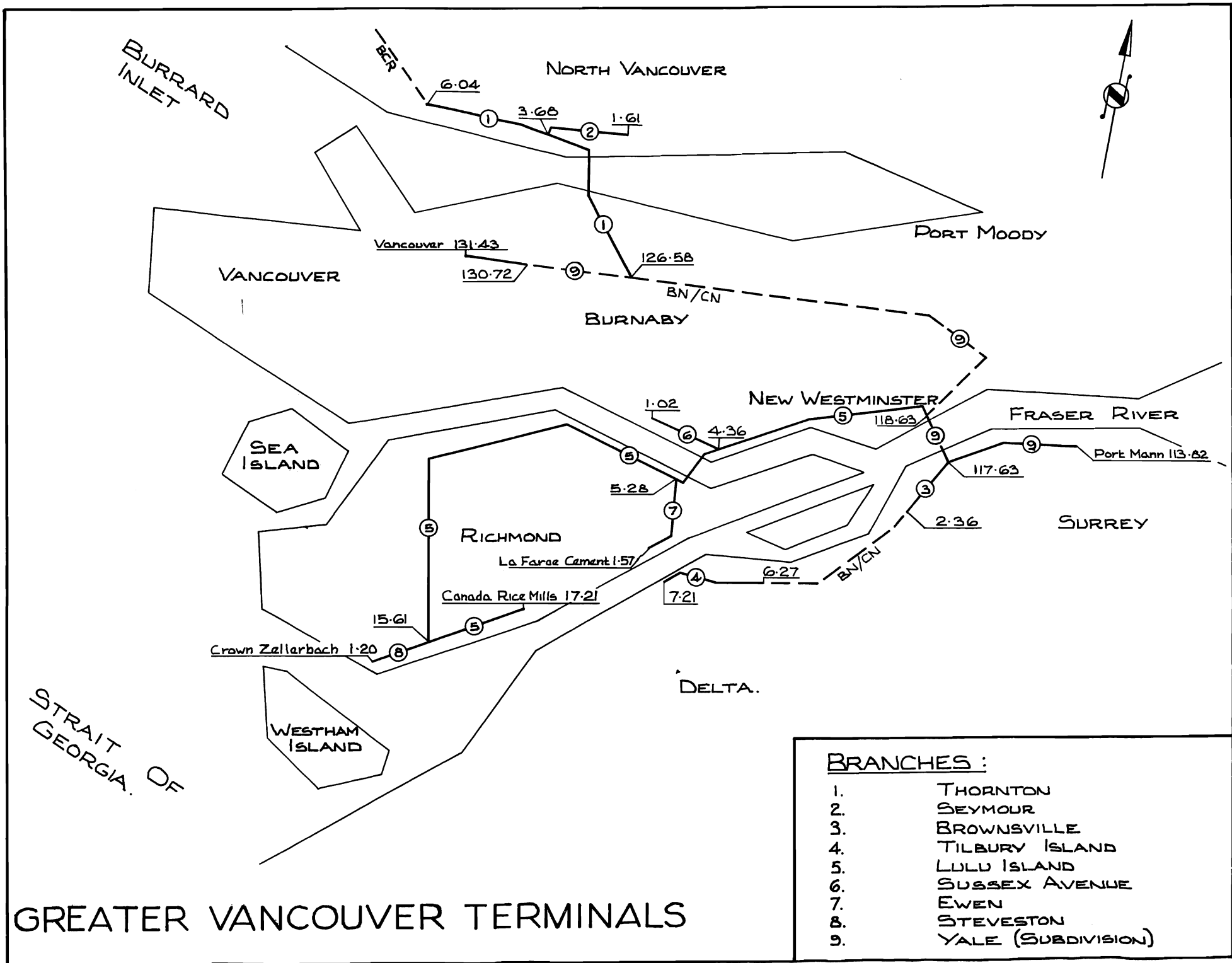
Mileage 4.36 Lulu Island Industrial Line—Diverges on North Arm of Fraser River and extends westerly for 1.0 miles. Maximum Speed—10 miles per hour.

6 EWEN INDUSTRIAL BRANCH

Mileage 5.28 Lulu Island Industrial Line—Extends southerly for 1.57 miles to LaFarge Cement Co. Maximum Speed—10 miles per hour.

7 STEVESTON INDUSTRIAL BRANCH

Mileage 15.6 Lulu Island Industrial Line — extends westerly for 1.2 miles to Crown Zellerbach Co. Maximum Speed—10 miles per hour.



NORTHWARD TRAINS			TIDEWATER SUBDIVISION			SOUTHWARD TRAINS		
	Miles from Deerholme	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet			
	0.0	0.0	Manual Block System { --- DEERHOLME --- CBYZ Jct. with Cowichan Sub. 4.8 --- TYUP --- WZ 2.5 Y --- COWICHAN BAY --- Z	----	1267			
	4.8			----	----	2899		
	5.3			7.3	----	----	----	
	7.3			7.3	----	----	----	
Rules 41 and 44 Applicable Rules 321 to 323 Applicable Rule 105A not applicable								

TIDEWATER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **SPECIAL INSTRUCTIONS APPLY.**
SYSTEM 8.1

1.2 **Other Modifications**—Rule 3—The third and fourth paragraphs of Rule 3, U.C.O.R., are not applicable, and it is the responsibility of train and engine crews to have correct time when on duty.

2 GENERAL FOOTNOTES

2.1 **General Instruction A-220** (Form 696)—Applicable to northward trains between Deerholme and Tyup. Northward trains at Deerholme must comply with General Instruction T-311.

2.2 **Manual Block System** in operation between Cowichan Bay and main track derail at wye north switch Deerholme.

All movements will be governed by the following instructions which supersede the superiority of trains and permits movement in both directions. Flag protection in accordance with Rule 99 is not required.

Derails are secured in derailing position with yale lock. When block is not occupied, key is located in box at the derail.

After using the derail, movements entering the block, must restore and lock it in derailing position and retain the key.

When key is not in the box, it will indicate the block is occupied, or that the key is at the opposite end of the block, and the block must not be entered until key is obtained.

When not in use, key boxes must be closed and secured with a switch lock.

After commencing each day's duty, and before entering the block, conductors must give or telephone Transportation Supervisor at Victoria particulars of their movement, including expected departure time, destination and information relative to their return trip. Such information must be recorded in writing and when given by telephone, repeated to ensure understanding. Conductors must not then leave in advance of times stated nor go beyond destination specified. When necessary, in cases of extreme emergency, movement may be made only by frequently sounding engine whistle signal 14L, keeping sharp lookout for track motor cars.

3 EQUIPMENT RESTRICTIONS

3.1 Heaviest power permitted — units in series 991-992, 1000-1076.



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

4 SPEEDS

	Miles per Hour
4.1 Mileage	All Movements
0.0 to 7.3 Zone	10

5 SPURS AND OTHER TRACKS

		Capacity	Points
5.1	Mileage	in Feet	Face
Spur -----	6.0	1220	N S

COWICHAN SUBDIVISION FOOTNOTES		WESTWARD TRAINS		COWICHAN SUBDIVISION		EASTWARD TRAINS																																					
		Miles from Victoria	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet																																					
<p>1 RULE MODIFICATIONS</p> <p>1.1 Special Instructions Apply— SYSTEM 8.1</p> <p>1.2 Other Rule Modifications Rule 3 — The third and fourth paragraphs of Rule 3, U.C.O.R., are not applicable, and it is the responsibility of train and engine crews to have correct time while on duty.</p> <p>2 GENERAL FOOTNOTES</p> <p>2.1 Manual Block System in operation between main track derail at east yard limit sign Deerholme and main track derail at mileage 7.9 and between Youbou and main track derail at west yard limit sign Deerholme.</p> <p>All movements will be governed by the following instructions which supersede the superiority of trains and permits movement in both directions. Flag protection in accordance with Rule 99 is not required.</p> <p>Derails are secured in derailing position with yale lock. When block is not occupied, key is located in box at derail.</p> <p>After using the derail, movements entering the block, must restore and lock it in derailing position and retain the key.</p> <p>When key is not in the box, it will indicate the block is occupied, or that the key is at the opposite end of the block, and the block must not be entered until key is obtained.</p> <p>When not in use, key boxes must be closed and secured with a switch lock.</p> <p>After commencing each day's duty, and before entering the block, conductors must give or telephone Transportation Supervisor at Victoria particulars of their movement, including expected departure time, destination and information relative to their return trip. Such information must be recorded in writing and when given by telephone, repeated to ensure understanding. Conductors must not then leave in advance of times stated nor go beyond destination specified. When necessary, in cases of extreme emergency, movement may be made only by frequently sounding engine whistle signal 14L, keeping sharp lookout for track motor cars.</p> <p>2.2 Movements between mileage 2.3 and mileage 33.5 must not be made without written authority of the Superintendent Operations.</p> <p>3 NON-INTERLOCKED</p> <p>3.1 Drawbridge: Selkirk Waters ----- Mileage 0.4</p> <p>4 EQUIPMENT RESTRICTIONS</p> <p>4.1 Heaviest power permitted — units in series 991-992, 1000-1076.</p> <p>4.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.</p> <p>5 SPEEDS</p> <p>5.1 Mileage Miles per Hour 0.0 to 81.9 Zone All Movements 10</p> <p>CONDITIONAL SPEEDS</p> <p>5.2 Mileage 1.7 (Island Highway) Approaching within 500 feet of crossing and until crossing occupied ----- 5</p>																																											
0.0		VICTORIA (Point Ellice) ----- Z																																									
1.6	1.6	1.6 WYE ----- YZ																																									
7.9	2.3	6.6 COLWOOD -----				1123																																					
8.2		6.6 METCHOSIN -----																																									
14.8		3.4 ROCKY POINT -----				1123																																					
18.2		6.3 SASEENOS -----																																									
24.5		2.0 MILNE'S LANDING -----				1219																																					
26.5		7.3 LEECHTOWN -----				1363																																					
33.8		8.2 LAKEND -----				1219																																					
42.0	57.5	16.2 DEERHOLME ----- CBYZ				1843																																					
58.2		Jct. with Tidewater Sub.																																									
58.3	58.7	8.5 CULCHILLUM -----				931																																					
66.7		6.1 LAKE COWICHAN -----				1267																																					
72.8		9.1 YOUNBOU ----- RZ																																									
81.9	81.5																																										
		Manual Block System																																									
		Rules 41 and 44 applicable Rules 321 to 323 applicable Rule 105A not applicable		Main track Cowichan Sub. commences at Mileage 1.6. Rule 105 applies between Mileages 0.0 and 1.6																																							
				<p>6 PUBLIC CROSSINGS AT GRADE</p> <p>6.1 Mileage 1.66 (Sooke Highway) Mileage 7.4 (Highway 14) Mileage 8.05 (Sooke Highway) Mileage 9.8 (Jacklin Road) Mileage 10.4 (Sooke Highway) Mileage 14.96 (Rocky Point Road) Mileage 17.81 (Rocky Point Road) Mileage 23.43 (Sooke Highway)</p> <p>Movements over these crossings must first stop and then be protected by a member of the crew.</p> <p>7 SPURS AND OTHER TRACKS</p> <table border="1"> <thead> <tr> <th></th> <th>Mileage</th> <th>Capacity in feet</th> <th>Points Face</th> </tr> </thead> <tbody> <tr> <td>Storage Spur</td> <td>2.7</td> <td>900</td> <td>E W</td> </tr> <tr> <td>Ballast Pit</td> <td>9.4</td> <td>990</td> <td>W</td> </tr> <tr> <td>R. C. Hughes</td> <td>25.3</td> <td>230</td> <td>W</td> </tr> <tr> <td>Victoria Plywood Ltd.</td> <td>33.6</td> <td>320</td> <td>E</td> </tr> <tr> <td>Baine Logging Ltd.</td> <td>67.2</td> <td>360</td> <td>E</td> </tr> <tr> <td>Western Forest Industries Ltd.</td> <td>75.1</td> <td>270</td> <td>E</td> </tr> <tr> <td>B.C. Forest Products</td> <td>82.0</td> <td>1170</td> <td>E</td> </tr> <tr> <td>B.C. Forest Products</td> <td>82.6</td> <td>1670</td> <td>E</td> </tr> </tbody> </table>					Mileage	Capacity in feet	Points Face	Storage Spur	2.7	900	E W	Ballast Pit	9.4	990	W	R. C. Hughes	25.3	230	W	Victoria Plywood Ltd.	33.6	320	E	Baine Logging Ltd.	67.2	360	E	Western Forest Industries Ltd.	75.1	270	E	B.C. Forest Products	82.0	1170	E	B.C. Forest Products	82.6	1670	E
	Mileage	Capacity in feet	Points Face																																								
Storage Spur	2.7	900	E W																																								
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B.C. Forest Products	82.6	1670	E																																								

WESTWARD TRAINS		Miles from Redpass Jct.	Yard Limits	TETE JAUNE SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS				
FIRST CLASS								FIRST CLASS		FOURTH CLASS		
---	9							10	---	830	720	838
---	Passenger							Passenger	---	Freight	Freight	Freight
---	Tues., Thurs., Sat.	STATIONS					---	---	---	---	---	
---	S 1705	0.0	↓ 2.1	----- REDPASS JCT. --- PRWZ	RD	2570	1305	---	0720	1455	2125	
---	1722	1.6		8.4	----- ALPLAND -----	---	2460	1246	---	0700	1433	2105
---	1735	8.4		6.1	----- SWIFTWATER -----	---	6340	1234	---	0640	1418	2045
---	1742	14.5		3.3	----- REARGUARD -----	---	2220	1227	---	0630	1408	2035
---	F 1754	17.8		7.1	----- TETE JAUNE -----	AU	5790	F 1214	---	0615	1352	2020
---	1801	24.9		5.2	----- SHERE -----	---	2550	1205	---	0605	1343	2010
---	F 1811	30.1		7.3	----- CROYDON -----	---	2460	F 1152	---	0550	1328	1955
---	F 1820	37.4		6.2	----- DUNSTER -----	---	2490	F 1142	---	0537	1317	1942
---	1831	43.6		7.6	----- RAUSH VALLEY -----	---	5790	1132	---	0523	1303	1928
---	1840	51.2		5.7	----- EDDY -----	---	2480	1121	---	0513	1253	1918
---	S 1855	56.9		6.7	----- McBRIDE --- CKPWYZ	MD	5270	1110	---	0500	1240	1905
---		63.6	61.7									
							Tues., Thurs., Sat.	---	Daily	Daily	Daily	
	9						10	---	830	720	838	

TETE JAUNE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 Clearances—
Redpass Jct.—No. 9 must obtain clearance.
- 1.2 Train Register Modifications—
Redpass Jct.—Trains may register by register ticket.
- 1.3 CTC Features—
CTC in service between eastward block signal 00 and dual control switch connecting the Tete Jaune Sub. with Albreda Sub. Siding at Redpass Jct.
- 1.4 Other Modifications—
RULE 5—Redpass Jct.—the time of eastward regular trains except first class trains applies at the siding west switch. The time of No. 9 applies at the station.

2 GENERAL FOOTNOTES

- 2.1 All trains lookout for fallen rocks between Mileages 4.0 to 5.2, between Mileages 10.0 to 13.0 and between Mileages 16.5 to 20.0.
- 2.2 Redpass Jct.
Tete Jaune Sub. connects with Albreda Sub. siding at Redpass Jct.
- 2.3 McBride—Siding is located between east and west switches.

3 EQUIPMENT RESTRICTIONS

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

4 SPEEDS

- 4.1 Mileage

		Miles per Hour
		Passenger Freight
0.0 to 20.4	Zone	30 25
20.4 to 63.6	Zone	45 35
46.0 to 46.3	-----	25 25
53.1 to 56.1	-----	35 30
- 4.2 Sidings and Other tracks ----- 10 10
- 4.3 Zone speeds and permanent slow orders reduced by 5 miles per hour for Designated Units between mileages 20.4 and 63.6.

5 TUNNEL

- 5.1 Location

	Length
Mileage 19.6 -----	332 feet

6 SPURS AND OTHER TRACKS

- 6.1

	Mileage	Capacity	Points
		in Feet	Face
Spur -----	10.9	320	W
Rock Pit -----	20.7	2700	E W
Ballast Spur -----	21.5	2250	W
Hauer Bros. -----	22.7	140	E
McBride Plywoods Ltd. -----	58.4	140	E

WESTWARD TRAINS			Miles from McBride	Yard Limits	FRASER SUBDIVISION	Office Signals	Siding Capacity in Feet	EASTWARD TRAINS				
FOURTH CLASS	FIRST CLASS							FIRST CLASS		FOURTH CLASS		
833	----	9						10	----	846	720	850
Freight	-----	Passenger						Passenger	-----	Freight	Freight	Freight
Daily	-----	Tues., Thurs., Sat.										
1220	----	1905	0.0	↓ 1.9	----- McBride -- CKPWYZ	MD	5270	S 1100	----	0440	1130	1900
1246	----	F 1927	13.1		----- 13.1 LEGRAND		2610	F 1035	----	0410	1057	1835
1303	----	1944	21.6		----- 8.5 RIDER		2570	1018	----	0353	1042	1818
1320	----	F 1954	27.8		----- 6.2 GOAT RIVER		5710	F 1006	----	0343	1029	1808
1334	----	F 2008	36.3		----- 8.5 LOOS		2540	F 0950	----	0329	1014	1754
1348	----	2022	45.1		----- 8.8 URLING		2490	0935	----	0315	0958	1740
1401	----	F 2035	51.9		----- 6.8 KIDD		2490	F 0922	----	0302	0945	1726
----	----	F 2040	55.2		----- 4.0 DOME CREEK ----- Y							
----	----	F 2040	55.9		----- P	BN		F 0915	----			
1410	----	F 2043	57.7		----- 1.8 BEND		5830	F 0908	----	0254	0934	1717
1423	----	2054	65.6		----- 7.9 GUILFORD		2490	0857	----	0242	0923	1704
1430	----	S 2102	69.5		----- 3.9 PENNY ----- P	PY	2350	S 0851	----	0236	0916	1658
1440	----	2110	75.0		----- 5.5 LINDUP		2350	0843	----	0228	0905	1648
1447	----	F 2117	79.4		----- 4.4 LONGWORTH		5750	F 0837	----	0221	0859	1639
1459	----	F 2128	87.4		----- 8.0 HUTTON		2460	F 0826	----	0209	0848	1625
1506	----	2135	92.2		----- 4.8 DEWEY		2430	0820	----	0159	0842	1618
1518	----	F 2145	100.2		----- 8.0 HANSARD ----- P		2500	F 0810	----	0148	0832	1608
----	----	S 2153	104.0		----- 3.8 UPPER FRASER ----- P	FR		S 0803	----			
1529	----	F 2201	108.8		----- 4.8 ALEZA LAKE		5110	F 0754	----	0132	0821	1557
1548	----	2212	115.2		----- 6.4 NEWLANDS		2540	0743	----	0121	0811	1548
1558	----	F 2221	122.4		----- 7.1 GISCOME ----- P	G	2500	F 0734	----	0111	0801	1539
1605	----	F 2229	127.0		----- 4.6 WILLOW RIVER		2540	F 0728	----	0104	0754	1532
1619	----	F 2242	136.3		----- 9.3 SHELLEY		5740	F 0716	----	0050	0738	1518
1626	----	2248	140.7		----- 4.4 FOREMAN		2610	0710	----	0042	0730	1510
1640	----	S 2305	146.1	↑ 143.0	----- 5.4 PRINCE GEORGE -- CKPWYZ	GO	YARD	0700	----	0030	0720	1500
								Tues., Thurs., Sat.	----	Daily	Daily	Daily
833	----	9						10	----	846	720	850

FRASER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **CLEARANCES—**
Prince George—No. 10 will obtain clearance in Train Dispatcher's Office.
- 1.2 **TRAIN REGISTER MODIFICATIONS—**
Prince George—Nos. 9 and 10 will register on train register located in Train Dispatcher's Office.
- 1.3 **OTHER MODIFICATIONS—**
RULE 5—McBride—The time of eastward regular trains except first class trains applies at the siding west switch.
Prince George—The time of No. 833 applies at the yard lead east switch which is the second switch east of London Street public crossing at grade.

2 GENERAL FOOTNOTES

- 2.1 **McBride—**Siding is located between east and west switches.
- 2.2 **Train order delivery device at Penny.**
- 2.3 **All trains** lookout for fallen rocks between Mileages 20.5 to 21.0.
- 2.4 **Mileage 55.2—**Before using Wye, it must be known that brakes on all equipment being handled are in proper working order.
- 2.5 **Safety switch point locks installed at siding west switch Hansard, east and west switches Willow River, siding east switch Shelley, west switch to BCR Interchange and west switch to lead G 050L, Prince George Yard.**

(Continued on Page 80)

(Continued from Page 79)

FRASER SUBDIVISION FOOTNOTES**3 INTERLOCKING****3.1 Railway-Highway Bridge -- Mileage 99.1 -- Controlled**

Signalman located in bridge control tower. Telephones connected to control tower are located adjacent to Interlocking signals 989 and 992.

Movements that have been stopped by a STOP indication on eastward approach signal 1012 may then proceed at Restricted speed to the next signal. Rule 292 modified accordingly.

Red over Yellow indications on westward interlocking signal 989 and eastward approach signal 1012 will indicate "Track occupied, Proceed". Rule 290 modified accordingly.

Rule 605A not applicable.

Track cars or other similar equipment must not enter bridge unless authorized by signalman.

4 EQUIPMENT RESTRICTIONS**4.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.****5 SPEEDS**

Mileage	Zone	Miles per Hour	
		Passenger	Mixed and Freight
0.0 to 50.0	Zone	40	35
4.1 to 4.4	-----	10	10
4.4 to 8.8	-----	35	25
15.4 to 16.0	-----	30	25
18.0 to 19.1	-----	30	25
48.0 to 49.9	-----	30	25
50.0 to 74.0	Zone	45	40
59.6 to 59.9	-----	40	35
68.6 to 68.9	-----	40	35
73.0 to 73.4	-----	40	35
74.0 to 116.0	Zone	50	40
107.7 to 107.8	-----	25	25
109.9 to 110.1	-----	10	10
116.0 to 143.0	Zone	50	45
129.6 to 129.9	-----	40	35
143.0 to 146.1	Zone	40	30
5.2 Sidings and Other tracks	-----	10	10

5.3 All zone speeds and permanent slow orders reduced by 5 miles per hour for Designated Units.**CONDITIONAL SPEEDS****5.4 Mileage 99.1 (Bridge)**

Trains handling snow plows, flangers and spreaders in work service ----- 10 10

5.5 Mileage 122.74 (Highway 16)

Westward movements proceeding at less than 30 miles per hour within 1800 feet of the crossing, until crossing occupied ----- 30 30

5.6 Mileage 126.62 (Highway 16)

Eastward movements proceeding at less than 10 miles per hour within 1950 feet of the crossing, until crossing occupied ----- 10 10

Miles per Hour
Mixed
and
Passenger Freight

5.7 Mileage 144.7 (Highway 16)

Eastward movements approaching within 1850 feet of crossing and until crossing occupied ----- 40 --

5.8 Mileage 145.3 (Highway 16)

Eastward movements approaching within 440 feet of crossing and until crossing occupied ----- 15 15

Eastward movements proceeding at less than 10 miles per hour within 440 feet of crossing, until crossing occupied ----- 5 5

5.9 Mileage 145.4 (London St.)

Approaching within 500 feet of crossing and until crossing occupied ---- 10 10

6 CONDITIONAL STOPS**6.1 Nos. 9 and 10 will stop on flag at Maurice Balcaen mileage 25.5, Crescent Spur mileage 33.7, Rock Pit mileage 47.0, Sinclair Mills mileage 90.7 and McGregor mileage 98.9.****7 PUBLIC CROSSING AT GRADE****7.1 Mileage 145.5 (First Avenue)—All movements over this crossing on Industrial Lead must be protected by a member of the crew.****8 SPURS AND OTHER TRACKS**

Mileage	Capacity in feet	Points Face
8.1		
Zeidler Forest Ind. Ltd. ----- 2.7	1940	E W
Timberman Cedar Ltd. ----- 5.4	320	W
Spur ----- 6.9	720	E
Spur ----- 16.6	950	E
Sylva Lore Wood Products ----- 33.7	590	E
Rock Pit ----- 47.0	8910	W
Ballast Pit ----- 84.2	1110	W
Northwood Pulp & Timber Ltd. -- 98.4	5040	E
Upper Fraser Sawmills ----- 104.1	3650	E W
Ballast Pit ----- 121.7	2250	E
Rock Pit ----- 129.6	1450	E
Shelley Sawmills ----- 136.0	1940	E

9 TUNNEL**9.1 Mileage**

18.1 ----- 819 feet

WESTWARD TRAINS		Miles from Prince George	Yard Limits	NECHAKO SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS				
FIRST CLASS				STATIONS				FIRST CLASS		FOURTH CLASS		
---	9			---	---			10	---	858	720	866
---	Passenger			---	---			Passenger	---	Freight	Freight	Freight
---	Tues., Thurs., Sat.	---	---	---	---	---	---	---	---			
---	2345	0.0	↓ 2.2	PRINCE GEORGE CKPWYZ	GO	YARD	S 0630	---	0350	1000	1820	
---	2353	5.0	---	5.0 OTWAY	---	2540	0618	---	0336	0946	1808	
---	2359	7.9	---	4.0 MIWORTH P	---	2250	0613	---	0328	0940	1801	
---	0007	9.0	---	5.0 CHILAKO	---	2610	0605	---	0319	0931	1752	
---	0015	14.0	---	6.2 BEDNESTI	---	1880	0557	---	0310	0922	1743	
---	0026	20.2	---	7.8 NICHOL	---	6120	0546	---	0258	0910	1730	
---	0032	28.0	---	4.4 ISLE PIERRE	---	2460	0540	---	0250	0904	1721	
---	0041	32.4	---	6.3 HUTCHISON	---	2460	0532	---	0241	0855	1711	
---	0049	38.7	---	6.1 WEDGWOOD	---	2050	0524	---	0231	0846	1701	
---	0058	44.8	---	5.3 FINMOORE	---	2460	0515	---	0221	0837	1650	
---	0106	50.1	---	6.7 HULATT	---	6250	0507	---	0211	0826	1639	
---	0116	56.8	---	6.4 SINKUT	---	2360	0458	---	0200	0815	1628	
---	S 0128	63.2	68.4 ↓	6.2 VANDERHOOF PWZ	VN	2500	S 0449	---	0150	0805	1618	
---	0139	69.4	71.1 ↓	6.8 McCALL	---	2400	0435	---	0139	0754	1607	
---	F 0147	76.2	---	6.5 ENGEN	---	6030	F 0427	---	0122	0744	1556	
---	0154	82.7	---	5.2 MARTEN LAKE	---	2460	0419	---	0114	0736	1547	
---	F 0202	87.9	---	6.4 FORT FRASER	---	1440	F 0410	---	0104	0726	1537	
---	0211	94.3	---	7.4 ENCOMBE	---	2500	0359	---	0052	0714	1525	
---	0219	101.7	---	6.0 FRASER LAKE	---	---	0351	---	---	---	---	
---	S 0230	107.7	114.4 ↑	7.7 ENDAKO KPWYZ	KO	5160	0340	---	0030	0650	1500	
---	---	---	---	---	---	---	Tues., Thurs., Sat.	---	Daily	Daily	Daily	
---	9	---	---	---	---	---	10	---	858	720	866	

NECHAKO SUBDIVISION FOOTNOTES ON PAGE 82

NECHAKO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 CLEARANCES—**
Prince George—No. 9 will obtain clearance in Train Dispatcher's Office.
- 1.2 TRAIN REGISTER MODIFICATIONS—**
Prince George—Nos. 9 and 10 will register on train register located in Train Dispatcher's Office.
- 1.3 OTHER MODIFICATIONS—**
RULE 5—Prince George—The time of all trains except first class trains applies at the yard lead west switch which is the first switch east of Cameron Street public crossing at grade.

2 GENERAL FOOTNOTES

- 2.1 Otway**—Siding west switch equipped with safety switch point lock.
- 2.2 Miworth**—Siding east switch equipped with safety switch point lock.
- 2.3 Mileage 106.9**—All trains lookout for fallen rocks in this vicinity.
- 2.4 Endako**—Siding is located between east and west switches.

3 EQUIPMENT RESTRICTIONS

- 3.1** Units in series 4000-4017, 5000-5299 prohibited.
- 3.2** Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour	
		Passenger	Freight
0.0 to 2.0	Zone	40	40
2.0 to 50.0	Zone	50	45
9.6 to 10.0	-----	30	25
12.8 to 13.4	-----	35	30
23.0 to 23.6	-----	30	25
47.0 to 49.0	-----	30	25
50.0 to 115.4	Zone	50	45
53.4 to 53.8	-----	40	35
* 57.6 to 59.2	On Curves	40	35
67.3 to 67.6	-----	40	35
74.7 to 75.0	-----	40	35
77.1 to 77.5	-----	35	30
88.0 to 89.0	-----	25	25
98.7 to 100.6	On Curves	40	35
106.8 to 107.1	-----	40	35
4.2 Sidings and Other tracks	-----	10	10

- * Advance speed restriction sign governing westward movements at the permanent slow order between mileages 57.6 and 59.2 is located to left of main track.

CONDITIONAL SPEEDS

	Miles per Hour All Movements
4.3 Mileage 1.05 (Cameron Street) Westward movements proceeding at 10 miles per hour or less within 1450 feet of crossing until crossing occupied	10
4.4 Mileage 69.3 (Burrard Street) Eastward movements proceeding at less than 10 miles per hour within 1800 feet of crossing and until crossing occupied	10
4.5 Mileage 114.8 (Francois Lake Road) Eastward movements proceeding at less than 10 miles per hour within 2000 feet of crossing and until crossing occupied	10

5 CONDITIONAL STOPS

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

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 1.05** (Cameron Street) automatically protected. STOP sign governing westward movements from Team track is located to left of track.
- 6.2 Mileage 69.3** (Burrard Street) automatically protected. Crossing circuit sign located 525 feet west of crossing. To avoid unnecessary operation of crossing signals, equipment must not be left foul of crossing circuit during switching operations. Eastward trains on main track when required to stop at Vanderhoof should stop west of crossing circuit sign.

7 SPURS AND OTHER TRACKS

7.1	Mileage	Capacity in Feet	Points Face
Gravel Pit	7.9	5760	E W
Dupont of Canada Ltd.	16.1	180	W
Takla Forest Products Ltd.	29.9	1440	E W
Rock Spur	37.6	1940	E
Gravel Pit	42.5	2880	E
Nechako Lumber Ltd.	70.9	680	E
Bond Bros. Ltd.	72.4	950	E
Plateau Mills Ltd.	84.3	6890	E W
Fraser Lake Sawmills Ltd.	93.9	2720	E W
Fraser Lake Sawmills Ltd.	107.6	2790	E W

WESTWARD TRAINS		Miles from Endako	Yard Limits	TELKWA SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS				
FIRST CLASS								FIRST CLASS		FOURTH CLASS		
---	9 Passenger							10 Passenger	---	720 Freight	876 Freight	878 Freight
---	Sun., Wed., Fri.			STATIONS								
---	0240	0.0	↓ 1.3	ENDAKO	KPWYZ	KO	5160	s0330	---	0500	1340	1910
---	0248	6.2		6.2 SAVORY		---	2280	0317	---	0448	1325	1858
---	0305	14.8		8.6 PRIESTLY		---	2130	0305	---	0436	1313	1846
---	0313	20.8		6.0 SHERATON		---	2480	0256	---	0428	1304	1838
---	0320	27.1		6.3 TINTAGEL		---	2460	0248	---	0419	1255	1829
---	s0333	35.0	33.7 ↓ 36.7	7.9 BURNS LAKE	PWZ	BK	2430	s0235	---	0405	1241	1815
---	0340	40.3		5.3 DECKER LAKE		---	---	0221	---	---	---	---
---	0346	45.3		5.0 PALLING		---	6010	0215	---	0346	1226	1800
---	0353	51.3		6.0 ROSE LAKE		---	3040	0208	---	0320	1216	1753
---	0403	58.9		7.6 FORESTDALE		---	2460	0158	---	0307	1203	1741
---	0412	66.6		7.7 TOPLEY		---	6080	0149	---	0255	1151	1729
---	0419	72.9		6.3 PEROW		---	2550	0142	---	0246	1142	1720
---	0427	80.1		7.2 KNOCKHOLT		---	2290	0134	---	0236	1132	1710
---	s0435	85.1	83.9 ↓ 86.0	5.0 HOUSTON	PZ	HU	2430	s0128	---	0229	1125	1703
---	0440	87.5		2.4 DEREK		---	4650	0123	---	0225	1120	1700
---	0446	91.4		3.9 BARRETT	Y	---	6120	0116	---	0219	1114	1654
---	0456	98.8		7.4 WALCOTT		---	2430	0107	---	0209	1104	1644
---	0508	107.1		8.3 QUICK		---	2460	0055	---	0156	1050	1630
---	0515	112.8		5.7 HUBERT		---	2540	0048	---	0146	1042	1622
---	F0520	116.0		3.2 TELKWA	P	A	1010	F0042	---	0140	1036	1616
---	0528	119.4		3.4 TATLOW		---	2390	0037	---	0130	1030	1610
---	s0540	125.2	121.0 ↑	5.8 SMITHERS	CKPWYZ	WA	4280	0030	---	0120	1020	1600
								Tues., Thurs., Sat.	---	Daily	Daily	Daily
---	9							10	---	720	876	878

TELKWA SUBDIVISION FOOTNOTES ON PAGE 84

TELKWA SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **RULE 5—Endako**—the time of eastward regular trains except first class trains applies at the yard west switch.

2 GENERAL FOOTNOTES

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

3 EQUIPMENT RESTRICTIONS

- 3.1 Units in series 4000-4017, 5000-5299 prohibited.
- 3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour	
		Passenger	Freight
0.0 to 125.2		50	40
0.8 to 1.0	-----	10	10
2.3 to 2.4	-----	10	10
7.8 to 8.3	-----	40	35
27.7 to 28.2	-----	40	35
30.8 to 33.6	-----	35	30
53.0 to 54.5	-----	40	35
66.5 to 66.9	-----	10	10
99.3 to 99.7	-----	45	--
102.1 to 104.1	-----	35	30
111.6 to 111.9	-----	40	35
119.7 to 120.0	-----	45	--
4.2 Sidings and Other tracks	-----	10	10

CONDITIONAL SPEEDS

- 4.3 **Mileage 34.8 (Francois Drive)**
 Westward movements approaching within 1400 feet of crossing and until crossing occupied ----- 35 35
 Eastward movements approaching within 1400 feet of crossing and until crossing occupied ----- 40 --
 Eastward movements proceeding at less than 10 miles per hour within 1400 feet of crossing and until crossing occupied ----- 10 10
- 4.4 **Mileage 85.2 (Benson Ave.)**
 Westward movements proceeding at 10 miles per hour or less within 1800 feet of crossing and until crossing occupied ----- 10 10

5 PUBLIC CROSSINGS AT GRADE

- 5.1 **Mileage 34.8 (Francois Drive)** — Automatically protected. Crossing Circuit sign to indicate location of restart circuit located 350 feet west of crossing. To avoid unnecessary operation of crossing signals, equipment must be left west of this sign during switching operations and eastward main track movements requiring to stop at Burns Lake should stop west of this sign.
- 5.2 **Mileage 85.2 (Benson Ave.)**—Automatically protected. Equipped with push button. Crossing circuit sign 300 feet east of crossing marks location of restart circuit after protection has timed out.

Westward main track movements standing just east of crossing to fulfil meet or wait orders will use push button cutout to de-activate crossing protection. Crossing must then not be occupied until protection has been in operation for at least 20 seconds.

6 SPURS AND OTHER TRACKS

6.1	Mileage	Capacity Points	
		in Feet	Face
Tibbetts (Babine Forest Prods.)	22.0	6080	E W
J. T. Nicholson	34.2	500	E
Cigas Products Ltd.	36.5	770	W
Decker Lake Forest Products Ltd.	40.5	320	W
Decker Lake Forest Products Ltd.	45.5	2490	E W
Granisle Copper Ltd.	67.7	2070	E W
Noranda Mines	68.6	1220	E W
Railway Industrial Lead	85.4	1490	W
Northwood Pulp Ltd.	88.3	12920	W
Pacific Inland Resources Ltd.	115.8	1130	E W

WESTWARD TRAINS		Miles from Smithers	Yard Limits	BULKLEY SUBDIVISION	Office Signals	Siding Capacity in Feet	EASTWARD TRAINS				
FIRST CLASS							FIRST CLASS		FOURTH CLASS		
---	9						10	---	882	886	720
---	Passenger						Passenger	---	Freight	Freight	Freight
---	Sun., Wed., Fri.										
STATIONS											
---	0605	0.0	↓	SMITHERS CKPWYZ	WA	4280	s 0015	---	0935	1755	0100
			0.9	3.6							
---	0611	3.6		LAKE KATHLYN	---	2440	0004	---	0924	1745	0049
				5.5							
---	0619	9.1		EVELYN	---	2400	2354	---	0916	1737	0041
				6.4							
---	0628	15.5		DOUGHTY	---	2420	2342	---	0904	1729	0029
				6.4							
---	0638	21.9		MORICETOWN	---	6160	2331	---	0849	1714	0014
				5.4							
---	0646	27.3		SEATON	---	2490	2323	---	0838	1703	0003
				4.6							
---	0653	31.9		BEAMENT	---	2140	2315	---	0828	1653	2353
				7.5							
---	0704	39.4		BULKLEY CANYON	---	1300	2304	---	0816	1641	2341
		45.6		6.5							
---	s 0716	45.9	↑	NEW HAZELTON PWZ	NA	2450	s 2252	---	0801	1626	2326
			47.1	3.7							
---	0722	49.6		HAZELTON	---	1650	2245	---	0751	1616	2316
				7.1							
---	0735	56.7		CARNABY	---	5990	2232	---	0735	1601	2301
				5.3							
---	F 0743	62.0		SKEENA CROSSING	---	---	F 2224	---	---	---	---
				1.8							
---	0747	63.8		NASH	---	2710	2220	---	0711	1549	2249
				4.6							
---	0756	68.4		ANDIMAU	---	3000	2211	---	0702	1540	2240
				4.6							
---	s 0804	73.0	↑	KITWANGA PZ	KA	2380	s 2204	---	0651	1531	2231
			73.9	7.6							
---	F 0814	80.6		WOODCOCK	---	2900	F 2154	---	0639	1519	2219
				5.5							
---	F 0821	86.1		CEDARVALE	---	2530	F 2146	---	0631	1511	2211
				8.4							
---	F 0832	94.5		RITCHIE	---	2750	F 2135	---	0619	1459	2159
				6.4							
---	F 0841	100.9		DORREEN	---	2400	F 2127	---	0609	1449	2149
				6.2							
---	F 0850	107.1		PACIFIC	---	5850	F 2119	---	0600	1440	2140
				5.5							
---	F 0858	112.6		PITMAN	---	2130	F 2112	---	0551	1431	2131
				6.7							
---	F 0908	119.3		USK	---	2500	F 2102	---	0542	1422	2122
				6.8							
---	0917	126.1		KITSELAS	---	2460	2053	---	0529	1409	2109
				5.8							
---	s 0930	131.9	↑	TERRACE CKPWYZ	ON	2740	2045	---	0520	1400	2100
			130.0								
							Mon., Wed., Fri.	---	Daily	Daily	Daily
---	9						10	---	882	886	720

BULKLEY SUBDIVISION FOOTNOTES ON PAGE 86

BULKLEY SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **RULE 5—Smithers**—the time of eastward regular trains except first class trains applies at the siding west switch.

2 GENERAL FOOTNOTES

- 2.1 All trains lookout for fallen rocks between Mileages 30.8 and 31.4, 42.0 and 43.0, 52.2 and 52.8, 66.8 and 66.9, 69.8 and 70.5, 83.4 and 83.5, at Mileage 86.7, in tunnel Mileage 90.8, between Mileages 104.0 to 104.3, between Mileages 107.6 and 108.6, and at Mileages 114.6, 116.5 and 119.9.
- 2.2 **Smithers**—Siding is located between Shop west lead and yard east lead. Siding switches designated by letter "S" stencilled on switch target.
- 2.3 **Bridge Mileage 50.5**—Engines must work light throttle and brakes must not be applied on bridge mileage 50.5, except in case of emergency.
- 2.4 Main track switches between and including Hazelton and Kitselas equipped with safety switch point lock.
- 2.5 **Terrace**—Siding is located between yard east switch and yard west switch.

Kitimat Sub. connects with yard lead at Terrace. The connecting switch is in normal position when lined for movement to and from Kitimat Sub.

Employees are prohibited from riding on the south side of equipment while using Ocean Cement Spur leading off the south lead Terrace Yard account open pit extends out from under south side of this track. Keep sharp lookout for this pit while walking in this area.

3 EQUIPMENT RESTRICTIONS

- 3.1 Units in series 4000-4017, 5000-5299 prohibited.
- 3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour	
		Passenger	Freight
0.0 to 36.0		45	35
27.9 to 29.2		40	--
30.8 to 31.4		35	25
36.0 to 55.3	Zone	40	30
40.0 to 45.5		25	25
50.4 to 50.6		25	25
51.3 to 52.9		30	25
55.3 to 73.0	Zone	45	35
62.0 to 63.4		30	25
65.5 to 66.7		25	25
69.8 to 70.7		40	30
* 73.0 to 129.7	Zone	50	45
75.2 to 75.4		45	35
79.2 to 79.6		--	40
82.6 to 83.8	On Curves	45	35
86.4 to 88.3	On Curves	45	35
93.1 to 93.4		45	35
102.0 to 102.8		45	35
110.5 to 111.4		45	35
116.3 to 116.6		45	35
119.7 to 123.3	On Curves	45	35
129.7 to 131.9	Zone	45	35

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

- 4.2 Sidings and Other tracks ----- 10 10

5 FLAG AND OTHER STOPS

- 5.1 No. 9 will stop at Dorreen and Usk each Wednesday to exchange royal mail.
- 5.2 No. 9 and No. 10 will stop on flag at mileage 125.7.

6 TUNNELS

6.1 Location	Length	Location	Length
Mileage 13.4	--- 395 ft.	Mileage 90.8	--- 135 ft.
Mileage 40.8	--- 2069 ft.	Mileage 121.9	--- 1238 ft.
Mileage 41.9	--- 479 ft.	Mileage 122.1	--- 201 ft.
Mileage 43.3	--- 349 ft.	Mileage 122.3	--- 555 ft.
Mileage 78.9	--- 655 ft.	Mileage 122.8	--- 931 ft.

7 SPURS AND OTHER TRACKS

7.1	Mileage	Capacity in feet	Points Face
S. H. Forsyth, Imperial Oil Ltd.	46.3	450	E
Outfit Spur	46.5	270	E
Shell Canada Ltd.	46.6	360	W
CanCel Ltd.	46.8	2520	E W
Spur	49.8	810	W
Rim Forest Products Ltd.	51.4	2700	E
Skeena Crossing	61.9	630	E W
CanCel Ltd.	72.7	1620	E W
CanCel Ltd.	72.75	270	E W
CanCel Ltd.	72.8	450	W
Rock Pit Spur	110.1	2480	W

WESTWARD TRAINS				SKEENA SUBDIVISION							EASTWARD TRAINS			
FIRST CLASS				Miles from Terrace	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet	FIRST CLASS		FOURTH CLASS			
---	9	---	---						10	---	892	720		
---	Passenger	---	Passenger						---	Freight	---	Freight		
---	Sun., Wed., Fri.	---	---	---	---	---	---	---	---	---	---	---		
---	0940	0.0	-----	TERRACE	CKPWYZ	ON	2740	s2035	-----	0745	1835			
---	---	3.5	-----	KALLUM	-----Z	---	---	---	-----	---	---			
---	0953	9.6	-----	AMSBURY	-----	---	2570	2012	---	0728	1820			
---	1002	17.7	-----	SHAMES	-----	---	2420	2002	---	0714	1806			
---	1010	24.6	-----	EXSTEW	-----	---	5330	1953	---	0704	1756			
---	1024	36.5	-----	SALVUS	-----	---	2460	1939	---	0647	1739			
---	F1038	48.2	-----	KWINITSA	-----P	KW	5740	F1925	---	0630	1722			
---	1053	61.8	-----	SKEENA	-----	---	1730	1908	---	0609	1701			
---	F1101	68.1	-----	TYEE	-----W	---	2900	F1900	---	0559	1650			
---	F1105	71.1	-----	HAYSPORT	-----	---	---	F1856	---	---	---			
---	1115	78.3	-----	SOCKEY	-----	---	5450	1847	---	0545	1636			
---	1125	83.9	-----	PHELAN	-----	---	1840	1837	---	0535	1626			
---	F1130	86.0	-----	PORT EDWARD	-----Z	---	---	F1833	---	---	---			
---	---	86.4	-----	WATSON ISLAND	-----PZ	---	1450	---	---	---	---			
---	1140	89.2	-----	KAIEN	-----	---	2170	1825	---	0510	1601			
---	1155	94.6	-----	PRINCE RUPERT	CKPWYZ	GS	YARD	1815	---	0500	1550			
Main track Skeena Sub. ends at Mileage 94.4								Mon., Wed., Fri.	---	Daily	Daily			
Rule 105 applies between Mileages 94.4 and 94.6								10	---	892	720			

SKEENA SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **Rule 5—Terrace**—The time of eastward regular trains except first class trains, applies at the siding west switch.

2 GENERAL FOOTNOTES

2.1 **Telephones**—Watchman's telephone located at Mileage 13.5.

2.2 **All trains** lookout for fallen rocks between Mileages 8.2 and 8.7, between Mileages 13.2 and 14.7, at Mileages 30.7, 39.5, 40.0 and 50.0 and between Mileages 80.8 and 84.0.

2.3 **Train Order Delivery Device**—at Kwinitsa.

2.4 **Safety Switch Point Locks**—installed on west switch to Pohle Lbr. Chip Spur mileage 1.1, west switch to Skeena Forest Products Chip Spur mileage 2.15 and main track switches between and including Twin River Timber Ltd. Spur mileage 3.15 and Nelson Bros. Fisheries Spur mileage 86.04.

2.5 **Terrace**—Siding is located between yard east switch and yard west switch.

Employees are prohibited from riding on the south side of equipment while using Ocean Cement Spur leading off the south lead Terrace Yard account open pit extends out from under south side of this track. Keep sharp lookout for this pit while walking in this area.

2.6 **Canadian Cellulose Co. Ltd. Yard**, mileage 86.4—Keep sharp lookout for drainage ditches at various locations in this area.

2.7 **Prince Rupert**—At Prince Rupert Ferry Slip, before coupling to a car on the barge, movements must stop within 6 feet of the car to be coupled, and movements must not exceed 5 miles per hour until all cars are clear of apron.

When passenger equipment is being serviced in front of station Prince Rupert, both switches of crossover in front of station building will be lined and locked for crossover movements. After servicing is completed, crossover switches will be lined and locked in normal position.

3 EQUIPMENT RESTRICTIONS

3.1 Units in series 4000-4017, 5000-5299 prohibited.

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

3.3 Engines must not be operated over log track trestle at Watson Island.

(Continued from Page 87)

SKEENA SUBDIVISION FOOTNOTES

4	SPEEDS		Miles per Hour	
			Passenger	Freight
4.1 Mileage				
	0.0 to 1.0	Zone	45	35
	1.0 to 46.1	Zone	55	45
	3.8 to 5.4	-----	45	35
	13.0 to 13.3	-----	30	30
	13.9 to 14.7	-----	50	40
*	20.3 to 20.7	-----	50	40
*	26.6 to 28.2	-----	45	35
*	38.0 to 38.2	-----	50	40
	46.1 to 52.6	Zone	50	40
	52.6 to 85.6	Zone	55	45
*	65.0 to 65.2	-----	50	40
*	67.0 to 67.2	-----	50	40
	71.0 to 72.4	-----	45	35
	76.7 to 77.2	-----	40	35
	85.6 to 86.2	Zone	35	30
	86.2 to 87.8	Zone	20	20
	87.8 to 91.5	Zone	45	40
	91.5 to 94.6	Zone	30	25

4.2 Sidings and Other tracks ----- 10 10

* SIGNS LOCATED TO LEFT OF MAIN TRACK AS FOLLOWS:

Governing westward movements: Advance speed sign to permanent slow order mileage 26.6 and restricting speed sign at mileage 38.0.

Governing eastward movements: Restricting speed sign at mileage 67.2, advance and restricting speed sign at permanent slow order between mileages 65.2 and 65.0, zone speed sign at mileage 54.3 and restricting speed sign at mileage 20.7.

CONDITIONAL SPEEDS

4.3	Mileage 1.15 (Kenny Street)	Miles per Hour	
		Passenger	Freight
	Westward movements proceeding at 10 miles per hour or less within 1850 feet of crossing until crossing occupied -----	10	10
4.4	Mileage 92.9 (Ferry Access)		
	Eastward movements over crossing from Ferry Slip Lead, until crossing occupied -----	15	15

5 FLAG STOPS

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

6 PUBLIC CROSSINGS AT GRADE


- 6.1 Mileage 1.15 (Kenny Street)—automatically protected. Equipped with push button cut-out devices.
- 6.2 Mileage 1.8—Skeena Forest Products Spur (Highway 16) — automatically protected. STOP sign governing eastward movements on south track located to left of this track. Movements must not obstruct crossing until protection devices have been operating for at least 20 seconds.
- 6.3 Mileage 2.9—Little, Haughland & Kerr Spur (Highway 16)—Automatically protected. STOP sign located at crossing. Movements must not obstruct crossing until protection has been in operation for 20 seconds.
- 6.4 Mileage 3.5—Twin River Timber Ltd. (Highway 16)—Automatically protected. STOP sign located at crossing. Movements must not obstruct crossing until protection has been in operation for 20 seconds.

7 TUNNEL

Mileage 39.9 ----- 400 ft.

8 SPURS AND OTHER TRACKS

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

NORTHWARD TRAINS	Miles from Terrace	Yard Limits	KITIMAT SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS	
			STATIONS				FOURTH CLASS	
	38.5	↓ 37.7	-----	KITIMAT ---- RWYZ	KI	YARD	0900	896 Freight
	32.1		-----	6.4 WEDEENE -----	----	----	----	
	21.5	-----	10.6 DUBOSE -----	----	1200	0750		
	13.4	-----	8.1 LAKELSE -----	----	----	----		
	7.5	-----	5.9 THUNDERBIRD -----	----	----	----		
	2.2	↑ 2.2	7.5	-----	----	----	----	
	0.0		-----	TERRACE _CKPWYZ	ON	YARD	0600	
RULES 41 and 44 APPLICABLE							Daily	896

KITIMAT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 Special Instructions Apply—
SYSTEM 8.1

2 GENERAL FOOTNOTES

2.1 All Trains lookout for fallen rocks between mileages 15.0 and 17.0 and between mileages 27.6 and 30.0.

2.2 Terrace — Kitimat Sub connects with yard lead at Terrace. The connecting switch is in normal position when lined for movement to and from Kitimat Sub.

Employees are prohibited from riding on the south side of equipment while using Ocean Cement Spur leading off the south lead Terrace Yard account open pit extends out from under south side of this track. Keep sharp lookout for this pit while walking this area.

2.3 Kitimat—Use extreme caution when switching Eurocan trackage because of sharp curvature. One unit only is to be worked and balance of consist must be isolated.

3 EQUIPMENT RESTRICTIONS

- 3.1 Units in series 4000-4017, 5000-5299 prohibited.
- 3.2 Heaviest car permitted—220,000 lbs. gross.

4 SPEEDS

- 4.1 Mileage Miles per Hour
 0.0 to 38.5 Zone All Movements
15
- *4.2 Over bridges mileage 0.8, 1.6, 2.0, 4.2, 6.6, 8.3, 8.6, 8.8, 21.8, 24.6, 32.6, 32.8, 36.6, 37.1 and 38.2 ----- 10
- 4.3 Sidings and Other tracks ----- 10
- * Not marked with Speed Restriction signs.

CONDITIONAL SPEEDS

- 4.4 Kitimat (Alcan Highway) Miles per Hour
 Approaching within 500 feet and until All Movements
 crossing occupied ----- 5

5 SPURS AND OTHER TRACKS

	Mileage	Capacity in Feet	Points Face
5.1 Spur -----	5.1	720	N S
B.C. Hydro Spur -----	7.2	720	N

6 RADIO SYSTEMS

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

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EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

Trains handling Equated tonnages shown in the following Equated Tonnage Rating tables will operate at drag (continuous) speed on ruling grades.

Trains without designated weight-to-power ratios operating between Biggar and Calder and between Calder and Jasper will use 90% of tonnage shown. Tonnages shown in the tables are to be used as reference only when calculating tonnage reduction which may be necessary due to traction motor or unit failure.

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

When units of different tonnage ratings are combined, the tonnage rating applicable will be the total of the rating for each unit in the consist; except that when a 1000 series unit is within the consist, the tonnage rating will be that of the 1000 series unit multiplied by the number of units in the consist.

Under certain circumstances, diesel units may be operated with one or two traction motors cut out, in which case the tonnage rating for the unit affected will be reduced as follows:

- (a) Montreal Locomotive Works or Alco Units. One or two motors cut out: reduce rating 50%. On series 2000-2300, cutting out a traction motor cuts out entire truck: reduce rating 50%.
- (b) General Motors Diesel or E.M.D. Units. One motor cut out: reduce rating 50%. If necessary, 5000-5299 series units may be operated with one pair of traction motors cut out, in which case tonnage rating for the affected unit will be reduced by one-third.

Fair Weather Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

WESTWARD OR NORTHWARD								Between Station — Station
Single Unit Ratings								
Car Factor	1000-1076	4100-4107 6500-6637	1204-1309 1500-1519 1900-1917	4108-4707 9150-9199	5500-5699	4000-4017 9400-9699	Designated Units 5000-5299	
10	2300	2700	3150	3450	3850	4500	5850	WAINWRIGHT SUBDIVISION Biggar and Calder
5 9	1200 1950	---- ----	---- ----	---- ----	---- ----	---- ----	---- ----	DODSLAND SUBDIVISION Biggar and Loverna Loverna and Hemaruka
8	1700	----	----	----	----	----	----	PORTER SUBDIVISION Oban Jct. and Cando
12	2800	----	----	----	----	----	----	BODO SUBDIVISION Unity and Bodo
12	2800	----	----	----	----	----	----	DEMAY SUBDIVISION Camrose Jct. and Ryley
7 10 10	1500 2200 2200	1700 2450 2450	2100 3000 3000	2300 3300 3300	2500 3650 3650	3000 4300 4300	3900 5550 5550	BLACKFOOT-VEGREVILLE SUBDIVISIONS North Battleford and Highgate Highgate and Vermilion Vermilion and Calder
15 5	3500 1200	---- ----	4750 ----	---- ----	---- ----	---- ----	---- ----	CUTKNIFE-BATTLEFORD SUBDIVISIONS Battleford Jct. and Battleford Cut Knife Jct. and Rosemound
15	3500	----	----	----	----	----	----	HAIGHT SUBDIVISION Inland and Vegreville
7 5 6 6 8	1500 1200 1350 1400 1700	1650 1350 1500 1550 1900	2050 1650 1900 1950 2350	2250 1850 2050 2100 2550	---- ---- ---- ---- ----	---- ---- ---- ---- ----	---- ---- ---- ---- ----	BONNYVILLE-CORONADO SUBDIVISIONS Grand Centre and Bonnyville Bonnyville and Abilene Jct. Heinsburg and Abilene Jct. Abilene Jct. and Redwater Redwater and St. Paul Jct.
10 15	2300 3500	---- ----	3150 4750	---- ----	---- ----	---- ----	---- ----	ATHABASCA SUBDIVISION N.A.R. Jct. and Morinville Morinville and Athabasca

Fair Weather Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

Between Station — Station	EASTWARD OR SOUTHWARD							
	Single Unit Ratings							
	Designated Units 5000-5299	4000-4017 9400-9699	5500-5699	4108-4707 9150-9199	1204-1309 1500-1519 1900-1917	4100-4107 6500-6637	1000-1076	Car Factor
WAINWRIGHT SUBDIVISION Calder and Biggar	7050	5450	4650	4150	3800	3100	2800	12
DODSLAND SUBDIVISION Hemaruka and Loverna Loverna and Ruthilda Ruthilda and Biggar	----	----	----	----	----	----	2300 1200 1700	10 5 8
PORTER SUBDIVISION Cando and Oban Jct.	----	----	----	----	----	----	2200	10
BODO SUBDIVISION Bodo and Unity	----	----	----	----	----	----	2800	12
DEMAY SUBDIVISION Ryley and Camrose Jct.	----	----	----	----	----	----	1950	9
BLACKFOOT-VEGREVILLE SUBDIVISIONS Calder and Vermilion Vermilion and North Battleford	5550 5550	4300 4300	3650 3650	3300 3300	3000 3000	2450 2450	2200 2200	10 10
CUTKNIFE-BATTLEFORD SUBDIVISIONS Battleford and Battleford Jct. Rosemound and Cut Knife Jct.	----	----	----	----	3800 ----	----	2800 2400	12 10
HAIGHT SUBDIVISION Vegreville and Inland	----	----	----	----	----	----	2300	10
BONNYVILLE-CORONADO SUBDIVISIONS St. Paul Jct. and Redwater Redwater and Abilene Jct. Abilene Jct. and Heinsburg Abilene Jct. and Bonnyville Bonnyville and Grand Centre	----	----	----	2550 1850 1850 1700 2400	2350 1650 1650 1550 2150	1900 1350 1350 1250 1750	1700 1200 1200 1100 1600	8 5 5 5 7
ATHABASCA SUBDIVISION Athabasca and Morinville Morinville and N.A.R. Jct.	----	----	----	----	3000 3800	----	2200 2800	10 12

Fair Weather

Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

WESTWARD OR NORTHWARD								Between Station — Station
Single Unit Ratings								
Car Factor	1000-1076	4100-4107 6500-6637	1204-1309 1500-1519 1900-1917	4108-4707 9150-9199	5500-5699	4000-4017 9400-9699	Designated Units 5000-5299	
10 10 7	2300 2300 1700	2700 2700 1850	3150 3150 2300	3450 3450 2550	3850 3850 2850	4500 4500 3300	5850 5850 4300	OYEN-DRUMHELLER SUBDIVISIONS Kindersley and Hanna Hanna and Drumheller Drumheller and Sarcee Yard
10	2200	----	3000	----	----	----	----	MANTARIO SUBDIVISION Glidden and Alsask
7	1600	----	2200	----	----	----	----	ACADIA VALLEY SUBDIVISION Eyre and Acadia Valley
7 12	1600 2800	---- ----	2200 3800	2400 4150	2700 4650	---- ----	---- ----	SHEERNESS SUBDIVISION Wardlow and Sheerness Sheerness and Batter Jct.
10 12 15	2300 2800 3500	---- ---- ----	3150 3800 4750	---- ---- ----	---- ---- ----	---- ---- ----	---- ---- ----	ENDIANG SUBDIVISION Endiang Jct. and Endiang Endiang and Warden Warden and Nevis
8 7	1700 1600	---- ----	2350 2200	---- ----	---- ----	---- ----	---- ----	STETTLER SUBDIVISION Dinosaur and Warden Warden and Ferlow Jct.
12	2800	----	3800	4150	4650	----	----	C.P. RLY. LANGDON SUB. Rosedale and East Coulee
7 7 8	1600 1700 1700	1750 1850 1900	2150 2300 2350	2400 2550 2550	2650 2850 2850	3100 3300 3350	4050 4300 4350	THREE HILLS SUBDIVISION Sarcee Yard and Elnora Elnora and Alix Alix and Mirror
7 7 5	1600 1600 1000	1750 1750 ----	2200 2200 1400	2400 2400 ----	2700 2700 ----	3150 3150 ----	4050 4050 ----	BRAZEAU SUBDIVISION Alix and Red Deer Jct. Red Deer Jct. and Ullin Jct. Ullin Jct. and Brazeau
7 9	1650 1950	1850 2200	2250 2650	2500 2950	2800 3300	3250 3850	4250 5000	CAMROSE SUBDIVISION Mirror and Camrose Camrose and Breville Jct.
10	2300	----	3150	----	----	----	----	ALLIANCE SUBDIVISION Alliance and Alliance Jct.

Fair Weather

Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

Between Station — Station		EASTWARD OR SOUTHWARD							
		Single Unit Ratings							
		Designated Units 5000-5299	4000-4017 9400-9699	5500-5699	4108-4707 9150-9199	1204-1309 1500-1519 1900-1917	4100-4107 6500-6637	1000-1076	Car Factor
OYEN-DRUMHELLER SUBDIVISIONS									
Sarcee Yard	and Drumheller	7050	5450	4650	4150	3800	3100	2800	12
Drumheller	and Munson	2400	1850	1600	1400	1300	1000	900	4
Munson	and Hanna	4650	3600	3050	2750	2500	2000	1850	8
Hanna	and Kindersley	5850	4500	3850	3450	3150	2700	2300	10
MANTARIO SUBDIVISION									
Alsask	and Glidden	----	----	----	----	3150	----	2300	10
ACADIA VALLEY SUBDIVISION									
Acadia Valley	and Eyre	----	----	----	----	2350	----	1700	8
SHEERNESS SUBDIVISION									
Batter Jct.	and Wardlow	----	----	3300	2950	2650	----	1950	9
ENDIANG SUBDIVISION									
Nevis	and Endiang Jct.	----	----	----	----	3800	----	2800	12
STETTLER SUBDIVISION									
Ferlow Jct.	and Warden	----	----	----	----	2000	----	1450	7
Warden	and Dinosaur	----	----	----	----	2350	----	1700	8
C.P. RLY. LANGDON SUB.									
East Coulee	and Rosedale	----	----	3850	3450	3150	----	2300	10
THREE HILLS SUBDIVISION									
Mirror	and Alix	5000	3850	3300	2950	2650	2150	1950	9
Alix	and Sarcee Yard	4050	3100	2650	2400	2150	1750	1600	7
BRAZEAU SUBDIVISION									
Brazeau	and Ullin Jct.	----	----	----	----	2650	----	1950	8
Ullin Jct.	and Red Deer Jct.	4900	3800	3250	2900	2650	2150	1950	8
Red Deer Jct.	and Alix	5850	4500	3850	3450	3150	2700	2300	10
CAMROSE SUBDIVISION									
Bretville Jct.	and Camrose	4350	3350	2850	2550	2350	1900	1700	8
Camrose	and Mirror	4050	3150	2700	2400	2200	1750	1600	7
ALLIANCE SUBDIVISION									
Alliance Jct.	and Alliance	----	----	----	----	3150	----	2300	10

Fair Weather Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

WESTWARD OR NORTHWARD								Between Station — Station
Single Unit Ratings								
Car Factor	1000-1076	4100-4107 6500-6637	1204-1399 1500-1519 1900-1917	4108-4707 9150-9199	5500-5699	4000-4017 9400-9699	Designated Units 5000-5299	
11	2600	2850	3500	3850	4300	5000	6500	EDSON SUBDIVISION Calder and Jasper
10 5 7	2200 1100 1600	2450 1250 1750	3000 1550 2150	3300 1700 2400	3650 1900 2650	4300 2250 3100	5550 2900 4050	SANGUDO SUBDIVISION Calder and Whitecourt Whitecourt and Pass Creek Pass Creek and Kaybob
3 3 2	650 550 450	750 600 500	950 750 650	1050 850 750	1200 950 800	1400 1150 1000	1800 1450 1250	FOOTHILLS-MOUNTAIN PARK SUBDIVISIONS Bickerdike and Coalspur Coalspur and Foothills Coalspur and Cadomin
4 15 4 5	---- ---- ---- ----	---- ---- ---- ----	1050 4750 1100 1650	1150 5200 1200 1850	1300 5800 1350 2050	1550 6800 1600 2400	2000 8800 2050 3100	GRANDE CACHE SUBDIVISION Swan Landing and Mileage 60 Mileage 60 and Winniandy Winniandy and Latornell Latornell and Grande Prairie
9 12 15 9 8 15 11 10 15 9 15	---- ---- ---- ---- ---- ---- ---- ---- ---- ---- ----	---- ---- ---- ---- ---- ---- ---- ---- ---- ---- ----	2650 3800 4750 2650 2650 4750 3500 3150 4750 2650 4750	2950 4150 5200 2950 2900 5200 3850 3450 5200 2950 5200	3300 4650 5800 3300 3250 5800 4300 3850 5800 3300 5800	---- ---- ---- ---- ---- ---- ---- ---- ---- ---- ----	---- ---- ---- ---- ---- ---- ---- ---- ---- ---- ----	MANNING-MEANDER RIVER- PINE POINT SUBS. Roma Jct. and Leddy Leddy and Dixonville Dixonville and Manning Manning and Hawkhill Hawkhill and Kemp River Kemp River and High Level High Level and Meander River Meander River and Enterprise Enterprise and Pine Jct. Pine Jct. and Pine Point Pine Jct. and Hay River

Fair Weather Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

Between Station — Station		EASTWARD OR SOUTHWARD							
		Single Unit Ratings							
		Designated Units 5000-5299	4000-4017 9400-9699	5500-5699	4108-4707 9150-9199	1204-1309 1500-1519 1900-1917	4100-4107 6500-6637	1000-1076	Car Factor
EDSON SUBDIVISION Jasper and Calder		6750	5200	4450	4000	3650	2950	2700	12
SANGUDO SUBDIVISION Kaybob and Pass Creek Pass Creek and Calder		3100 5550	2400 4300	2050 3650	1850 3300	1650 3000	1350 2450	1200 2200	5 10
FOOTHILLS-MOUNTAIN PARK SUBDIVISIONS Cadomin and Coalspur Foothills and Coalspur Coalspur and Bickerdike		2600 4250 5000	2000 3250 3850	1700 2800 3300	1550 2500 2950	1400 2250 2650	1100 1850 2200	1000 1650 1950	5 7 9
GRANDE CACHE SUBDIVISION Grande Prairie and Latornell Latornell and Winniandy Winniandy and Hanlon Hanlon and Swan Landing		3100 7050 3100 8800	2400 5450 2400 6800	2050 4650 2050 5800	1850 4150 1850 5200	1650 3800 1650 4750	---- ---- ---- ----	---- ---- ---- ----	5 12 5 15
MANNING-MEANDER RIVER- PINE POINT SUBS. Hay River and Pine Jct. Pine Point and Pine Jct. Pine Jct. and Enterprise Enterprise and Meander River Meander River and High Level High Level and Kemp River Kemp River and Hawkhill Hawkhill and Manning Manning and Dixonville Dixonville and Leddy Leddy and Roma Jct.		---- ---- ---- ---- ---- ---- ---- ---- ---- ---- ----	---- ---- ---- ---- ---- ---- ---- ---- ---- ---- ----	4650 3300 3150 3300 5300 3250 3300 4000 3300 3850 5800	4150 2950 2850 2950 4750 2900 2950 3600 2950 3450 5200	3800 2650 2550 2650 4300 2650 2650 3250 2650 3150 4750	---- ---- ---- ---- ---- ---- ---- ---- ---- ---- ----	---- ---- ---- ---- ---- ---- ---- ---- ---- ---- ----	12 9 8 9 14 8 9 10 9 10 15

Fair Weather Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

WESTWARD OR NORTHWARD								Between Station — Station
Single Unit Ratings								
Car Factor	1000-1076	4100-4107 6500-6637	1204-1309 1500-1519 1900-1917	4108-4707 9150-9199	5500-5699	4000-4017 9400-9699	Designated Units 5000-5299	
ALBREDA-CLEARWATER SUBS.								
10	----	2650	3250	3600	4000	4650	6050	Jasper and Redpass Jct.
11	----	2850	3500	3850	4300	5000	6500	Redpass Jct. and Albreda
15	----	3900	4750	5200	5800	6800	8800	Albreda and Blue River
15	----	3900	4750	5200	5800	6800	8800	Blue River and Birch Island
15	----	3900	4750	5200	5800	6800	8800	Birch Island and Kamloops
ASHCROFT-YALE SUBS.								
12	----	3100	3800	4150	4450	5450	7000	Kamloops and Savona
15	----	3900	4750	5200	5800	6800	8800	Savona and Port Mann
OKANAGAN-LUMBY SUBS.								
5	1150	1250	1550	1700	1930	----	----	Kelowna and Vernon
5	950	1150	1250	1550	1450	----	----	Lumby and Lumby Jct.
5	1050	1200	1500	1650	1850	----	----	Vernon and Armstrong
4	900	1000	1300	1400	1600	----	----	Armstrong and Monte Lake
15	3500	3900	4750	5200	5800	----	----	Monte Lake and Can. Pac. Jct.
12	2800	3100	3800	4150	4650	----	----	Can. Pac. Jct. and Kamloops
TETE JAUNE-FRASER-NECHAKO- TELKWA-BULKLEY-SKEENA SUBS.								
12	----	2950	3650	4000	4450	5200	6750	Redpass Jct. and McBride
12	----	3100	3800	4150	4650	5450	7050	McBride and Prince George
12	----	3100	3800	4150	4650	5450	----	Prince George and Terrace
15	----	3900	4750	5200	5800	6800	----	Terrace and Prince Rupert
KITIMAT SUB.								
4	----	800	1050	1150	1300	----	----	Kitimat and Dubose
4	----	850	1050	1200	1350	----	----	Dubose and Terrace

Fair Weather Equated Tonnage Ratings

Note: — See General Instructions (Form 696)

Between Station — Station		EASTWARD OR SOUTHWARD							
		Single Unit Ratings							
		Designated Units 5000-5299	4000-4017 9400-9699	5500-5699	4108-4707 9150-9199	1204-1309 1500-1519 1900-1917	4100-4107 6500-6637	1000-1076	Car Factor
ALBRED-A-CLEARWATER SUBS.									
Kamloops	and Birch Island	7050	5450	4650	4150	3800	3100	----	12
Birch Island	and Blue River	6050	4650	4000	3600	3250	2650	----	10
Blue River	and Albreda	4200	3250	2750	2450	2250	1800	----	7
Albreda	and Redpass Jct.	4200	3250	2750	2450	2250	1800	----	7
Redpass Jct.	and Jasper	7050	5450	4650	4150	3800	3100	----	12
ASHCROFT-YALE SUBS.									
Port Mann	and Kamloops	7000	5450	4450	4150	3800	3100	----	12
OKANAGAN-LUMBY SUBS.									
Kamloops	and Can. Pac. Jct.	----	----	5800	5200	4750	3900	3500	15
Can. Pac. Jct.	and Monte Lake	----	----	950	850	750	600	550	3
Monte Lake	and Armstrong	----	----	2850	2550	2350	1900	1700	8
Armstrong	and Vernon	----	----	1600	1400	1300	1000	900	4
Lumby Jct.	and Lumby	----	----	1000	900	800	650	550	3
Vernon	and Kelowna	----	----	1900	1700	1550	1250	1100	5
TETE JAUNE-FRASER-NECHAKO- TELKWA-BULKLEY-SKEENA SUBS.									
Prince Rupert	and Terrace	----	6150	5300	4750	4300	3500	----	14
Terace	and Smithers	----	5450	4650	4150	3800	3100	----	12
Smithers	and Prince George	----	5450	4650	4150	3800	3100	----	12
Prince George	and Tete Jaune	7050	5450	4650	4150	3800	3100	----	12
Tete Jaune	and Redpass Jct.	2900	2250	1900	1700	1550	1250	----	5
KITIMAT SUB.									
Terrace	and Dubose	----	----	1300	1150	1050	800	----	4
Dubose	and Kitimat	----	----	5800	5200	4750	3900	----	15

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

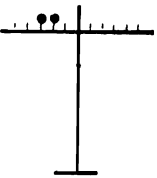
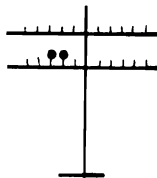
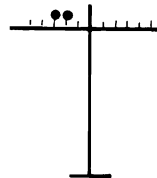
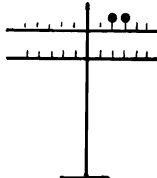
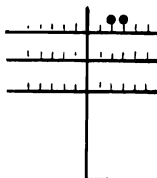
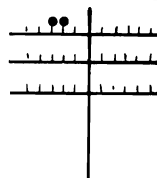
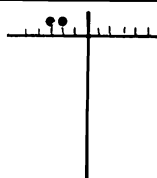
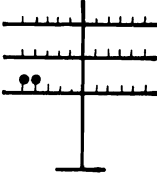
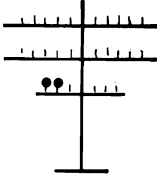
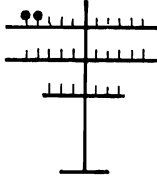
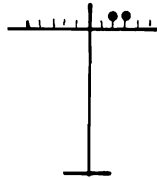
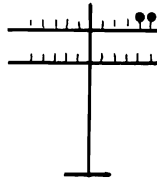
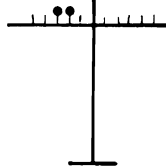
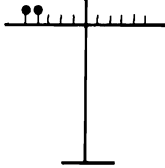
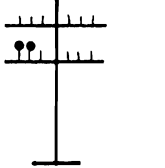
NOTE—See General Instructions (Form 696)

Location	Obstruction	Side of Track	Location	Obstruction	Side of Track
NORTH EDMONTON-EDMONTON Spur X-002 -----	Pole Line	South	HIGH LEVEL Industrial track -----	All shed platforms between and including Baroid of Canada Ltd. and Beaver Lbr. Co.	West
EDMONTON-BISELL Edmonton Freight Shed			Team Track No. 2 -----	Loading Ramp	West
Track 1 -----	Shed	South	Swanson Lbr. Co. Ltd.	Loading Ramp	South
Tracks 1, 2, 3, 4, 5 ----	Each Other	Both	Consolidated Hydro-Carbons Ltd. -----	Gateposts	Both
Track 5 -----	Ramp	North			
Track 6 -----	Ramp	South			
Lane 102½ Street			MEANDER RIVER SUB:		
T. Eaton Co. Ltd. -----	Gate	Both	Enterprise: Team track ----	Loading Ramp Dirk Vos Shed platform	West West
FORESTBURG Forestburg Collieries Ltd. Track 5 -----	Loading Ramp	West	HAY RIVER:		
SANGUDO SUB. Texas Gulf Sulphur Co.	Stairs and Building	Both	Team Track No. 1 -----	Loading Ramp	East
SPRUCE GROVE Industrial Track -----	Shed	South	Consolidated Hydro-Carbons Ltd. -----	Gatepost and Retaining Wall	East
Platform Track -----	Shed	South	Pacific Petroleum Ltd.	Gatepost and Fence	West
WABAMUN Building Products of Canada -----	Wood Piles	Both	Gulf Oil Spur -----	Stand Pipes and Hoses	East
CADOMIN Inland Cement Co. Ltd.	New Tipple	Overhead	Northern Transportation Co. Ltd. (Shed Spur) ----	Shed	East
HINTON Northwest Pulp and Power Co. Ltd.			Northern Transportation Co. Ltd. (Ramp Spur) --	Side Ramp Shed	West East
Track 4 -----	Shed Doors	Both	PINE POINT SUB:		
Track 6 -----	Shed and Stand Pipe	Both	Pine Point: Ramp track ----	Loading Ramp	South
Track 7 -----	Stand Pipe	North	PINE POINT MINES:		
BRAZEAU Brazeau Collieries			Main track, Mileage 52.9 --	Concentrate Loading Ramp	South
Tracks -----	Track 1—Tipple Tracks 2 and 3— Tipple	South Both	Fertilizer Spur -----	Conveyors	South
ROSEDALE Subway Coal Co.	Storage track—Ramp Storage track—Tipple	North North	Diesel Spur -----	Stand Pipes	South
HUBALTA Western Rolling Mills Mileage 124.2 -----	Overhead Crane	Overhead	Butane Spur -----	Stand Pipes	South
MANNING SUB: Industrial Track, Manning --	Loading Ramp	West	Track No. 1—Oil Shed -- —Warehouse	Unloading Dock Unloading Dock	West West
WINNIANDY McIntyre Coal Loading Track	two cars north of loadout	West	Track No. 2—Lime unloading station ----- —Concentrator	Pipe	East
			Doors 43, 44 and 45 ----	Platform	East
			—Grinding Bay --	Door Frames	Both
			Zinc tail track -----	Old Loading Ramp	South

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	Location	Obstruction	Side of Track
BLUE RIVER Oil Tank Track -----	Tank	South	PORT MANN South Stores Track ----- North Stores Track -----	Platform Platform	Both South
CLEARWATER SUB. Balco Forest Prod. M. 130.11	Platform	South	VANCOUVER Coach Yard Tracks C3 and C5 ----- Tracks C4 and C6 ----- Track C11 -----	} Trainshed Roof Washing Machine	South North Overhead & Both
KAMLOOPS Coal Track ----- Repair Track 10 ----- Stores Track ----- Scale Track ----- High Line Track 5 ----- Shed Track -----	Sandhouse Platform Platform Scale Ramp Freight Shed	North South North North North West	Tracks C12 and C13 ----- Tracks C16, C17 and C18 --- Tracks C25 and C27 -----		Platform & Canopy Shelter Platforms & Bldgs.	South Both South
ASHCROFT SUB. Gulf Oil Canada Ltd. track N-20 -----	Buildings & Ramp	North	Main Yard Track M10 ----- Track M13 ----- Track M17 ----- Track M19 -----	Shed Platform Platform Scale House	North South North South
OKANAGAN SUB. Spur mileage 114.5 -----	Fence Post & Platform	East	Waterfront Yard Track W14 (East end) ----- Track W15 (East end) ----- Tracks W36 and W37 ----- Tracks W40 and W41 -----	Switch Switch Crane Crane	South North Both Both
KELOWNA Industrial Track ----- Dom. Cannery ----- Interchange Track ----- Imp. Oil Spur ----- Wharf Spur ----- Slip Tracks ----- Interchange Tracks -----	Can. Cannery Platform Dom Cannery Spur Rowcliffe Cannery Dock Office Towers Guy Wire	East East East East West Both East	BULKLEY SUB. CanCel Ltd. mileage 72.75 ---	Platform	North
BOSTON BAR Ice House Track -----	Platform	South	PRINCE RUPERT Repair Tracks 1 and 2 -----	Post	Between Tracks
YALE SUB. Spur mileage 103.1 ----- Spur mileage 108.5 -----	Platform Platform	South North	Seal Cove Line Mileage 2.0 ----- Mileage 2.4 -----	Bldg. Platform	South South
			PRINCE GEORGE Freight Shed Track -----	Freight Shed	

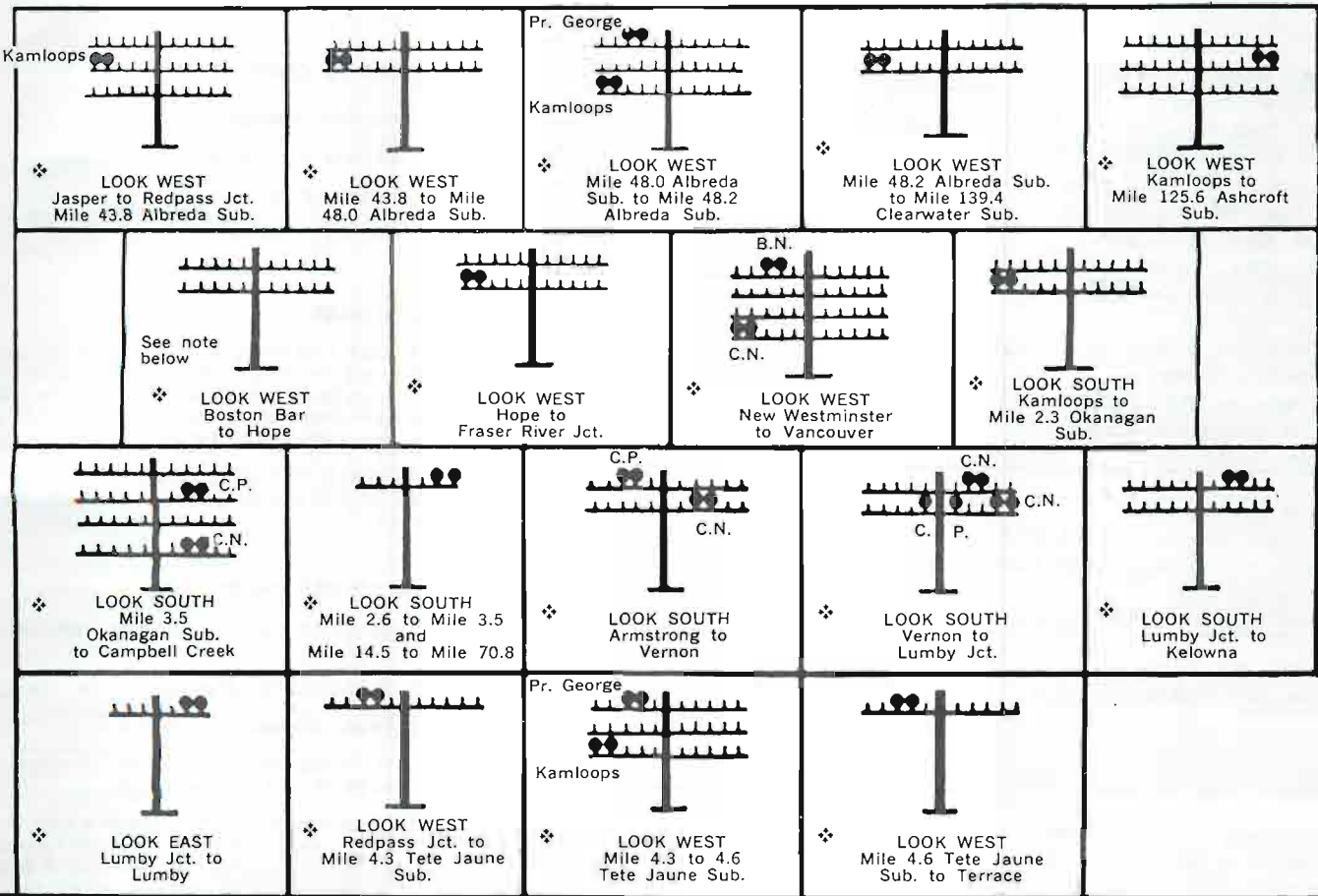
DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES

									
		<p>LOOK WEST Biggar to Wainwright</p>		<p>LOOK WEST Wainwright to North Edmonton</p>					
									
<p>LOOK WEST North Battleford to North Edmonton</p>		<p>LOOK SOUTH Bretville Jct. to Mileage 45.5</p>		<p>LOOK SOUTH Mileage 45.5 to Camrose</p>		<p>LOOK SOUTH Camrose to Mirror</p>		<p>LOOK WEST Union Jct. to Whitecourt</p>	
									
<p>LOOK WEST Union Jct. to Mileage 44.5 Mileage 101.0 to Edson Hinton to Jasper</p>		<p>LOOK WEST Mileage 44.5 to Mileage 101.0 Edson Sub.</p>		<p>LOOK WEST Edson to Hinton</p>		<p>LOOK EAST St. Paul Jct. to Heinsburg and Abilene Jct. to Bonnyville</p>		<p>LOOK EAST Bonnyville to Grand Centre</p>	
									
<p>LOOK SOUTH Mirror to Sarcee Jct.</p>		<p>LOOK WEST Kindersley to Hanna</p>		<p>LOOK WEST Hanna to Calgary</p>					

Face in Direction Named. Count Cross Arms From the Top Down.

Train Phone Wires Marked ●

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES
 FACE IN DIRECTION NAMED — COUNT CROSSARMS FROM THE TOP DOWN
 TRAIN PHONE WIRES MARKED ● ●



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

Train Phone Wires Marked ● ●

*CN train phone wires have been redesignated "Utility Circuit". Wayside telephones connected to this circuit and portable hang-up telephones are equipped with push button or ringing crank. Contact with train dispatcher may be made by generating a continuous ten second signal with the ringing crank or depressing push button for ten seconds. After push button is released, an answer-back signal will be heard which will indicate that the signal has been received in train dispatcher's office. If train dispatcher does not answer immediately, another signal should not be generated for at least 5 minutes except in case of emergency.

NOTE:— On Yale Sub telephone connections are installed at Mileages 0.2, 0.5, 1.2, 2.0, 2.4, 2.8, 3.0, 3.4, 4.0, 4.6, 5.0, 5.4, 5.8, 6.0, 6.5, 7.0, 7.2, 8.0, 8.3, 8.6, 9.2, 9.4, 10.0, 10.5, 11.2, 11.6, 12.0, 13.1, 14.1, 14.5, 15.0, 16.0, 16.5, 17.2, 17.5, 18.3, 18.5, 19.0, 19.45, 19.7, 20.0, 20.5, 21.05, 22.05, 22.4, 23.0, 24.0, 25.0, 25.7, 26.07, 26.3, 26.7, 27.0, 27.6, 28.0, 28.25, 28.5, 28.75, 29.0, 29.25, 29.75, 30.0, 30.25, 30.4, 30.8, 31.0, 31.25, 31.7, 32.0, 32.25, 32.5, 32.9, 33.25, 33.5, 33.75, 34.0, 34.75, 34.9, 35.2, 35.5, 35.9, 36.5, 37.0, 37.2, 37.3, 37.5, 37.7, 38.2, 38.4, 39.0, 39.25, 39.5, 62.8 and 63.25.

Between Boston Bar and Hope, all wayside telephones, and telephones at siding switches are connected to Dispatcher's circuit. Contact with Dispatcher at siding locations may be made by lifting telephone receiver and at drop locations by connecting portable phone. Phone box doors are to be shut and locked after use. Portable phones are to be removed immediately after use.

RADIO DIRECTORY

These Instructions supplement items 3.2 to 3.13 inclusive of System Special Instructions.

ROAD MOBILE RADIOS	RADIO CHANNELS								
	Lens	1	2	3	4	5	6	7	8
Mainline Engines & Rainers		○	X	X	X	X	X	X	X
Train Crew Portables (2 Ch)		○			X				
Train Crew Portables (4 Ch)		○	X	X	X				
On Track Mtce. Equipment (2 Ch)		○			X				
On Track Mtce. Equipment (4 Ch)		○	X	X	X				
Track Mtce. Portables (2 Ch)		○			X				
Track Mtce. Portables (4 Ch)		○	X	X	X				
BASE STATION CONTROL									
Biggar Operator		X			○				
Dispatcher WAINWRIGHT EAST SUB.		X	②						
Wainwright Operator		X			○				
Dispatcher WAINWRIGHT WEST SUB.		X	②						
Calder Operator & Diesel Shop		X			○				
Calder Switch Tender, Yardmaster		X			○				
Edson Operator		X			○				
Dispatcher EDSON EAST SUB.		X	①						
Dispatcher EDSON WEST SUB.		X	②						
Hinton Operator		X			○				
Jasper Operator & Yardmaster		X		X	○	X			X
Whitecourt Operator				②	X				
Dispatcher SANGUDO SUB.		X		①					
Leyland Operator				○					
Dispatcher FOOTHILLS & MTN. PK. SUBS.		X		②					
Fort Saskatchewan Operator		X			○				
Dispatcher VEGREVILLE SUB.		X		①					
Vegreville Operator		X			○				
Vermilion Operator		X			○				
Lloydminster Operator		X			○				
Dispatcher BLACKFOOT SUB.		X		①					
N. Battleford Operator		X			○				
Camrose Operator		X			○				
Dispatcher CAMROSE SUB.				②					
Mirror Operator		X			○			○	
Red Deer Operator		X			○			X	
Dispatcher THREE HILLS SUB.									
Dispatcher BRAZEAU SUB.							②	②	
Otway Operator							○	○	
Sarcee Operator & Yardmaster		X		X	○	X			X
Drumheller Operator		X			○				
Dispatcher DRUMHELLER SUB.									
Hanna Operator		X			○				
Dispatcher OYEN SUB.									
Kindersley Operator		X			○				
Winniandy Operator					X		○		
Grande Prairie Operator					X			○	
Dispatcher GRANDE CACHE SUB.							②	②	
Dispatcher ROMA JCT.							②	②	
Roma Jct. Yard		X			X		①		
High Level Operator								①	
Hay River Operator					X			①	
Pine Point Mine							①		

LEGEND TO CHART

- standby channel
- ① standby channel with tone 1 call
- ② standby channel with tone 2 call
- X alternate channel

DEFINITIONS

STANDBY CHANNEL is the channel on which a given radio is ready to receive intelligence at any time. (Some offices show more than one standby channel—that means they have access to more than one radio base station.)

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

HOW TO USE CHART

- (1) Select on the chart the party you desire to call.
- (2) Determine his standby channel (i.e. ○).
- (3) Select his standby channel on your radio.
- (4) If his standby channel does not show a tone number (i.e. ○) voice call.
- (5) If his standby channel shows a tone number (i.e. 1) depress the appropriate tone button (Disp. 1 or 2) for approximately 3 seconds, then voice call party if other than dispatcher. If calling dispatcher wait for him to reply after depressing tone button unless you have an emergency situation.
- (6) In case of emergency begin immediately by repeating the word "MAYDAY" three times followed by your own identification, location, nature of distress, and assistance required.

PORTABLE RADIOS

Train or yard portable radios (caboose or hand-talkie type) must be signed in and out at train register or yard office locations whether in a radio pool or specifically assigned, except where card system is used.

MAINTENANCE OF WAY RADIOS

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

RADIO DIRECTORY

These Instructions supplement items 3.2 to 3.13 inclusive of System Special Instructions.

	Lens	RADIO CHANNELS							
		1	2	3	4	5	6	7	8
ROAD MOBILE RADIOS									
Mainline engines	(4 Ch)	○	X	X	X	X	X	X	X
Train Crew Portables	(2 Ch)	○			X				
Train Crew Portables	(4 Ch)	○	X	X	X				
On-Track Mtce. Equipment	(2 Ch)	○			X				
On-Track Mtce. Equipment	(4 Ch)	○	X	X	X				
Track Mtce. Portables	(2 Ch)	○			X				
Track Mtce. Portables	(4 Ch)	○	X	X	X				
BASE STATION CONTROL									
Jasper Operator		X			○				
Jasper Yardmaster		X		X	○	X			X
Redpass Jct. Operator		X			○				
Dispatcher ALBREDA SUB.		X	①						
Blue River Operator		X			○				
Dispatcher CLEARWATER SUB.		X	②						
Kamloops Operator		X			○				
Kamloops Yardmaster		X		X	○	X			X
Dispatcher ASHCROFT SUB.		X	①						
Boston Bar Operator		X			○				
Chilliwack Operator		X			○				
Dispatcher YALE SUB.		X	②						
Port Mann Operator		○			X				
Port Mann Yardmaster		X			○				
Redpass Jct. Operator		X			○				
McBride Operator		X			○				
Dispatcher TETE JAUNE SUB.		X	②						
Dispatcher FRASER SUB.		X	②						
Prince George Operator		X			○				
Prince George Yardmaster				X	○	X			X
Dispatcher NECHAKO SUB.		X	②						
Dispatcher TELKWA, BULKLEY-SKEENA AND KITIMAT SUBS.		X	①						
Vanderhoof Operator		○			X				
Endako Operator		○			X				
Burns Lake Operator		○			X				
Houston Operator		○			X				
Smithers Operator		○			X				
New Hazelton Operator		○			X				
Kitwanga Operator		○			X				
Terrace Operator		○			X				
Kwinitsa Operator		○			X				
Prince Rupert Operator and YM		X		X	○	X			X
Vernon Operator									
Dispatcher OKANAGAN SUB.					○				
Kelowna Operator									
YARD ENGINE RADIOS									
Kamloops	Yard 1				○	X			
	Yard 2				○				X
	Yard 3			X	○				
Prince George	Yard 1				○	X			
	Yard 2				○				X
	Yard 3			X	○				
Smithers			X	○					
Terrace			X	○					
Prince Rupert	Yard 1				○	X			
	Yard 2				○				X
	Yard 3			X	○				

LEGEND TO CHART

- standby channel
- ① standby channel with tone 1 call
- ② standby channel with tone 2 call
- X alternate channel

DEFINITIONS

STANDBY CHANNEL is the channel on which a given radio is ready to receive intelligence at any time. (Some offices show more than one standby channel—that means they have access to more than one radio base station.)

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

HOW TO USE CHART

- (1) Select on the chart the party you desire to call.
- (2) Determine his standby channel (i.e. ○).
- (3) Select his standby channel on your radio.
- (4) If his standby channel does not show a tone number (i.e. ○) voice call.
- (5) If his standby channel shows a tone number (i.e. 1) depress the appropriate tone button (Disp. 1 or 2) for approximately 3 seconds, then voice call party if other than dispatcher. If calling dispatcher wait for him to reply after depressing tone button unless you have an emergency situation.
- (6) In case of emergency begin immediately by repeating the word "MAYDAY" three times followed by your own identification, location, nature of distress, and assistance required.

PORTABLE RADIOS

Train or yard portable radios (caboose or hand-talkie type) must be signed in and out at train register or yard office locations whether in a radio pool or specifically assigned, except where card system is used.

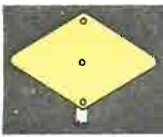

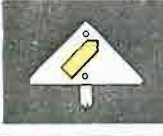
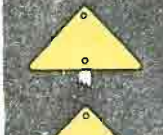



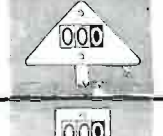
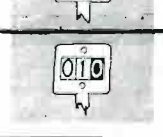
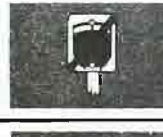



MAINTENANCE OF WAY RADIOS
















Channel "EE" is the standby channel only when radio-equipped track units are operating on-track or under train order protection provided by Example (2) of Form Y, otherwise normal standby channel is "MW1".

STANDARD OPERATING SIGNS

Additional operating signs are contained in U.C.O.R. insert outlining:
 Zone Speed Signs.
 Advance Speed Restriction Signs.
 Permanent slow order restricting and resume speed signs.

Signs of the former type will also continue to appear. The new signs will only be installed as replacements are required.

APPEARANCE	INDICATION
	Yard Limit
	Yard Limit — One Mile
	Station Protection Signal (not provided with Approach Signal) — One Mile
 	Station — One Mile Station One Mile Signs are located one mile in advance of whichever of the following is encountered first: —Entering Switch of the Siding —Train Order Signal —Station Name Sign In C.T.C. Territory Signs (without name) will be erected for train order offices and flag stops only. Outside of C.T.C. territory signs (with name) shall be erected for all points which are listed as stations in the Time Table.
	Railway Crossing at Grade Junction Drawbridge End of Main Track End of two or more tracks } One Mile
	Hot Box Detector — One Mile
	Speedometer Check — One Mile
	Begin Measured Mile
	End Measured Mile
	Engine Prohibited Beyond this Point
	Cars Prohibited Beyond this Point
	Restricted Clearance

APPEARANCE	INDICATION
	Derail
	“Stop”. As prescribed by Rule 98. As outlined in subdivision footnotes pertaining to certain Public Crossings at Grade. At such other places as may be required.
	Main Track Begins
	Main Track Ends
	C.T.C. Begins
	C.T.C. Ends
	Block Clearance Point
	Block End
	Whistle and Bell As prescribed by Rules 14L and 30
	Whistle — Tunnel 1000 Feet
	Spring Switch
	Crossing Circuit
	Subdivision Mileage
	Distance in Feet from Siding Switch
	Station Name Sign

MEDICAL OFFICERS

DR. P. VAUGHAN, Director of Medical Services, Montreal, Que.
 DR. G. C. PRETTY, Regional Medical Officer, Edmonton, Alta.

MEDICAL CLINICS

DR. R. V. JOHNSTON, Edmonton, Alta., Telephone 429-8783
 DR. W. A. ROZECKI, Vancouver, B.C., Telephone 665-5334

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

*Also Eye, Ear and Physical Examiners.

WATCH INSPECTORS

Location	Name	Location	Name
Biggar, Sask.	Duane's Credit Jewellers	North Battleford, Sask. ...	Asmussen's Jewellers
Blue River, B.C.	Blue River Watch Clinic	North Vancouver, B.C.	John Bishop Jewellers Ltd. 1562 Lonsdale
Calgary, Alta.	Revitt Jewellers 717 - 7th Avenue S.W.	Peace River, Alta.	Ash Jewellers
Drumheller, Alta.	Walter Brooke Wade Jewellery	Port Mann, B.C.	C. N. Meadows Ltd. Dell Shopping Centre Whalley, North Surrey
Edson, Alta.	*Agent	Prince George, B.C.	Fred's Jewelry 1185 Third Avenue
Grande Prairie, Alta.	Operator	Prince Rupert, B.C.	Cook's Jewellers
Hanna, Alta.	Blair's Jewellery	Smithers, B.C.	The Watchmakers Shop
Hay River, N.W.T.	Terminal Supervisor	Smithers, B.C.	Smithers Jewellery Ltd.
High Level, Alta.	Yard Agent	Terrace, B.C.	H. Lehmann Jewellers Ltd.
Jasper, Alta.	Helen's Gems	Vancouver, B.C.	W. H. Grassie 566 Seymour Street
Kamloops, B.C.	Livingston's Jewellers Ltd. 260 - 3rd Avenue, and 700 Tranquille Road	Vancouver, B.C.	Fredrick Jewellers 521 Seymour Street
Kamloops, B.C.	Wilson's Jewellery and Watch Repairs 367 Victoria Street	Vancouver, B.C.	Millers Credit Jewelers Ltd. 47 West Hastings Street
Kamloops, B.C.	Webber's Jewellery & Gift Shop 405 Victoria Street	Vancouver, B.C.	Polney's Jewellers 1163 Commercial Drive
Kelowna, B.C.	J. Haworth & Sons	Vermilion, Alta.	Kinniburgh Jewellers
Kindersley, Sask.	Agent	Victoria, B.C.	W. H. Grassie (Victoria Ltd.) 1209 Douglas Street
Lacombe, Alta.	Ed Galenza Jeweller	Wainwright, Alta.	Walker's Jewellers
Mirror, Alta.	Agent	Whitecourt, Alta.	Agent
New Westminster, B.C.	Millers Credit Jewellers Ltd. 622 Columbia Street		

*For employees assigned at Edson only.

DISPATCHING OFFICE AT EDMONTON — OFFICE SIGNAL "DK"

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

North Branch—429-8877

South Branch—429-8893

J. Kolodrubsky Chief Train Dispatcher
 A. N. Krauter Assistant Chief Train Dispatcher
 J. Daniluck Assistant Chief Train Dispatcher
 W. Fischer Assistant Chief Train Dispatcher
 W. A. Footz Assistant Chief Train Dispatcher

Train Dispatchers:

G. C. Blundell	H. F. Kary	F. P. Pylypow
D. G. Buchinski	T. W. Korchinsky	N. C. Ryhorchuk
W. A. Burgess	D. L. Krowchenko	G. A. Schiele
R. W. Chamberlain	E. Kunkel	K. C. Sherman
T. W. Dennis	R. G. Landry	R. D. Sherman
W. F. Fowler	F. A. Matwychuk	W. Sherstenko
R. P. Geddis	M. Medvid	M. L. Shockey
C. L. Graham	K. O. McAmmond	D. A. Stewart
A. P. Haczkewicz	D. G. McMinn	H. L. Tilley
J. W. Hill	R. D. Michayluk	W. Zaplitny
R. R. Hillis	M. F. O'Connor	V. Zavaduk
W. Jwaszko	E. J. Patenaude	

TRAIN DISPATCHERS' OFFICE AT ROMA JCT.

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

Train Dispatchers:

J. Babiuk	R. J. Strachan
E. F. Ford	P. F. VanHoof

DISPATCHING OFFICE AT KAMLOOPS — OFFICE SIGNAL "K"

Telephone No. 374-1553

L. P. Trainor Chief Train Dispatcher
 N. B. Houseman Assistant Chief Train Dispatcher
 J. T. Mychaluk Assistant Chief Train Dispatcher
 L. C. Fraser Assistant Chief Train Dispatcher
 D. B. McDonald Assistant Chief Train Dispatcher

Train Dispatchers:

B. Baleshta	L. Golanowski	C. H. Paterson
R. L. Barr	H. F. Goodwin	F. J. Penney
J. D. Baugh	J. Griffin	R. N. Richardson
D. J. Brown	R. W. Holt	E. E. Stark
G. E. Brown	E. R. Kolesnikoff	C. J. Steiger
F. R. Charles	K. L. Marlow	B. J. Szuszkiewicz
E. Dembicki	L. J. Mazur	H. C. Warner
P. J. Geddis	R. L. McAmmond	

DISPATCHING OFFICE AT PRINCE GEORGE — OFFICE SIGNAL "SM"

Telephone No. 563-4270

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

Train Dispatchers:

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

OFFICERS

REGIONAL TRANSPORTATION

J. L. McQuarrie	..... Manager, Operations Control	..... Edmonton
J. W. Cameron	..... Transp. Control Officer	..... Edmonton
F. S. Jessop	..... Transp. Control Officer	..... Edmonton
L. A. Perry	..... Transp. Control Officer	..... Edmonton
R. J. Richard	..... Transp. Control Officer	..... Edmonton
E. W. Worsfold	..... Transp. Control Officer	..... Edmonton

ALBERTA NORTH DIVISION

J. R. Hibberd	..... Superintendent Operations	..... Edmonton
K. G. Macdonald	..... Assistant Superintendent	..... Edmonton
G. W. Burton	..... Terminal Superintendent	..... Edmonton
K. H. McIntyre	..... Trainmaster	..... Edmonton
W. R. Harmon	..... Trainmaster	..... Edmonton
A. O. Quevillon	..... Master Mechanic	..... Edmonton
W. J. Dear	..... Master Mechanic	..... Edmonton
A. J. Belland	..... Master Mechanic	..... Edmonton
R. A. Matthews	..... Trainmaster	..... Biggar
C. L. Brown	..... Assistant Superintendent	..... Roma Jct.

ALBERTA SOUTH DIVISION

B. A. Lowerison	..... Superintendent Operations	..... Calgary
J. F. Maloney	..... Trainmaster	..... Calgary
R. I. Richardson	..... Trainmaster	..... Calgary

YELLOWHEAD DIVISION

W. G. Wright	..... Superintendent Operations	..... Kamloops
K. P. McGinley	..... Assistant Superintendent	..... Kamloops
G. J. Pichette	..... Trainmaster	..... Kamloops
C. B. Humphreys	..... Master Mechanic	..... Kamloops
A. L. Maisonneuve	..... Master Mechanic	..... Kamloops
M. G. Lyons	..... Assistant Superintendent	..... Jasper
G. S. McCabe	..... Trainmaster	..... Jasper
E. W. Hannon	..... Trainmaster	..... Jasper
G. H. Gordon	..... Master Mechanic	..... Jasper
K. L. Hammell	..... Master Mechanic	..... Jasper

PACIFIC DIVISION

W. R. Fleming	..... Superintendent Operations	..... Vancouver
R. B. Hopewell	..... Terminal Superintendent	..... Vancouver
C. J. Loader	..... Master Mechanic	..... Vancouver
A. J. McEvoy	..... Trainmaster	..... Port Mann
J. R. Hastie	..... Master Mechanic	..... Port Mann

BC NORTH DIVISION

E. W. Matheson	..... Superintendent Operations	..... Prince George
W. S. Rodgers	..... Assistant Superintendent	..... Prince George
P. R. Gaudet	..... Trainmaster	..... Prince George
B. H. Jordan	..... Master Mechanic	..... Prince George
R. A. Chapman Trainmaster Smithers
J. D. Kehoe Trainmaster Prince Rupert

Notes

Notes

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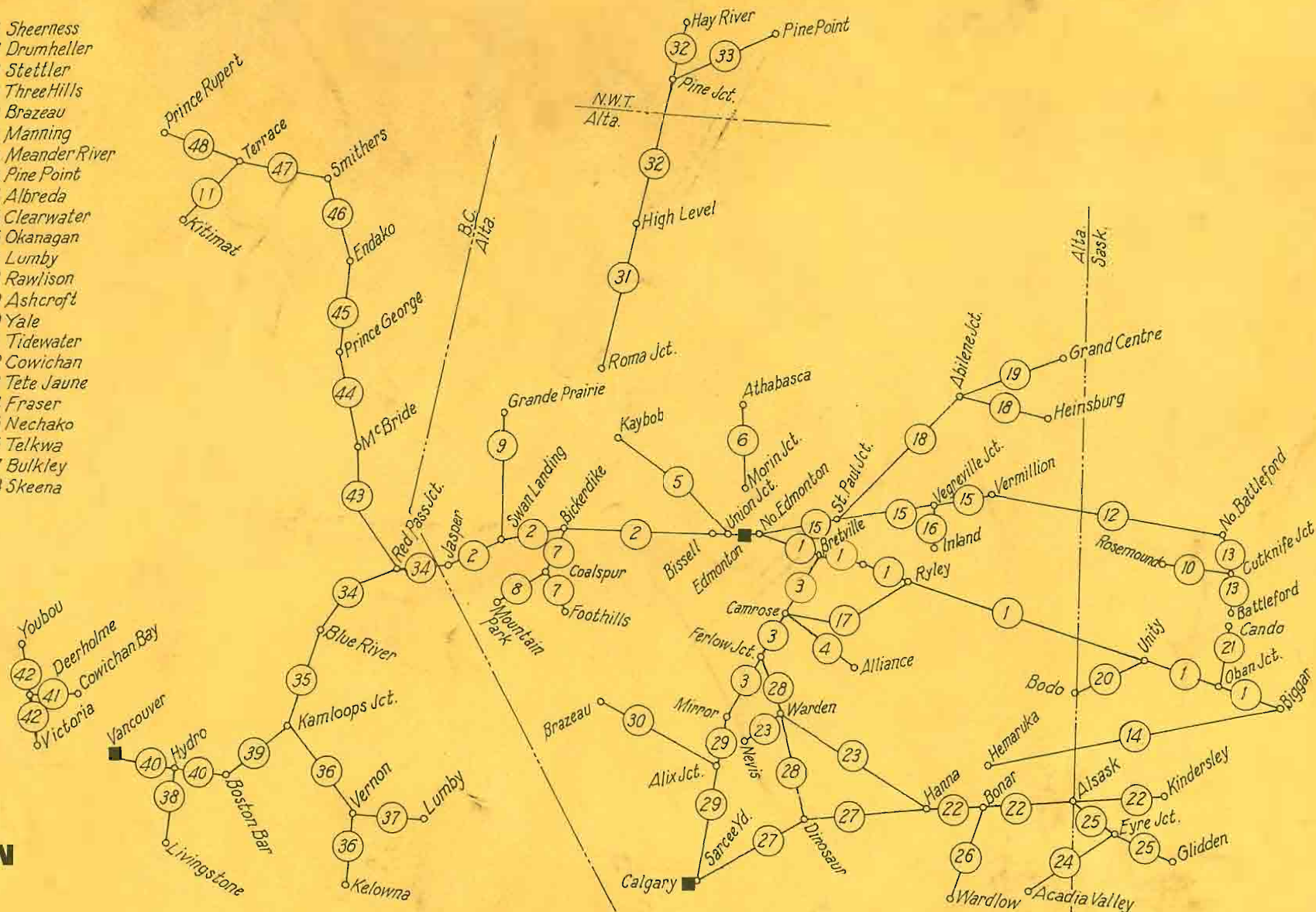
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SPEED TABLE

<u>TIME PER MILE</u>	<u>M.P.H.</u>
0 Min. 40 Sec. -----	90
0 " 42 " -----	85
0 " 45 " -----	80
0 " 48 " -----	75
0 " 51 " -----	70
0 " 55 " -----	65
1 " 0 " -----	60
1 " 5 " -----	55
1 " 12 " -----	50
1 " 20 " -----	45
1 " 30 " -----	40
1 " 43 " -----	35
2 " 0 " -----	30
2 " 24 " -----	25
3 " 0 " -----	20
4 " 0 " -----	15
6 " 0 " -----	10
12 " 0 " -----	5

SUBDIVISIONS

- | | |
|------------------|------------------|
| 1 Wainwright | 26 Sheerness |
| 2 Edson | 27 Drumheller |
| 3 Camrose | 28 Stettler |
| 4 Alliance | 29 Three Hills |
| 5 Sangudo | 30 Brazeau |
| 6 Athabasca | 31 Manning |
| 7 Foothills | 32 Meander River |
| 8 Mountain Park | 33 Pine Point |
| 9 Grande Cache | 34 Albreda |
| 10 Cut Knife | 35 Clearwater |
| 11 Kitimat | 36 Okanagan |
| 12 Blackfoot | 37 Lumby |
| 13 Battleford | 38 Rawlison |
| 14 Dodsland | 39 Ashcroft |
| 15 Vegreville | 40 Yale |
| 16 Haight | 41 Tidewater |
| 17 Demay | 42 Cowichan |
| 18 Coronado | 43 Tete Jaune |
| 19 Bonnyville | 44 Fraser |
| 20 Bodo | 45 Nechako |
| 21 Porter | 46 Telkwa |
| 22 Oyen | 47 Bulkley |
| 23 Endiang | 48 Skeena |
| 24 Acadia Valley | |
| 25 Mantario | |



**MOUNTAIN
REGION**