

MOUNTAIN REGION

EMPLOYEES' OPERATING TIME TABLE

4

TAKING EFFECT SUNDAY, APRIL 30th, 1978

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

WORK SAFELY — PROTECT YOUR FUTURE

W. R. STEPHENSON
GENERAL SUPT. TRANSPORTATION
EDMONTON

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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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Telkwa	86	Endako	Smithers
Tete Jaune	81	Redpass Jct.	McBride
Total Region Mileage — 4689.6			

MOUNTAIN REGION

TAKING EFFECT AT 0300 DAYLIGHT SAVING TIME, SUNDAY, APRIL 30th, 1978

Jasper and East:

Governed by:

Mountain Daylight Saving Time commencing 0300 Sunday, April 30th, 1978 and by:

Mountain Standard Time commencing 0100 Sunday, October 29th, 1978 and by:

Mountain Daylight Saving Time commencing 0300 Sunday April 29th, 1979.

West of Jasper:

Governed by:

Pacific Daylight Saving Time commencing 0300 Sunday, April 30th, 1978 and by:

Pacific Standard Time commencing 0100 Sunday, October 29th, 1978 and by:

Pacific Daylight Saving Time commencing 0300 Sunday, April 29th, 1979.

SYSTEM SPECIAL INSTRUCTIONS

**EMPLOYEES WHOSE DUTIES ARE IN ANY WAY AFFECTED BY THE TIME TABLE
MUST HAVE A COPY OF GENERAL OPERATING INSTRUCTIONS, FORM 696
ACCESSIBLE WHILE ON DUTY.**

1.0 UNIFORM CODE OF OPERATING RULES**1.1 Rule 5**

Where the time of a passenger train applies at the station a portion of the train may pass the station before the leaving time for the purpose of entraining and detraining passengers provided such movement is made at restricted speed.

1.2 Rule 8

On subdivisions, or portions thereof, where this special instruction applies, except on junction switches, lights will not be displayed on switches, train order signals, yard limit signs and derail stands.

1.3 Rule 14

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

1.4 Rule 18

First paragraph, is amended to read: Yard engines will display a headlight to the front and rear by day and by night.

1.5 Rule 42

Paragraph "B" is modified to read:

By day place a yellow flag and, in addition, by night a yellow light at least 2200 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where there is a clear view of the signal of, if possible, 500 yards.

Paragraph "E" is modified to read:

By day place a red flag and, in addition, by night a red light at the mileages stated in the train order to the right of the track as seen from an approaching train. The working limits must be kept 200 yards inside the red signals.

1.6 Rule 72A

The Superior direction is East or South.

1.7 Rule 83A

(This special instruction applies only at locations specified.) When it is not practicable to obtain the necessary information by other means, advice may be received by the Conductor or Engineman directly from the Train Dispatcher specifying actual arrivals and departures of regular trains. Such information must be copied in writing and repeated to the Train Dispatcher who will make a record in the train order book. Information pertaining to RUN LATES and WAITS must not be handled in this manner.

1.8 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.

1.9 Rule 93

(a) (Paragraph (1) is hereby restricted):

The main track may be used within yard limits, CLEARING BY NOT LESS THAN FIVE MINUTES the leaving times of first and second class trains from the next station where their time is shown. Protection against third class, fourth class extra trains and engines is not required.

(Continued on Page 2)

(Continued from Page 3)

SYSTEM SPECIAL INSTRUCTIONS

2.14 Two or more work extras may be authorized to work within the same limits, protecting against each other, and when so authorized their MBS clearance will so specify.

When a train which is authorized to "proceed" is instructed to protect against a work extra, the train must not enter the limits specified until instructions have been received from the engineman of the work extra.

When provision is made for trains to "proceed" within the same limits, both the preceding train and the following train must be instructed to protect against each other.

Enginemen of trains required to protect against other trains must first have a thorough understanding in writing as to their movements and the protection to be provided. Such arrangements must be repeated to ensure a proper understanding. Enginemen are responsible to ensure that all members of the crew have a proper understanding of such arrangements before any movement is made. Should communication fail between the trains involved, no movement is to be made other than that which was last arranged.

2.15 Before cancelling an unfulfilled MBS clearance a train or track unit affected must be:

- (a) issued a new MBS clearance
OR
- (b) stopped within yard limits
OR
- (c) clear of the main track
OR
- (d) protected as prescribed by Rules 40 or 99.

Cancellation must be sent to and acknowledged by the engineman or foreman, who will state his name at time of cancellation, which must be recorded by the Train Dispatcher. The engineman or foreman must immediately destroy his copy of cancelled MBS clearance and ensure that all members of the crew have been advised.

2.16 Before issuing an MBS clearance to permit two trains to occupy the same limits the restriction must be issued first to the engineman of the train being restricted.

RESTRICTIONS ON MBS CLEARANCES WILL BE ISSUED:

- (a) to make provision for a train to move through the limits of a work extra,
- (b) to make provision for trains to move through foreman's limits,
- (c) to make provision for two or more work trains to work within the same limits,
- (d) to make provision for following trains to "proceed" within the same limits.

2.17 When a train is instructed to protect against a foreman the train must not enter the limits specified until instructions have been received from the foreman named in the restriction. These instructions must be repeated to ensure correctness.

2.18 When provision is made for following trains to "proceed" within the same limits an interval of not less than 20 minutes must be maintained. Snow plows must not be authorized to operate within the same limits as a preceding train.

2.19 When a Train Dispatcher is relieved, he must make a transfer of all MBS clearances and MBS bulletins in effect, as prescribed by Rule 220, paragraph 4.

When an operator is relieved, he must make a transfer of all undelivered MBS clearances and MBS bulletins which are on hand, as prescribed by Rule 220, paragraph 5.

2.20 In the application of Rule 4A, notice of new time table or supplement will be given by MBS bulletin instead of train order, issued to trains at least 24 hours prior to and, unless otherwise directed, for six days after it takes effect.

3.0 OPERATION OF TRACK UNITS AS TRAINS OPERATING REQUIREMENTS

3.1 Track Units when under the direction of a Conductor must be operated as trains and all Uniform Code of Operating Rules and Special Instructions apply, except as provided herein. Certain Track Units must be operated as trains and will be specified in special instructions.

3.2 Track Units operating under these instructions are defined as units of on track equipment, not primarily intended for movement in trains.

3.3 Track Units will be designated in train orders, clearances and other forms of operating authority by the words, "Track Unit".

For example: Track Unit Extra TC 103 East
Track Unit Work Extra 104
Track Unit Extra SRS 123 West
No. 880 Eng. 67-252 Track Unit

3.4 Track Units whether standing or moving cannot be relied upon to properly actuate signal systems. Block and interlocking signal indications do not provide operating authority and the indication of such signals may be considered suspended.

3.5 Time Table Freight speeds or specified speed for type of unit will apply, whichever is the lesser.

3.6 Track Units operating as trains must be shown in lineups. In an emergency situation, when a Track Unit is not shown in a lineup, or is operating ahead of the time shown in a lineup, a train order must be issued reading:

"Operate at a speed which will permit stopping within one-half the range of vision also prepared to stop short of any obstruction or switch not properly lined. This order is annulled at -----".

TRAIN ORDER TERRITORY

3.7 Track Units operating as extra trains must be authorized by Form "G" train order or Form "H" train order. Rear protection, when required, must be provided by Form "U" train order or as prescribed by Rule 99 for OUTSIDE ABS.

3.8 On subdivisions or portions thereof specified in Special Instructions, yard limits provide protection for Track Units against third class, fourth class, extra trains and engines.

3.9 Station Protection Signals provide no protection against opposing or following movements and Track Units must proceed through a block protected by an "SPS" signal at restricted speed.

3.10 Track Units operating as trains must maintain the intervals as prescribed by Rule 91, except that the interval need not be maintained by track inspection cars or rail test cars when testing.

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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.

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First paragraph, is amended to read: Yard engines will display a headlight to the front and rear by day and by night.

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Paragraph "B" is modified to read:

By day place a yellow flag and, in addition, by night a yellow light at least 2200 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where there is a clear view of the signal of, if possible, 500 yards.

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The Superior direction is East or South.

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(This special instruction applies only at locations specified.) When it is not practicable to obtain the necessary information by other means, advice may be received by the Conductor or Engineman directly from the Train Dispatcher specifying actual arrivals and departures of regular trains. Such information must be copied in writing and repeated to the Train Dispatcher who will make a record in the train order book. Information pertaining to RUN LATES and WAITS must not be handled in this manner.

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Between a preceding train and a train operating a snow plow — when all preceding trains have left a station ahead or cleared the main train or arrived at a station ahead within yard limits.

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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.

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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.

1.9 Rule 93

(a) (Paragraph (1) is hereby restricted):

The main track may be used within yard limits, CLEARING BY NOT LESS THAN FIVE MINUTES the leaving times of first and second class trains from the next station where their time is shown. Protection against third class, fourth class extra trains and engines is not required.

(Continued on Page 2)

(Continued from Page 1)

SYSTEM SPECIAL INSTRUCTIONS

- (b) When it is not practicable to obtain the necessary information by other means advice may be received by Yardmaster, Conductor or Engineman directly from the Train Dispatcher specifying actual arrivals and departures of first and second class trains. Such information must be copied in writing and repeated to the Train Dispatcher who will make a record in the train order book. Information pertaining to RUN LATES and WAITS must not be handled in this manner.
- (c) This paragraph applies only at locations specified. In yard limits, third class, fourth class, extra trains and engines accepting an ABS signal indication permitting them to proceed, must move at restricted speed regardless of the indication, and the "NOTE" in Rule 93 does not apply.
- (d) On Subdivisions or portions thereof where this special instruction applies, yard limits provide protection for Track Units against third class, fourth class, extra trains and engines. Where yard limits are so designated the words in Rule 93, "known to be clear", are defined as known to be clear of trains, engines, cars, and Track Units and the NOTE in Rule 93 relating to ABS territory does not apply.

1.10 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.

1.11 Rule 211

All clearances must be OK'd by the Train Dispatcher. Paragraphs 2 and 3 of U.C.O.R. Rule 211 are restricted accordingly.

This special instruction does not modify the requirements of Rule 213.

Train orders received by a crew will be retained when so instructed by Train Dispatcher, and such of these train orders as may be required will be included on subsequent clearances issued to that crew when train is redesignated or recreated.

1.12 Rule 266

- (a) When it becomes necessary to move a train or engine into or through a block already occupied by another train or engine a Rule 266 authority must be issued to the Conductor or Engineman of the train or engine occupying the block

The Conductor or Engineman of the train or engine required to enter the occupied block must obtain permission from the Conductor and Engineman of the train or engine occupying the block, which must be in writing and repeated for a clear understanding.

The Conductor or Engineman of the train or engine required to enter the occupied block must also obtain authority in writing and repeat it to the Train Dispatcher in the following form:

Authority given (occupation), (name) on (train, engine,) to pass stop signal (number) at (location) after permission received from Conductor

(name) and Engineman (name) of (train or engine) who holds Rule 266 authority between signal (number) at (location) and signal (number) at (location) on (track) from (time) until (time).

Restricted speed as required by ABS Rules and Rules 104A, 104B and 672 must be applied.

- (b) A joint Rule 266 authority may be issued when it is necessary for more than one train or engine to work within the same limits.

Before issuing such authority the Train Dispatcher must block all signal controls governing movements into such limits at STOP and must not remove such blocking, nor permit any other train or engine to enter such limits until each train or engine has been reported clear, REGARDLESS OF THE TIME LIMITS GRANTED.

Before any movement is made under joint authority the Conductors and Engineman of such trains and engines required to protect against each other must have a thorough understanding in writing as to the movements of each other and the protection to be provided.

All movements within such limits must be made at restricted speed as required by ABS Rules.

NOTE: — Reference to Engineman in Paragraphs (a) and (b) not applicable to track units operating as trains.

- (c) Fifth paragraph is amended to read as follows: The train or engine must be clear of the track or tracks specified, switches restored to normal position before expiration of time specified and Train Dispatcher so advised. If not clear by the time specified, protection must be provided as prescribed by Rule 99, UNLESS SUCH TRAIN OR ENGINE IS STANDING. If additional time is required, authority must be secured from the Train Dispatcher before previously authorized time expires.

1.13 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.

(Continued on Page 3)

(Continued from Page 2)

SYSTEM SPECIAL INSTRUCTIONS

1.14 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.

1.15 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. When issuing an MBS clearance the Train Dispatcher must provide for protection against conflicting movements. All movements authorized by MBS clearance must be recorded on the train sheet. MBS clearance must show the number of each MBS bulletin, if any, affecting the train addressed, with other required information.

MBS clearances and MBS bulletins must be repeated before being acted on, but do not become effective until "repeated" time has been given by the Train Dispatcher.

Whenever operating authority is to be restricted or reduced, the Train Dispatcher must issue the new MBS clearance directly to engineman or foreman and obtain acknowledgement before considering the restriction or reduction to be in effect.

2.3 MBS clearances will be numbered consecutively each day beginning at midnight. When transmitting each MBS clearance, the Train Dispatcher must write the required information in the book provided for the purpose, reading aloud all applicable written and preprinted portions as he transmits it. Employees repeating MBS clearances must read aloud all applicable written and preprinted portions. Train Dispatcher must check and underscore each word and figure as it is repeated.

2.4 MBS clearance will normally be issued to engineman or foreman, 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 members of the crew have a definite and proper understanding of the requirements of all MBS clearances and MBS bulletins as soon as practicable after they have been received.

2.5 MBS clearances may be issued for the purpose of carrying out maintenance work and for the operation of track units, but do not provide protection against other track units. MBS clearances do not become effective until "repeated" time has been given by the Train Dispatcher and must not be acted upon until the foreman has read aloud the contents of the MBS clearance to at least one accompanying employee, if any, to ensure a clear

understanding. When in possession of an MBS clearance, Rules 40, 41 or 42 protection is not required and Train Dispatcher must provide protection until foreman has reported such protection is no longer required and it has been cancelled.

2.6 Yard limits provide protection for track units against extra trains and engines. The words in Rule 93 "known to be clear" are defined as known to be clear of trains, engines, cars and Track Units. Maintenance work must not be performed under the protection of Rule 93. MBS "work" clearance may be issued for maintenance work within yard limits provided the Train Dispatcher can control all train and engine movements at that location.

2.7 MBS bulletins will be issued to give notice of track or other conditions, using procedure outlined in Rule 203, paragraph 2. Crew members are responsible for obtaining MBS bulletins affecting their trains. When MBS bulletins are issued for the protection of slow track, flags and lights must be placed as required by Rule 43.

2.8 When transmitting each MBS bulletin, the Train Dispatcher must write it in the book provided for the purpose, reading it aloud as he transmits it, and checking and underscoring each word and figure each time it is repeated.

An MBS bulletin to be sent to two or more employees must be transmitted simultaneously to as many of them as practicable. The employees copying MBS bulletins must, when practicable, check the other repeats for correctness.

2.9 When an MBS bulletin cannot be transmitted simultaneously to all, or if repeat from any employee is delayed or is again required, Train Dispatcher must when practicable, require an employee who has already repeated to check the correctness of subsequent repeats. The Train Dispatcher must make proper record of such repeats.

If for any reason an MBS bulletin is to be rewritten, additional copies must be made from one previously repeated, and must be repeated to the Train Dispatcher from the new copy each time additional copies are made.

2.10 Except as provided by instructions 2.14, 2.16 and 2.17 MBS clearance authorizes exclusive main track occupancy and flag protection is not required.

2.11 Stations will be used to designate the limits of an MBS clearance except that a mileage may be used provided such location can be identified by a mileage sign or switch, but such authority does not permit use of the main track between switches of a siding, at either of the stations named, unless the MBS clearance authorizes "hold main track at -----".

2.12 A train or track unit authorized to "proceed" must move in the direction specified. The Train Dispatcher must be promptly advised when the entire train or track unit has:

- (a) left the limits specified on the MBS clearance or,
- (b) entered yard limits or,
- (c) arrived or left locations specified by the Train Dispatcher.

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

2.13 A train authorized to "work", may move in either direction between the points named, until the MBS clearance is cancelled.

(Continued on Page 4)

*(Continued from Page 3)***SYSTEM SPECIAL INSTRUCTIONS**

- 2.14 Two or more work extras may be authorized to work within the same limits, protecting against each other, and when so authorized their MBS clearance will so specify.

When a train which is authorized to "proceed" is instructed to protect against a work extra, the train must not enter the limits specified until instructions have been received from the engineman of the work extra.

When provision is made for trains to "proceed" within the same limits, both the preceding train and the following train must be instructed to protect against each other.

Enginemen of trains required to protect against other trains must first have a thorough understanding in writing as to their movements and the protection to be provided. Such arrangements must be repeated to ensure a proper understanding. Enginemen are responsible to ensure that all members of the crew have a proper understanding of such arrangements before any movement is made. Should communication fail between the trains involved, no movement is to be made other than that which was last arranged.

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- (a) issued a new MBS clearance
OR
- (b) stopped within yard limits
OR
- (c) clear of the main track
OR
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Cancellation must be sent to and acknowledged by the engineman or foreman, who will state his name at time of cancellation, which must be recorded by the Train Dispatcher. The engineman or foreman must immediately destroy his copy of cancelled MBS clearance and ensure that all members of the crew have been advised.

- 2.16 Before issuing an MBS clearance to permit two trains to occupy the same limits the restriction must be issued first to the engineman of the train being restricted.

RESTRICTIONS ON MBS CLEARANCES WILL BE ISSUED:

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- (b) to make provision for trains to move through foreman's limits,
- (c) to make provision for two or more work trains to work within the same limits,
- (d) to make provision for following trains to "proceed" within the same limits.

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- 2.19 When a Train Dispatcher is relieved, he must make a transfer of all MBS clearances and MBS bulletins in effect, as prescribed by Rule 220, paragraph 4.

When an operator is relieved, he must make a transfer of all undelivered MBS clearances and MBS bulletins which are on hand, as prescribed by Rule 220, paragraph 5.

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Track Unit Extra SRS 123 West
No. 880 Eng. 67-252 Track Unit

- 3.4 Track Units whether standing or moving cannot be relied upon to properly actuate signal systems. Block and Interlocking signal indications do not provide operating authority and the indication of such signals may be considered suspended.

- 3.5 Time Table Freight speeds or specified speed for type of unit will apply, whichever is the lesser.

- 3.6 Track Units operating as trains must be shown in lineups. In an emergency situation, when a Track Unit is not shown in a lineup, or is operating ahead of the time shown in a lineup, a train order must be issued reading:

"Operate at a speed which will permit stopping within one-half the range of vision also prepared to stop short of any obstruction or switch not properly lined. This order is annulled at -----".

TRAIN ORDER TERRITORY

- 3.7 Track Units operating as extra trains must be authorized by Form "G" train order or Form "H" train order. Rear protection, when required, must be provided by Form "U" train order or as prescribed by Rule 99 for OUTSIDE ABS.

- 3.8 On subdivisions or portions thereof specified in Special Instructions, yard limits provide protection for Track Units against third class, fourth class, extra trains and engines.

- 3.9 Station Protection Signals provide no protection against opposing or following movements and Track Units must proceed through a block protected by an "SPS" signal at restricted speed.

- 3.10 Track Units operating as trains must maintain the intervals as prescribed by Rule 91, except that the interval need not be maintained by track inspection cars or rail test cars when testing.

(Continued on Page 5)

(Continued from Page 4)

SYSTEM SPECIAL INSTRUCTIONS**ABS TERRITORY** (including Rules 251-257 and Rules 261-262 Territories)

- 3.11 Track units cannot be relied upon to properly actuate the automatic block signal system and extra trains must be authorized by Form "G" train order or Form "H" train order. Rear protection, when required, must be provided by Form "U" train order, or as prescribed by Rule 99 for OUTSIDE ABS TERRITORY. Block and Interlocking signal indications do not provide operating authority and the indication of such signals may be considered suspended.
- 3.12 In the application of Rule 86, WITHIN ABS TERRITORY, Track Units must be clear at the time a superior train in the same direction is due to leave the next station in the rear where time is shown.
- 3.13 On subdivisions or portions thereof specified in Special Instructions, yard limits provide protection for Track Units against third class, fourth class, extra trains and engines.
- 3.14 Station Protection Signals provide no protection against opposing or following movements and Track Units must proceed through a block protected by an "SPS" signal at restricted speed.
- 3.15 The following intervals must be maintained between a preceding train and a Track Unit operating in the same direction:
- (1) When all preceding trains have left a station ahead or cleared the main track or arrived at a station ahead in yard limits. Train Dispatcher will ensure such interval is maintained at open train order offices, but when this cannot be done the Track Unit may follow after twenty minutes, running at restricted speed until such advice is received.
 - (2) When a Track Unit is passed by another train and is unable to obtain information that the preceding train has left a station ahead or cleared the main track or arrived at a station ahead within yard limits, it may follow after twenty minutes running at restricted speed until such advice is received, except that the interval need not be maintained by track inspection cars or rail test cars when testing.
- Radio may be used to ensure that the prescribed intervals are maintained.
- 3.16 Track Units whether standing or moving cannot be relied upon to properly activate the CTC signal system. The signal indications do not provide operating authority. The indication of such signals may be considered suspended.
- 3.17 All movements must be authorized by Rule 266 as modified herein:
Before issuing such authority the Train Dispatcher must block all levers controlling signals governing movements into such limits at STOP and must not remove lever blocks nor permit any other train or engine to enter the limits until the Track Unit is reported clear of the track or tracks specified REGARDLESS OF THE TIME LIMITS GRANTED. Train Dispatcher must be advised when the Track Unit has entered the limits specified.
Train Dispatcher must, when practicable, line switches against potential conflicting movements.
- 3.18 Further modifications to Rule 266 as contained in System Special Instructions apply.
- 3.19 Train Dispatcher must, when practicable, line and block levers controlling dual control switches. Before passing over such dual control switches the points must be observed to know that the switch

is properly lined and a speed of 5 miles per hour must not be exceeded. When the Train Dispatcher cannot line and block levers controlling dual control switches the switches MUST be operated manually but must not be restored to "power" positions until the track unit has moved off the switch.

MBS TERRITORY

- 3.20 Track Units operating as trains will be governed by System Special Instructions pertaining to MBS.

INTERLOCKINGS

- 3.21 Track Units operating as trains must stop before passing signal governing movements into interlocking limits regardless of the indication displayed and will be governed by items (a), (b) or (c).
- (a) At controlled interlockings, the Conductor must BEFORE PROCEEDING, receive permission or hand signal from the Signalman to proceed.
The Signalman must provide protection by blocking controlling signals governing movements on or conflicting with the authorized route at STOP, and must not remove blocking until the Conductor has reported clear of the interlocking limits. At locations specified in the time table the permission from the Signalman to proceed must be in writing.
 - (b) At controlled interlockings, should all means of communication with the Signalman fail or when a controlled interlocking station is closed when no immediate conflicting movement is evident, the Conductor, after opening the knife switch, must wait three minutes, unless a greater time is specified, before the Track Unit may proceed.
Knife switch must not be closed until the Track Unit has cleared the interlocking limits. Where knife switches are not provided the Conductor must be governed by special instructions.
 - (c) At automatic interlockings, when no immediate conflicting movement is evident, the Conductor after opening the knife switch, must wait three minutes, unless a greater time is specified, before the Track Unit may proceed. Knife switch must not be closed until the track unit has cleared the interlocking limits.

**NON-INTERLOCKED RAILWAY CROSSING AT GRADE
NON-INTERLOCKED DRAWBRIDGES**

- 3.22 A Track Unit operating as a train must stop at the STOP sign and after making certain there is no conflicting movement and the route is properly lined, may proceed.

PUBLIC CROSSINGS AT GRADE

- 3.23 Track Units operating as trains must not enter any crossing until the movement is properly protected as prescribed by items (a), (b) or (c).
- (a) At crossings where Gatemen or Watchmen are employed the crossing must not be entered until gates are in horizontal position or "Proceed" hand signal has been received.
 - (b) At crossings protected by automatic gates, the crossing must be protected by a member of the crew unless the gates are in horizontal position.
 - (c) At other crossings, Track Units must not enter the crossing without the protection of a flagman unless it is known that there is no traffic closely approaching the crossing.

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(Continued from Page 5)

SYSTEM SPECIAL INSTRUCTIONS

4.0 GENERAL

- 4.1 General Operating Instructions (Form 696) Item
6.1(M) Dynamic Braking:

Applies only to single diesel unit, two diesel units,
or one diesel unit coupled to one other unit of
equipment.

*(Continued from page 5)***REGIONAL SPECIAL INSTRUCTIONS**

M-1. When livestock is killed or injured by a train, engineer will submit a special "livestock report" in lieu of Form 3903. General Operating Instructions (Form 696) Item 19.1.3(c) is amended accordingly.

M-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 to 20 miles per hour.

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. In non-CTC territory, trains must stop and a standing inspection must be made of engine and all cars in train if radio contact with Train Dispatcher cannot be made within 1 to 4 miles after passing a Hot Box Detector.

M-8. 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 on 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-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 |

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 General Operating Instructions (Form 696) Item 19.1.3(E), V.C. report (Form 691) to be submitted only when accident not attended with personal injury and then, by each member of the crew involved.

M-14. 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. 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.

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(Continued from Page 7)

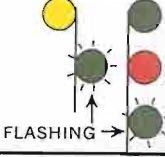
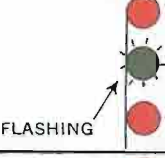
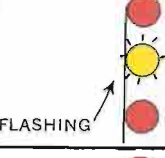
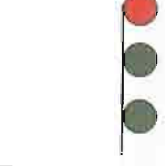
REGIONAL SPECIAL INSTRUCTIONS

- 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-17.** 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.
-

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.

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WESTWARD TRAINS			Miles from Biggar	Switching Zones	WAINWRIGHT SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS		
FIRST CLASS					MOUNTAIN TIME				FIRST CLASS		
----	695	3			STATIONS				694	4	----
----	Passenger Railiner	Passenger			Passenger Railiner	Passenger			Passenger Railiner	Passenger	----
----	Daily	Daily	0040	0.0	↓ 2.2	BIGGAR CKPWY	BI	10220	----	S 0430	----
----	----	----	8.6	----	----	8.6 OBAN ----- P	----	5340	----	----	----
----	----	----	8.8	----	----	0.2 OBAN JCT. ----- P Jct. with Porter Sub.	----	----	----	----	----
----	----	----	16.3	----	----	7.5 PALO ----- P	----	5160	----	----	----
----	----	----	30.0	----	----	13.7 CAVELL ----- P	----	5120	----	----	----
----	----	----	42.7	----	----	12.7 SCOTT ----- P	----	6050	----	----	----
----	----	----	51.2	----	----	8.5 TAKO ----- P	----	5140	----	----	----
----	----	S 0150	57.9	----	----	6.7 UNITY ----- PW	----	5340	----	S 0310	----
----	----	----	68.5	----	----	10.6 VERA ----- P	----	6250	----	----	----
----	----	----	77.3	----	----	8.8 WINTER ----- P	----	5120	----	----	----
----	----	----	84.5	----	----	7.2 YONKER ----- P	----	5340	----	----	----
----	----	----	96.5	----	----	12.0 ARTLAND ----- P	----	5160	----	----	----
----	----	0300	106.9	----	----	10.4 CHAUVIN ----- P	----	5950	----	0205	----
----	----	----	116.8	----	----	9.9 DUNN ----- P	----	5320	----	----	----
----	----	----	127.8	----	----	11.0 HEATH ----- P	----	6250	----	----	----
----	----	----	135.3	----	----	7.5 GREENSHIELDS ----- P	----	5340	----	----	----
----	----	S 0345	140.1	138.5	↓	4.8 WAINWRIGHT KPWY	GN	6470	----	0120	----
----	----	0355	146.6	142.0	↑	6.5 FABYAN ----- P	----	5130	----	S 0110	----
----	----	----	157.7	----	CTC	11.1 IRMA ----- P	----	5220	----	----	----
----	----	----	165.9	----	----	8.2 JARROW ----- P	----	6250	----	----	----
----	----	----	172.1	----	----	6.2 KINSELLA ----- P	----	5130	----	----	----
----	----	0455	184.5	----	----	12.4 VIKING ----- P	----	5230	----	0020	----
----	----	----	196.7	----	----	12.2 BRUCE ----- P	----	5860	----	----	----
----	----	----	205.9	----	----	9.2 HOLDEN ----- P	----	5050	----	----	----
----	----	0530	214.7	----	----	8.8 RYLEY ----- P	----	5450	----	2351	----
----	----	----	226.2	----	----	11.5 TOFIELD ----- P	----	6050	----	----	----
----	----	----	232.4	----	----	6.2 LINDBROOK ----- P	----	5140	----	----	----
----	----	----	243.8	----	----	11.4 UNCAS ----- P	----	5150	----	----	----
----	----	0620	250.0	----	----	6.2 ARDROSSAN ----- P	----	5950	----	2317	----
----	From Camrose Sub.	----	259.1	257.0	↑	9.1 CLOVER BAR ----- P	----	7110	To Camrose Sub.	----	----
----	1130	----	260.2	----	----	1.1 BREVILLE JCT. ----- PY Jct. with Camrose Sub.	----	----	1725	----	----
----	----	----	263.3	----	----	3.1 EAST JCT. ----- Calder Entry Exit	----	----	----	----	----
----	----	----	263.4	----	----	0.1 NORTH EDMONTON ----- P	----	2960	----	----	----
----	S 1145	S 0700	266.7	----	----	3.3 EDMONTON CKPW	MO	----	1710	2250	----
Main track ends at west boundary 96th Street mileage 266.3 and Rule 105 applies between mileages 266.3 and 266.7.									Daily	Daily	----
----	695	3							694	4	----

WAINWRIGHT 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.

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.

Wainwright—All trains must obtain clearance.

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 (RTC 109010-111212-R23784):

Mileages 36.5, 55.3, 58.2, 102.9, 106.7, 112.0, 160.9, 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.

At Edmonton, there is no approach signal to CTC and eastward movements must approach eastward block signal D2664 prepared to stop and there be governed by indication displayed.

Movements entering the main track through crossovers from south service track mileages 266.2 and 264.9 must obtain train dispatcher's permission before reversing switch in the track on which the movement is standing.

1.4 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 1.3—Applies within the limits of the City of Edmonton.

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 Edson Sub, and between mileages 6.5 and 7.5 Edson Sub. All yard trackage leading off main track between these mileages are within the limits of the City of Edmonton.

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 Service Track—Extends from mileage 261.1 to mileage 266.5. See Greater Edmonton Terminals footnotes.

2.8 South Service Track—Extends from mileage 262.2 to mileage 264.4 and from mileage 264.9 to mileage 266.2. See Greater Edmonton Terminals footnotes.

2.9 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.

Siding located between mileages 262.6 and 263.3.

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

2.10 Edmonton—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.

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(Continued from Page 12)

WAINWRIGHT SUBDIVISION FOOTNOTES

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
 Rule 264 does not apply. If necessary to pass
 an interlocking signal indicating STOP, the require-
 ments 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 Wainwright Sub., Vegreville Sub., Calder Entry-Exit Line,
 and North Service Track ---- North Edmonton ----**
 Controlled Including Railway Crossing at Grade (Calder
 Entry-Exit Line and Crossover between Vegreville Sub.
 and North Service Track.

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
 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.
- 4.3 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 must not be operated on trackage serving Mid-West Chemical Co. at Palo.

5 SPEEDS

Mileage	Zone	Miles per Hour Passenger and Freight Railiner
0.0 to 0.2		20
0.2 to 62.0	Zone	80
* 4.8 to 6.8		75
24.0 to 24.5		65
37.6 to 37.8		25
62.0 to 89.1	Zone	65
89.1 to 90.7	Zone	60
90.7 to 145.4	Zone	80
99.4 to 99.7		65
128.2 to 128.6		75
145.4 to 148.2	Zone	65
148.2 to 150.2	Zone	45
150.2 to 155.0	Zone	55
152.7 to 153.0		35
155.0 to 256.5	Zone	80
160.1 to 160.7		70
228.0 to 236.0		70
244.2 to 244.4		65

Miles per Hour
Passenger Freight

*256.5 to 259.2	Zone	60	60
259.2 to 263.4	Zone	45	40
263.4 to 266.7	Zone	20	20

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

Passenger trains with 5000-5399 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 order 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 -----	50	50
Westward movements approaching within 1100 feet of crossing and until crossing occupied -----	25	25
Westward movements proceeding at less than 10 miles per hour within 1100 feet of crossing and until crossing occupied -----	10	10
5.4 Mileage 58.36 (First Avenue)		
Westward movements proceeding at less than 25 miles per hour within 3200 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
5.7 Mileage 266.36 (96th Street)		
Eastward movements approaching within 600 feet of crossing and until crossing occupied ----	10	10

6 CONDITIONAL PASSENGER STOPS

- 6.1 At Viking, No. 3 will stop to detrain revenue passengers from Saskatoon and beyond and upon advance notice, will stop to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.
- 6.2 At Viking, No. 4 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.

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WAINWRIGHT SUBDIVISION FOOTNOTES**7 PUBLIC CROSSINGS AT GRADE**

- 7.1 **Mileage 0.7** (Highway 4-14) automatically protected. Equipped with push button.
- 7.2 **Mileage 42.9** (Highway 380) automatically protected. Westward: Special Instruction M-15(b) applicable and Stop made 150 feet east of crossing.
- 7.3 **Mileage 57.07** (Highway 330) automatically protected. Special Instruction M-15(b) applicable to westward movements.
- 7.4 **Mileage 57.13** (Highway 14) automatically protected. Special Instruction M-15(b) applicable to westward movements.
- 7.5 **Mileage 58.36** (First Avenue) automatically protected. Special Instruction M-15(b) applicable to westward movements in siding.
- 7.6 **Mileage 103.05** (Highway 17) automatically protected. Equipped with push button.
- 7.7 **Mileage 112.14** (Main Street) automatically protected. Equipped with push button.
- 7.8 **Mileage 146.7** (Municipal Road) automatically protected. Equipped with push button.
- 7.9 **Mileage 158.0** (Irma Road) automatically protected. Special Instruction M-15(b) applicable to westward movements.
- 7.10 **Mileage 205.8** (Main Street) automatically protected. Equipped with push button.
- 7.11 **Mileage 206.25** (Highway 855) automatically protected. Special Instruction M-15(b) applicable to eastward movements.
- 7.12 **Mileage 214.8** (North-South Road) automatically protected. Equipped with push button.
- 7.13 **Mileage 226.3** (Queen's Street) automatically protected. Equipped with push button.
- 7.14 **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.
- 7.15 **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.

- 7.16 **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.
- 7.17 **Edmonton - North Edmonton** — In the application of Special Instruction M-15(a) at all public crossings at grade between and including 66th Street mileage 263.5 and 96th Street mileage 266.36 the crossing must not be obstructed until protection has been in operation for 35 seconds.
- 7.18 **Mileage 265.1** (82nd Street) automatically protected. One or more STOP signs erected on other than the main track.
- 7.19 **Mileage 266.2** (95th Street)
Movements on south service track or City Waterworks Spur must not exceed 5 miles per hour until crossing occupied.
- 7.20 **Mileage 266.36** (96th Street) automatically protected. STOP sign erected on other than main track.

8 HOT BOX SCANNERS AND DRAGGING EQUIPMENT DETECTORS

- 8.1 Located at mileages 26.15, 55.3, 79.0, 103.1, 132.6, 161.78, 191.6, 221.1 and 246.15.

9 SPURS AND OTHER TRACKS

	Mileage	Capacity in Feet	Points Face
9.1			
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
Poe	210.1	1310	W
Shonts	221.2	1670	W
Bremner	254.5	5220	E W
Bremner Spur	254.6	1350	W

GREATER EDMONTON TERMINALS

1 GENERAL

Calder—Standard clock, bulletin book, train register, and train order office (office signal "CD") located in Calder Servocentre Building.

1.1 SPECIAL INSTRUCTIONS APPLY—

General Operating Instructions (Form 696) Item 2.6 (second paragraph) applicable to yard foremen and yard enginemen commencing duty at Calder, North Edmonton, Clover Bar, and Edmonton City Interchange. SYSTEM 1.3—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 Edson Sub.,

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 Edson Sub., and between mileages 6.5 and 7.5 Edson Sub. All yard trackage leading off the main track between these mileages are within the limits of the City of Edmonton.

1.2 GENERAL FOOTNOTES—

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.

1.3 EQUIPMENT RESTRICTIONS—

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.

1.4 SPEEDS—

Miles per Hour
All
Movements

Tracks and Spurs not otherwise covered 10

2 CALDER ENTRY-EXIT LINE

East Jct. to West Jct. via Calder

2.1 CTC SPECIAL FEATURES—

CTC between North Edmonton and eastward block signals 04 and D04. No train or engine shall clear the main track at switches mileage 0.25 and mileage 0.29.

2.2 GENERAL FOOTNOTES—

North Edmonton—

ACI Scanner located approximately 200 feet west of eastward block signal 02 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 02 must stop clear of the ACI 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 ACI scanner before reversing direction.

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. 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 INTERLOCKINGS—

Mileage 0.1 _____ North Edmonton _____ Controlled. (See Vegreville Sub. or Wainwright Sub. footnotes)

2.4 EQUIPMENT RESTRICTIONS—

Engines with 6 wheel trucks must not be operated on any track on north side of diesel shops at Calder.

2.5 SPEEDS—

Mileage	Miles Per Hour
0.0 to 0.4 _____	30
0.4 to 2.1 (Tracks E2 and E3) _____	20

2.6 PUBLIC CROSSINGS AT GRADE—

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.

2.7 SPRING SWITCH—

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

3 NORTH SERVICE TRACK

Extends from mileage 261.1 to mileage 266.5 Wainwright Sub. on north side of main track. Crosses Calder Entry-Exit Line at mileage 0.1 Calder Entry-Exit Line.

3.1 INTERLOCKINGS—

Mileage 2.2 _____ North Edmonton _____ Controlled. (See Vegreville Sub. or Wainwright Sub. footnotes)

Railway Crossing at Grade—

Edmonton LRT _____ Mileage 3.56 _____ Automatic

3.2 EQUIPMENT RESTRICTIONS—

Engines must not be moved over the undertrack unloading pit at O.K. Construction Ltd., 107th Avenue and 92nd Street.

3.3 PUBLIC CROSSINGS AT GRADE—

Mileage 2.38 (66th Street, Wainwright Sub. mileage 263.5) Automatically protected. Eastward movements stopped by a stop indication on signal D24 must stop clear of the crossing circuit located 270 feet west of crossing to avoid unnecessary operation of crossing protection.

Mileage 4.06 (82nd Street, Wainwright Sub. mileage 265.1) Automatically protected. One or more STOP signs erected on other than the main track.

Mileage 5.27 (96th Street, Wainwright Sub. mileage 266.36) Automatically protected. STOP sign erected on other than the main track.

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GREATER EDMONTON TERMINALS**4 EDMONTON RAPID TRANSIT SPUR
NO. X-040**

Extends from Mileage 3.81 North Service Track

4.1 GENERAL FOOTNOTES—

When spotting cars in Edmonton Rapid Transit spur to car barns, CN engines are to push cars through cross-over to the first track north of North Service Track. Engines MUST NOT enter the yard to spot cars.

5 SOUTH SERVICE TRACK

Extends from mileage 262.6 to mileage 264.4 and from mileage 264.9 to mileage 266.2 Wainwright Sub. on south side of main track.

5.1 PUBLIC CROSSINGS AT GRADE—

Mileage 0.87 (66th Street, Wainwright Sub. mileage 263.5) Automatically protected. STOP sign governing westward movements located on south side of track. Westward movements must stop at the STOP sign and must not obstruct crossing until gates are horizontal or crossing protected by a member of the crew.

Mileage 2.56 (82nd Street, Wainwright Sub. mileage 265.1) Automatically protected. One or more STOP signs erected on other than the main track.

Mileage 3.54 (95th Street, Wainwright Sub. mileage 266.2) Movements on south service track or City Waterworks spur must not exceed 5 miles per hour until crossing occupied.

6 COTTRELL INDUSTRIAL SPUR

Extends from Mileage 0.03 South Service Track

6.1 GENERAL FOOTNOTES—

Crews switching at spurs N-082 and N-083 must not leave cars on curve on either track as cars cannot pass cars standing on curve on adjacent track.

Caution must be used when placing cars in Cottrell Forwarding Co. building and cars must be brought to a stop before hand brakes are applied or released due to overhead clearance. When applying or releasing hand brakes, crews are warned to protect against low beams in the building. Crews must not open doors to the building. This is the responsibility of Cottrell Forwarding Co. employees.

7 SANTA ROSA INDUSTRIAL LEAD

Extends from mileage 1.0 South Service Track.

7.1 PUBLIC CROSSING AT GRADE—

Mileage 0.17 (Santa Rosa Road)—Automatically protected. STOP signs erected on each of the 3 tracks. Movements must stop at the STOP signs and must not obstruct crossing until protection has been in operation for at least 10 seconds.

**8 UNITED GRAIN GROWERS SPUR
NO. X-050**

Extends from mileage 3.24 North Service Track

8.1 PUBLIC CROSSING AT GRADE—

Mileage 0.06 (120th Avenue)—Automatically protected. STOP signs erected on each side of crossing. Movements must stop at the STOP signs and must not obstruct crossing until protection has been in operation for at least 10 seconds.

9 STRATHCONA INDUSTRIAL LINE

Mileage 4.5 Camrose Sub.—Extends 9.1 miles westward, switch points face north.

9.1 NON-INTERLOCKED—**Railway Crossing at Grade—**

C.P. Rly. ----- Mileage 4.9

9.2 INTERLOCKING—**Railway Crossing at Grade—**

C.P. Rly. ----- Mileage 5.0 ----- Automatic

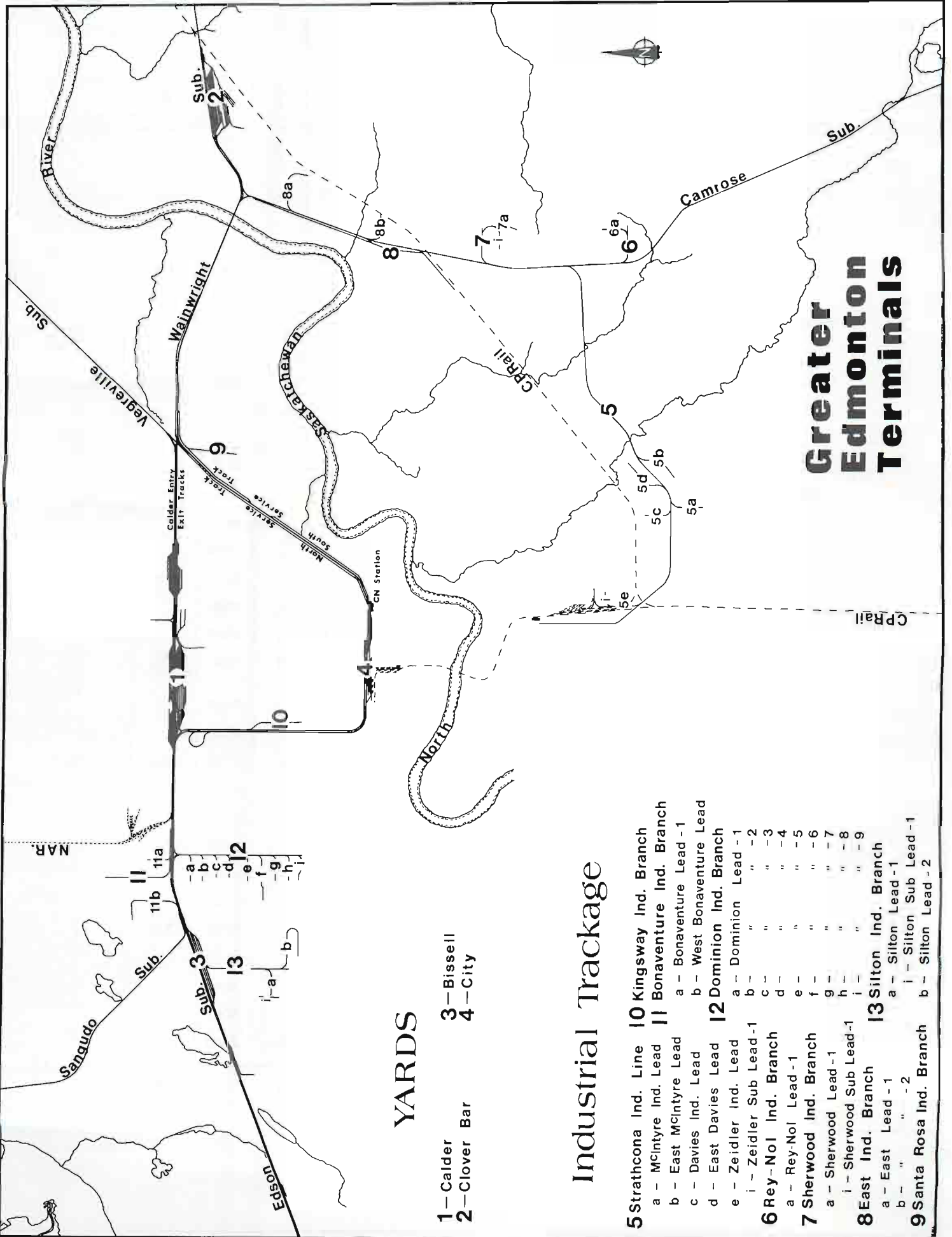
9.3 PUBLIC CROSSING AT GRADE—

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.

10 ZEIDLER INDUSTRIAL LEAD

Extends from mileage 4.93 Strathcona Industrial Line.

10.1 GENERAL FOOTNOTE—Zeidler Industrial Lead is used jointly with C.P. Rly. as Willingdon Sub. main track for a distance of 550 feet in vicinity of 63rd Avenue. C.P. Rly. main track switch located south of overpass is in normal position when lined for movements on C.P. Rly.



Greater Edmonton Terminals

YARDS

- 1—Calder
- 2—Clover Bar
- 3—Bissell
- 4—City

Industrial Trackage

- 5** Strathcona Ind. Line
 - a — McIntyre Ind. Lead
 - b — East McIntyre Lead
 - c — Davies Ind. Lead
 - d — East Davies Lead
 - e — Zeidler Ind. Lead
 - i — Zeidler Sub Lead-1
- 6** Rey-Nol Ind. Branch
 - a — Rey-Nol Lead -1
- 7** Sherwood Ind. Branch
 - a — Sherwood Lead -1
 - i — Sherwood Sub Lead-1
- 8** East Ind. Branch
 - a — East Lead -1
 - b — " -2
- 9** Santa Rosa Ind. Branch
 - a — Silton Sub Lead -1
 - b — Silton Lead -2
- 10** Kingsway Ind. Branch
- 11** Bonaventure Ind. Branch
 - a — Bonaventure Lead -1
 - b — West Bonaventure Lead
- 12** Dominion Ind. Branch
 - a — Dominion Lead -1
 - b — " -2
 - c — " -3
 - d — " -4
 - e — " -5
 - f — " -6
 - g — " -7
 - h — " -8
 - i — " -9
- 13** Silton Ind. Branch
 - a — Silton Lead -1
 - i — Silton Sub Lead -1
 - b — Silton Lead -2

WESTWARD TRAINS		EDSON SUBDIVISION				EASTWARD TRAINS		
FIRST CLASS		Miles from Edmonton	Yard Limits	Switching Zones	MOUNTAIN TIME		FIRST CLASS	
3					STATIONS		4	
Passenger					Office Signals		Passenger	
Daily		Siding Capacity in Feet						
0800	0.0	0.4	4.2	4.2	EDMONTON CKPWZ	MO	5850	s 2150
	4.2	4.2			4.2 WEST JCT. PXYZ			2135
	4.9				Calder Entry-Exit 0.7 N.A. RLY. PX			
	6.0				1.1 UNION JCT. PX			
	7.2			8.1	Jct. with Sangudo Sub. 1.2 BISSELL PX			
0818	7.2				12.5 SPRUCE GROVE P		5850	
	19.7				12.8 CARVEL P		5650	2100
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			2010
0948	68.1				9.4 WILDWOOD PW		5630	
	77.5				10.6 LEAMAN P		5850	
	88.1				11.6 NITON P		6050	1935
1025	99.7				10.1 PEERS P		5850	
	109.8				11.0 WOLF CREEK P		5880	
	120.8				8.8 EDSON KPWY	FY	6580	1900
s 1100	129.6			128.0	9.3 BICKERDIKE PY		7690	s 1850
1110	129.6			131.0	10.2 GALLOWAY P		6050	
	138.9				6.7 MEDICINE LODGE P		6050	1810
	149.1				9.4 OBED P		6050	
1145	155.8				11.8 PEDLEY P		6070	
	165.2				7.6 HINTON PW		5480	s 1735
	177.0				11.6 SOLOMON P		5160	
s 1230	184.6				3.2 SWAN LANDING P		7790	
	196.2				8.8 MIETTE P		6050	1700
	199.4				6.4 DEVONA P		6150	
	208.2				5.9 SNARING P		6050	
	214.6				7.1 HENRY HOUSE P		6050	
	220.5				8.1 JASPER CKPWY	GH	2440	1625
	227.6			233.0				
s 1355	235.7							

Main track commences at the east boundary of 105th Street overpass mileage 0.4.
 Rule 105 applies between mileages 0.0 and 0.4.

3

Daily

4

EDSON 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.

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.

Bickerdike—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 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.

1.4 CTC SPECIAL FEATURES—

Two main tracks between West Jct. and Spruce Grove 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.

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 (RTC 115337, 117866, R-14022): 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, 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.

1.5 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 1.3—Applies within the limits of the City of Edmonton.

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 Edson Sub., and between mileages 6.5 and 7.5 Edson Sub. All yard trackage leading off the main track between these mileages are within the limits of the City of Edmonton.

1.6 Other Modifications

General Operating Instructions (Form 696) Item 6.1 (D) and (J) second paragraph not applicable to Inland Cement Industries cars in Unit Train service between Bickerdike and Bissell.

General Operating Instructions (Form 696) Item 7.3 not applicable between Edson and Jasper.

2 GENERAL FOOTNOTES

2.1 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.

2.2 **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.

(b) 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.

2.3 **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.

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

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(Continued from Page 19)

EDSON SUBDIVISION FOOTNOTES

- 2.5 **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.
- 2.6 **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.
- 2.7 **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.
- 2.8 **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.
- 2.9 **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.
- 2.10 **Jasper**—Passenger siding is located on station track 1 between first switch east of station and first switch west of station.

			Miles per Hour	
			Passenger	Freight
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 5000-5399 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.

CONDITIONAL SPEEDS

		Miles per Hour	
		Passenger	Freight
4.3 Mileage 3.87 (125th Avenue)	Westward movements on eastward track proceeding at less than 10 miles per hour within 1150 feet of the crossing, until crossing occupied -----	20	20
4.4 Movements through crossover between North track and South track at Union Jct. -----		10	10
4.5 Mileage 7.95 (170th Street)	Movements entering crossing until crossing occupied ----	35	35

5 CONDITIONAL PASSENGER STOPS

- 5.1 **At Evansburg, No. 3** will stop to detrain revenue passengers from Saskatoon and beyond and upon advance notice, will stop to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.
- 5.2 **At Evansburg, No. 4** 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.

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3 EQUIPMENT RESTRICTIONS

- 3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- 3.2 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.
- 3.3 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.
- 3.4 Engines with six wheel trucks must not enter Calgary Power Ltd. Spur Mileage 41.8.
- 3.5 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 must not be operated on Tracks 4, 5 or 10 in Northwestern Pulp and Power Co. Ltd. trackage at Hinton.

4 SPEEDS

		Miles per Hour	
		Passenger	Freight
4.1 Mileage			
0.0 to 4.2	Zone	30	30
1.5 to 1.7	-----	15	15
4.2 to 7.8	Zone	35	35
7.8 to 47.0	Zone	70	50
33.4 to 33.7	-----	55	40

(Continued from Page 20)

EDSON SUBDIVISION FOOTNOTES

6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Interchange Tracks**—104th Avenue (between 110th and 111th Streets). Automatically protected. Equipped with push button. STOP signs erected on other than the main track.
- 6.2 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.
- 6.3 **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.
- 6.4 **Mileage 6.4** (156th Street) automatically protected. Equipped with push buttons for on either main track. When protection is stopped by operating push button, crossing must then not be obstructed until gates are horizontal.
- 6.5 **Mileage 57.9** (Municipal District Road) automatically protected. Equipped with push button. Push button will not function if main track occupied within 100 feet on either side of crossing.
- 6.6 **Mileage 87.6** (Municipal District Road) automatically protected. Special Instruction M-15(b) applies to eastward movements in siding.
- 6.7 **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 INDUSTRIES 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 Operating instructions (Form 696) Item 17.1(19). Inland Cement Industries 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.

	Mileage	Capacity in Feet	Points Face
9.5 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
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 Railiner Daily					694 Passenger Railiner	888 Freight			854 Freight		
---	95.1	93.1	---	---	MIRROR --- CKPYZ	MR	YARD	---	0305	1055	
---	84.3	---	---	---	10.8 BASHAW --- P	---	1850	---	0246	1036	
---	75.8	---	---	---	8.5 DORENLEE	---	2170	---	0233	1023	
---	70.6	---	---	---	5.2 FERINTOSH --- P	---	2030	---	0225	1015	
---	63.1	---	---	---	7.5 NEW NORWAY --- P	---	2030	---	0213	1003	
From Stettler Sub.	59.8	55.2	---	---	3.3 DUHAMEL	---	2060	To Stettler Sub.	0208	0957	
1017	54.3	54.3	---	---	5.5 FERLOW JCT. --- PYZ Jct. with Stettler Sub.	---	---	1840	0158	0946	
---	48.6	---	---	CTC	5.7 ALLIANCE JCT. --- PZ Jct. with Alliance Sub.	---	---	---	---	---	
s 1032	48.1	48.4	---	---	0.5 CAMROSE --- BPWZ	CO	2790	s 1828	0145	0932	
---	47.4	---	---	---	0.7 CAMROSE JCT. --- PYZ Jct. with Demay Sub.	---	---	---	---	---	
1034	46.4	44.4	---	---	1.0 BARLEE --- PZ	---	---	1821	0141	0909	
1042	38.3	---	---	---	8.1 ARMENA	---	1520	1813	0127	0855	
F 1049	31.3	---	---	---	7.0 HAY LAKES --- P	---	1860	s 1806	0115	0843	
F 1058	24.7	---	---	---	6.6 NEW SAREPTA --- P	---	6350	F 1757	0104	0832	
1107	17.0	---	---	---	7.7 LOOMA --- P	---	1470	1748	0053	0821	
1115	9.9	---	---	---	7.1 BRETONA --- P	---	---	1740	---	---	
1121	4.5	---	---	4.8	5.4 STRATHCONA --- P	---	---	1734	0030	0800	
1125	2.2	---	---	CTC	2.3 EAST EDMONTON --- PR	VS	9020	1730	---	---	
1130	0.0	---	---	---	2.2 BRETVILLE JCT. --- PY Jct. with Wainwright Sub.	---	---	1725	---	---	
CTC between Bretville Jct. and Mileage 4.8 controlled by Train Dispatcher at Edmonton. CTC between mileage 48.4 and Ferlow Jct. controlled by Operator at Camrose.								Daily	Daily except Sunday	Daily	
695								694	888	854	

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.

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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 **Strathcona Industrial Line**—Extends from mileage 4.5. See Greater Edmonton Terminals footnotes.

2.3 **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.

4.2 Single units in the 1000-1076 and the 9150-9199 series and single or multiple units in the 1204-1397, 4108-4353, 5500-5610, and 9400-9699 series 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, 5000-5399, 5500-5610, 9400-9699 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

5.1 Mileage	Zone	Miles per Hour	
		Railiner	Other Trains
0.0 to 54.3	Zone	75	40
On curves	Zone	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

5.5 Mileage 1.6—	Miles per Hour	
	Railiner	Other Trains
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		7.2	Mileage	Capacity in Feet	Points Face
6.1	Mileage 48.1 (48th Avenue) Automatically protected. Equipped with push button. STOP sign erected on other than the main track.	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

7 SPURS AND OTHER TRACKS	
7.1	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.

ALLIANCE SUBDIVISION FOOTNOTES	WESTWARD TRAINS	Miles from Alliance Jct.	Yard Limits	ALLIANCE SUBDIVISION	Office Signals	Siding Capacity in Feet	EASTWARD TRAINS
				STATIONS			
1 RULE MODIFICATIONS 1.1 SPECIAL INSTRUCTIONS APPLY—SYSTEM 1.2 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 1204-1397 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 Miles per Hour All Trains 4.1 Mileage 0.0 to 59.2 Zone 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 1204-1397 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.		59.2	58.3	----- ALLIANCE --- YWZ 8.0	-----	YARD	
		51.2	45.4	----- GALAHAD 7.6 Y	-----	1520	
		45.0		----- FORESTBURG --- Z 8.9	-----	2460	
		43.6	42.9	----- HEISLER 12.5	-----	2460	
		34.7		----- ROSALIND 5.8	-----	2480	
		22.2		----- KELSEY 8.2	-----	1830	
		16.4		----- KIRON 8.2	-----		
		8.2		----- ALLIANCE JCT. --- PZ Jct. with Camrose Sub.	-----		
		0.0	1.0				
		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.

6 SPURS AND OTHER TRACKS		6.2	Mileage	Capacity in Feet	Points Face
6.1	FORESTBURG COLLIERIES LTD. Mileage 45.0—Extends 7.4 miles. Connected to Wye switch.	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		UNION JCT. PZ	Jct. with Edson Sub.	---	---	
	1.7	↓	1.7 CANNELL Z		---	910	
	5.0	2.3	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 CHERHILL P	MBS	---	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	MBS	---	3700	
	142.9	---	10.2 KNIGHT		---	3700	
	158.2	---	15.3 PASS CREEK		---	4150	
	167.6	165.4	9.4 KAYBOB Z		---	YARD	

Rule 41 applicable.
Rules 321 to 323 applicable.

SANGUDO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 Special Instructions Apply —

SYSTEM 2.0—applicable between mileages 2.3 and 99.5 and between mileages 106.6 and 165.4.
SYSTEM 1.2—Entire Sub.

2 GENERAL FOOTNOTES

- * 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 5000-5399, 5500-5610, and 9400-9699 must not be operated on sidings or other tracks at Calahoo, Cherhill, 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

- 4.2 Mileages 0.0 to 20.0
Trains handling cars loaded in excess of 220,000 lbs. gross ----- 30
- 4.3 Mileage 31.0 to 60.0
Trains handling cars loaded in excess of 220,000 lbs. gross ----- 30
- 4.4 Kaybob Loop Track ----- 5
- 4.5 Tracks and Spurs not otherwise covered ----- 10

CONDITIONAL SPEEDS

- 4.6 Mileage 0.0 (156th Street)—
Approaching within 250 feet of crossing until crossing occupied ----- 5
- 4.7 Mileage 10.6
Approaching within 1400 feet of crossing until crossing occupied ----- 35
- 4.8 Mileage 12.73
Approaching within 1000 feet of crossing until crossing occupied ----- 30
- 4.9 Mileage 103.4 (51st Street)
Westward movements approaching within 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 Operating Instructions (Form 696) Item 17.1(20) applicable to eastward movements from Sulphur plant and run-around track. Eastward movements at the Sulphur plant must comply with Item 17.3(10). Loads must not be moved eastward from the Sulphur plant unless the route to be used is clear of other equipment. Refer to General Operating Instructions (Form 696) Item 7.2. 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 Operating Instructions (Form 696) Item 17.1(20) 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
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 ----- 144.6	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 Edson 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	↓	0.9 MORINVILLE ----- Z	-----	1470	
	31.5	21.9	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			Y		
	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 1.2.

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 429-8877 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 1204-1397 series permitted.

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

4 SPEEDS



		Miles per Hour
		All Trains
4.1 Mileage		
	0.0 to 81.0 Zone	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		FOOTHILLS SUBDIVISION				EASTWARD TRAINS		
		Miles from Bickerdike	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet		
	0.0	↓ 1.2	MANUAL BLOCK SYSTEM	BICKERDIKE ---- PYZ	----	----		
	2.3			HOLLOWAY	----	7410		
	5.5			McLEOD RIVER	----	2070		
	10.7	ERITH		----	2400			
	16.3	WEALD		----	2010			
	25.2	EMBARRAS		----	2410			
	30.5	OKE		----	----			
	32.1	ROBB		----	----			
	36.1	PARKHILL JCT. Jct. with Mountain Park Sub.		----	----			
	36.6	COALSPUR ---- Y		----	YARD			
	43.2	DISS		----	1520			
	47.2	STERCO ---- Z		----	1620			
	48.1	1.3		Y	----			
	48.5	COAL VALLEY ---- Z		----	8213			
49.9	1.4	Z	----					
Rule 41 applicable. Rule 105A not applicable. Rules 321 to 323 applicable.								

FOOTHILLS SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **SPECIAL INSTRUCTIONS APPLY—**
 SYSTEM 2.0: applicable between mileage 1.2 and mileage 46.5.
 SYSTEM 1.2
- 1.2 **OTHER MODIFICATIONS—**
 General Operating Instructions (Form 696) Item 7.3 not applicable on Foothills Sub.
 General Operating Instructions (Form 696) Item 17.1(20) applicable to eastward trains between Sterco and Coalspur. Eastward freight trains must comply with General Operating Instructions (Form 696) Item 17.3(10).

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 When necessary, cars may be left on main track west of mileage 48.0 and the provisions of General Operating Instructions (Form 696) Item 1.2 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

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	20
*Loaded eastward trains	-----	15
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 1.2.
- 1.3 **OTHER MODIFICATIONS—**
General Operating Instructions (Form 696) Item 17.1(20) applicable to eastward trains:
between Mountain Park and Leyland between mileage 20.0 and mileage 15.5 and between Steeper and Coalspur.

General Operating Instructions (Form 696) Item 17.3(10) must be complied with by eastward trains at: Mountain Park, Inland Cement Industries Ltd. Spur, Leyland and Steeper.

NOTE: Eastward unit trains need not comply with General Operating Instructions (Form 696) Item 17.3(10) at mileage 20.0 and Steeper unless trainline has been parted after leaving Leyland.

General Operating Instructions (Form 696) Item 15.8: 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.

General Operating Instructions (Form 696) Item 7.2— 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.


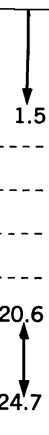

General Operating Instructions (Form 696) Item 7.3 not applicable on Mountain Park Sub.

2 GENERAL FOOTNOTES

- 2.1 Unless authorized by the Superintendent, 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 Operating Instructions (Form 696) Item 1.2 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		MBS {	MERCOCAL		---		1220
	8.2			STEEPER		---		1590
	11.8			SHAW		---		---
	18.0			FIDLER		---		1490
	22.5		20.6	LEYLAND --- PYZ		AN		2460
	23.7		24.7	CADOMIN --- Z		---		2830
	31.6			MOUNTAIN PARK -- Y		---		YARD
	Rule 41 applies Rule 105A not applicable Rules 321 to 323 applicable between Parkhill Jct. and Leyland							

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour 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 Operating Instructions (Form 696) Item 17.1(20) applicable to eastward movements between mileage 5.3 and Leyland. Eastward movements must comply with General Operating Instructions (Form 696) Item 17.3(10).
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-17 applies.
- 6.2 **Inland Cement Industries 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		MBS { }	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	19.6	GRANDE PRAIRIE _KYWZ	-----	YARD		
		232.9	231.0		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 mileages 2.8 and 106.0 and between mileages 111.2 and 229.7.
SYSTEM 1.2: applicable on yard limit signs.
REGIONAL M-16.
- 1.3 **OTHER MODIFICATIONS—**
General Operating Instructions (Form 696) Item 7.3 not applicable.

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

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.

4 SPEEDS

4.1 Mileage		Miles per Hour All Trains	
0.0 to 1.8	Zone	15	
1.8 to 231.0	Zone	30	
*69.8 to 70.5 -----	Bridges -----	20	
169.7 to 173.2 -----		10	
183.2 to 189.0 -----		20	
* Not marked with speed restriction signs.			
4.2 Sidings and Other tracks -----		10	

(Continued from Page 30)

GRANDE CACHE SUBDIVISION FOOTNOTES

5 RADIO SYSTEMS

5.1 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 1.2

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

- 3.1 **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				CUT KNIFE SUBDIVISION				EASTWARD TRAINS	
FOURTH CLASS				STATIONS				FOURTH CLASS	
94	C.P. Rly. Freight	Miles from Cut Knife Jct.	Yard Limits	CUT KNIFE JCT. ---R		Office Signals	Siding Capacity in Feet	93	
Tuesday, Thursday, Sunday				Jct. with Battleford Sub.				C.P. Rly. Freight	
1815	0.0			3.4				1548	
-----	3.4			6.1				-----	
1855	9.5			13.5				1950	1517
1935	23.0	3.8		1890	1436				
1950	26.8	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 Tuesday, Thursday, Sunday	709 Freight Daily				884 Freight	93 C.P. Rly. Freight				
			STATIONS							
1730	0920	0.0 0.3		NORTH BATTLEFORD CKPWYZ Jct. with Turtleford Sub.	FD	2035	1605	1635		
		0.4	1.4	6.1						
1750	0935	6.1	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		DELMAS P		1630	1531			
	1005	26.2		BRESAYLOR		6300	1522			
	1015	33.9		PAYNTON P	AN	1590	1510			
	1028	43.4		BIRLING		1650	1456			
	1037	49.9		MAIDSTONE P	OD	2050	1448			
	1047	57.6		WASECA P	SA	7300	1439			
	1057	64.3		LASHBURN P	RS	1560	1431			
	1110	72.6		MARSHALL P	MR	1310	1420			
	1140	82.9 84.4	82.2	LLOYDMINSTER PWZ	YD	1880	1400			
	1150	91.4	86.8	BLACKFOOT P		7200	1340			
	1200	99.3		KITSCOTY P		2040	1330			
	1213	109.6		ISLAY P		1600	1315			
	1223	117.3		BORRADAILE P		1610	1303			
	1235	124.4	121.7	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 from Page 32)

BLACKFOOT SUBDIVISION FOOTNOTES

3 EQUIPMENT RESTRICTIONS

- 3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- 3.2 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 must not use sidings at Highgate, Delmas, Bresaylor, Birling, Blackfoot and Borradaile, and must not use Other Tracks at Vermilion except Tracks 1 and 2, the Wye, and elevator track.
- 3.3 Track 5 Vermilion Yard must not be used for switching or storing of cars.

	Miles Per Hour	
	Passen-ger	Freight
4.4 Mileage 84.3 (49th Avenue)		
Approaching within 800 feet of crossing and until crossing occupied	20	20
Eastward movements proceeding at 10 miles per hour or less within 1200 feet of crossing until crossing occupied	10	10
4.5 Mileage 84.4 (50th Avenue)		
Approaching within 700 feet of crossing and until crossing occupied	20	20
4.6 Mileage 84.9 (55th Avenue)		
Approaching within 1500 feet of crossing and until crossing occupied	40	40

4 SPEEDS

Mileage	Zone	Miles Per Hour	
		Passen-ger	Freight
4.1 Mileage			
0.0 to 12.0	Zone	40	30
5.0 to 6.2	-----	20	20
12.0 to 116.0	Zone	50	50
40.7 to 40.9	-----	--	40
54.0 to 54.8	-----	--	40
61.6 to 62.8	-----	--	40
82.2 to 85.2	-----	--	40
85.2 to 86.8	-----	45	35
92.3 to 92.5	-----	--	40
95.8 to 96.0	-----	--	45
104.5 to 106.8	-----	--	40
110.6 to 111.3	-----	--	45
112.8 to 113.1	-----	--	45
116.0 to 124.4	Zone	50	45
4.2 Siding and Other Tracks	-----	10	10

CONDITIONAL SPEEDS

- 4.3 Mileage 50.1 (Highway 21)
Westward movements proceeding at 10 miles per hour or less within 1725 feet of crossing until crossing occupied
- | | |
|----|----|
| 10 | 10 |
|----|----|

5 PUBLIC CROSSINGS AT GRADE

- 5.1 Mileage 84.4 (50th Avenue) automatically protected. Eastward movements proceeding at 5 miles per hour or less must not obstruct crossing until protection is and has been in operation for at least 20 seconds or until movement is protected by a flagman.
- 5.2 Mileage 84.9 (55th Avenue) automatically protected. STOP signs erected on other than the main track.

6 SPURS AND OTHER TRACKS

	Mileage	Capacity Points	
		in Feet	Face
6.1			
Elsro Asphalt Co. and Husky Oil of Canada Ltd.	86.1	1220	W

BATTLEFORD SUBDIVISION FOOTNOTES

1 GENERAL FOOTNOTES

- 1.1 Cut Knife Jct.—Junction switch is in normal position when set for Battleford Sub.
- 1.2 Battleford Jct.—No. 94 will wait for No. 93.
Telephone in register office Battleford Jct., connected with yard office North Battleford.

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

- 3.1 Mileage
- | | | |
|------------|------|----|
| 0.0 to 7.8 | Zone | 15 |
|------------|------|----|

NORTHWARD TRAINS		Miles from Battleford	Yard Limits	BATTLEFORD SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS	
FOURTH CLASS				STATIONS				FOURTH CLASS	
93				BATTLEFORD				94	
C.P. Rly. Freight				CUT KNIFE JCT. RZ				C.P. Rly. Freight	
Tuesday, Thursday, Sunday				Jct. with Cut Knife Sub.					
From Cut Knife Sub.		0.0		BATTLEFORD JCT. PRZ		BF	YARD	To Cut Knife Sub.	
1548		2.2	2.3	Jct. with Blackfoot Sub.				1815	
1613		7.8	7.3					1750	
				RULES 41 and 44 APPLICABLE				Tuesday, Thursday, Sunday	
93								94	

WESTWARD TRAINS	Miles from Connecting Switch	Yard Limits	DODSLAND SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS
			MOUNTAIN TIME				
			STATIONS				
	0.0	↓ 2.0	-----	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 ↑ 69.5	-----	6.7 COLEVILLE Z	CO	1920	
	72.6		-----	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 ↑ 104.6	-----	7.0 LOVERNA RYZ	VO	1810	
	115.8		-----	12.3 ESTHER	-----	1120	
	126.1		-----	10.3 NEW BRIGDEN	-----	1540	
	134.2	134.0	-----	8.1 SEDALIA Z	-----	1530	
	134.5	↑	-----	0.3 End of Operated Track	-----	-----	

RULES 41 and 44 APPLICABLE
Rule 105A not applicable

DODSLAND SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 1.2

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.

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	Zone	Miles per Hour All Trains
0.0 to 66.0	Zone	25
34.0 - Westward trains (on curve) -	Zone	20
66.0 to 134.5	Zone	20
5.2 Sidings and Other tracks -----		10

WESTWARD TRAINS		Miles from Vermilion	Yard Limits	Switching Zones	VEGREVILLE SUBDIVISION			Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FOURTH CLASS	STATIONS				FOURTH CLASS						
709 Freight					884 Freight						
Daily											
1245	0.0	↓			-----	VERMILION -- KPWYZ	VN	8000	1140		
1300	7.4	1.4			-----	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		6470	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				-----	1.9 BEAMER SPUR .. PRZ					
1558	120.0	115.5	↓		-----	5.4 RIVER BEND		6340	0813		
1602	121.7				-----	1.7 OLIVER		1560	0810		
1605	122.9				-----	1.2 ST. PAUL JCT. .. PR			0805		
----	126.4			125.0	CTC {	Jct. with Coronado Sub. 3.5					
						NORTH EDMONTON .. P					
									Daily		
	709								884		

VEGREVILLE 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.

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 1.7—St. Paul Jct.

1.4 OTHER MODIFICATIONS—

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

General Operating Instructions (Form 696) Item 7.3—That portion referring to train tonnage restricted to that handled by 1'8 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 from Page 35)

VEGREVILLE SUBDIVISION FOOTNOTES

3	INTERLOCKINGS	Miles Per Hour Passen- ger Freight
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 pass- ing the governing approach signal.	
3.3	Wainwright Sub., Vegreville Sub., Calder Entry-Exit Line, and North Service Track -- North Edmonton -- Con- trolled Including Railway Crossing at Grade (Calder Entry-Exit Line and Crossover between Vegreville Sub. and North Service Track.)	

4	EQUIPMENT RESTRICTIONS	Miles Per Hour Passen- ger Freight
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 Super- intendent.	
4.2	Units in 4000-4017, 5000-5399, 5500-5610, 9400-9699 series must not use other tracks at Vermilion except the Wye, Elevator track and tracks 1 and 2, and must not use sidings at Claysmore, Ranfurly, Royal Park, Hilliard, Scotford, and other tracks at mileage 118.0.	
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 Freight																																																																																								
5.1	<table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: left;">0.0 to 43.9</td> <td style="text-align: center;">Zone</td> <td style="text-align: center;">50</td> <td style="text-align: center;">50</td> </tr> <tr> <td></td> <td style="text-align: center;">----- on curves -----</td> <td style="text-align: center;">--</td> <td style="text-align: center;">--</td> </tr> <tr> <td style="text-align: left;">2.1 to 3.2</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">--</td> <td style="text-align: center;">40</td> </tr> <tr> <td style="text-align: left;">9.6 to 10.2</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">--</td> <td style="text-align: center;">45</td> </tr> <tr> <td style="text-align: left;">11.5 to 11.8</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">--</td> <td style="text-align: center;">45</td> </tr> <tr> <td style="text-align: left;">19.2 to 21.3</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">--</td> <td style="text-align: center;">35</td> </tr> <tr> <td style="text-align: left;">26.8 to 27.0</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">--</td> <td style="text-align: center;">40</td> </tr> <tr> <td style="text-align: left;">*27.8 to 29.6</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">40</td> <td style="text-align: center;">35</td> </tr> <tr> <td style="text-align: left;">32.3 to 35.0</td> <td style="text-align: center;">----- on curves -----</td> <td style="text-align: center;">45</td> <td style="text-align: center;">40</td> </tr> <tr> <td style="text-align: left;">35.9 to 36.7</td> <td style="text-align: center;">----- on curves -----</td> <td style="text-align: center;">45</td> <td style="text-align: center;">40</td> </tr> <tr> <td style="text-align: left;">38.5 to 39.0</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">--</td> <td style="text-align: center;">45</td> </tr> <tr> <td style="text-align: left;">40.7 to 41.9</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">45</td> <td style="text-align: center;">40</td> </tr> <tr> <td style="text-align: left;">43.9 to 77.8</td> <td style="text-align: center;">Zone</td> <td style="text-align: center;">50</td> <td style="text-align: center;">30</td> </tr> <tr> <td style="text-align: left;">48.4 to 48.7</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">45</td> <td style="text-align: center;">--</td> </tr> <tr> <td style="text-align: left;">52.9 to 54.1</td> <td style="text-align: center;">----- on curves -----</td> <td style="text-align: center;">--</td> <td style="text-align: center;">--</td> </tr> <tr> <td style="text-align: left;">56.7</td> <td style="text-align: center;">----- over diamond -----</td> <td style="text-align: center;">10</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: left;">77.8 to 126.4</td> <td style="text-align: center;">Zone</td> <td style="text-align: center;">50</td> <td style="text-align: center;">50</td> </tr> <tr> <td style="text-align: left;">111.2 to 111.4</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">45</td> <td style="text-align: center;">40</td> </tr> <tr> <td style="text-align: left;">113.5 to 114.6</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">20</td> <td style="text-align: center;">20</td> </tr> <tr> <td style="text-align: left;">115.1 to 116.1</td> <td style="text-align: center;">----- on curves -----</td> <td style="text-align: center;">--</td> <td style="text-align: center;">40</td> </tr> <tr> <td style="text-align: left;">117.0 to 117.2</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">30</td> <td style="text-align: center;">30</td> </tr> <tr> <td style="text-align: left;">125.2 to 126.3</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">20</td> <td style="text-align: center;">20</td> </tr> </table>	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	
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5.2	Tracks and Spurs not otherwise covered -----	10 10																																																																																								

* Advance speed restriction sign governing eastward
movements at the permanent slow order between mile-
age 27.8 and mileage 29.6 located to left of main track.

5.3	CONDITIONAL SPEEDS	Miles Per Hour Passen- ger Freight
5.3	Mileage 43.9 to 77.8 Movements handling Jumbo tank cars having gross weight over 220,000 lbs.	-- 20
5.4	Mileage 43.9 to 77.8 Units in series 4000-4017, 5000- 5399, 5500-5610, 9400-9699 -----	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 ----- Westward movements approaching within 1500 feet of crossing and until crossing occupied -----	35 -- 45 --
5.8	Mileage 57.0 (49th Street) Westward movements approaching within 1450 feet of crossing and until crossing occupied ----- Eastward movements approaching within 720 feet of crossing and until crossing occupied -----	45 -- 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	
	Passenger	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 crossover 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 General Operating Instructions (Form 696) Item 14.1.

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.


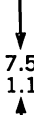

Regional Special Instruction M-17 applies.

Equated Tonnage Ratings (Single Unit)

Unit Series	Car			Car Factor
	Factor	Westward	Eastward	
5000-5399 -----	7	3800	3400	5
4108-4353 -----	7	2300	2100	5
1204-1397 -----	7	1750	1570	5

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

7.9 **Storage Track—**
Mileage 118.0—Capacity 1530 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		----- End of Operated Track -----		-----			
		7.9		----- INLAND ----- Z		-----		1540	
		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 1.2


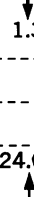

2 EQUIPMENT RESTRICTIONS

2.1 Only units in 1000-1076 series permitted, except that units in 1204-1397 and 4108-4353 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		----- CAMROSE JCT. ----- PYZ Jct. with Camrose Sub.		-----			
		7.4		----- DEMAY -----		-----		1540	
		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 1.2

2 GENERAL FOOTNOTES

2.1 Unless authorized by the Superintendent, 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	Mon., Wed., Fri.							836 Freight	584 Freight
0500	160.0	↓	159.5	HEINSBURG	PRYZ	---	YARD	---	1350
0529	149.4	---	---	LINDBERGH	P	---	1570	---	1320
0550	139.6	---	---	ELK POINT	---	---	1530	---	1250
0630	120.2	↑	121.2	ST. PAUL	PRWYZ	AU	1550	---	1220
----	112.8	---	119.5	OWLSEYE	P	---	1380	To Bonnyville Sub.	1200
----	108.5	↑	109.0	ABILENE	Z	---	1200	---	1150
----	108.1	↑	107.6	ABILENE JCT.	PRYZ	---	---	0920	1149
----	104.7	---	---	Jct. with Bonnyville Sub.		---	---	---	---
----	98.2	---	---	ASHMONT	P	---	1600	0910	1143
----	89.8	---	---	SPEDDEN	---	---	---	---	---
----	80.0	---	---	VILNA	P	---	1500	0830	1120
----	74.7	---	---	BELLIS	P	---	1500	0810	1100
----	64.6	---	---	EDWAND	P	---	1590	0800	1045
----	57.0	---	---	SMOKY LAKE	PW	SM	1190	0740	1025
----	50.1	---	---	WARSPITE	---	---	1500	0726	1008
----	43.1	---	---	WASKATENAU	P	---	1500	0713	0940
----	34.9	---	---	RADWAY	P	---	1620	0700	0925
----	29.6	↑	30.3	KERENSKY	---	---	1710	0644	0905
----	20.6	↑	28.6	REDWATER	PZ	R	2030	0634	0850
----	15.6	---	---	CORONADO	P	---	1390	0613	0830
----	7.2	---	---	GIBBONS	P	---	2130	0602	0818
----	0.0	---	---	DUAGH	---	---	1560	0545	0800
----	0.0	---	---	ST. PAUL JCT.	PR	---	---	0530	0740
				RULES 41 and 44 APPLICABLE Rule 105A not applicable				Mon., Thurs.	Sun. Tues., Thurs.
583								836	584

CORONADO SUBDIVISION FOOTNOTES ON PAGE 40

CORONADO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 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 1.7—**St. Paul Jct.**
 SYSTEM 1.2—between Elk Point and Heinsburg.

2 EQUIPMENT RESTRICTIONS

- 2.1** Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 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

3.1 Mileage	Miles Per Hour All Trains
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 -----	15
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

3.3 Trains handling loaded ballast cars:
 Mileage 0.0 to Mileage 119.5 30
 Mileage 119.5 to Mileage 160.0 20

Miles Per Hour
All Trains

CONDITIONAL SPEEDS

- 3.4 Mileage 0.0 to 29.6**
 Movements handling Jumbo tank cars having gross weight over 220,000 lbs. ----- 20
- 3.5** Over east and west legs of wye at Abilene Jct. ----- 25
- 3.6 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		Miles from Abilene Jct.	Yard Limits	BONNYVILLE SUBDIVISION			EASTWARD TRAINS	
				STATIONS	Office Signals	Siding Capacity in Feet	FOURTH CLASS	836 Freight
		61.1		----- GRAND CENTRE .. PRYZ	NC	YARD	1135	
57.2	59.5	----- BEAVER RIVER	-----	-----	-----			
48.2		----- ARDMORE ----- P	-----	1570	1104			
42.9		----- FORT KENT -----	-----	1570	1053			
36.6		----- BONNYVILLE ----- PW	N	1710	1040			
24.1		----- FRANCHERE	-----	1570	1015			
18.8		----- GLENDON ----- P	-----	1570	1004			
14.7		----- THERIEN	-----	1700	0955			
9.8		----- MALLAIG ----- P	-----	1510	0945			
0.0	0.6	----- ABILENE JCT. PYRZ	-----	-----	0920			
RULES 41 and 44 APPLICABLE Rule 105A not applicable						Mon., Thurs.	836	

BONNYVILLE SUBDIVISION FOOTNOTES

1 EQUIPMENT RESTRICTIONS

- 1.1 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 prohibited.
- 1.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.


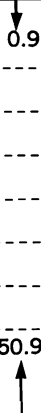

3 SPURS AND OTHER TRACKS

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	Zone	Miles Per Hour All Trains
0.0 to 61.1		30
0.0 to 0.3 -----		20
* 51.8 bridge -----		20
* 53.2 bridge -----		20
2.2 Siding and Other tracks --		10
2.3 Trains handling loaded ballast cars -----		20

* Not marked with speed restriction signs.

WESTWARD TRAINS		*Miles from Connecting Switch	Yard Limits	BODO SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
				STATIONS					
	0.0		0.9 ↓ ↑	-----	UNITY ----- PWZ	NI	----		
	11.2			-----	SUNNYGLEN -----	-----	1570		
	14.6			-----	REWARD -----	-----	1570		
	20.7			-----	DONEGAL -----	-----	1570		
	26.3			-----	SALVADOR -----	-----	-----		
	31.6			-----	HEARTS HILL -----	-----	1610		
	39.5			-----	CACTUS LAKE -----	-----	1650		
	44.8			-----	COSINE -----	-----	1600		
	51.1			-----	BODO -----	-----	Y		YARD
	51.5			-----	-----	-----	Z		-----
RULES 41 and 44 APPLICABLE Rule 105A not applicable									

BODO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 1.2

2 GENERAL FOOTNOTES

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

*Mileage commences at the switch connecting the siding with Bodo Sub. 0.4 miles west of station Unity.

3 EQUIPMENT RESTRICTIONS

- 3.1 Only units in 1000-1076 series permitted.
- 3.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.


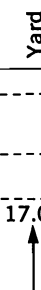

4 SPEEDS

4.1 Mileage

0.0 to 4.0	Zone	15
4.0 to 15.0	Zone	10
15.0 to 26.0	Zone	15
26.0 to 51.5	Zone	20

4.2 Sidings and Other tracks ----- 10

Miles per Hour
All Trains

NORTHWARD TRAINS		Miles from Oban Jct.	Yard Limits	PORTER SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS	
				STATIONS					
	0.0		17.0 ↓ ↑	-----	OBAN JCT. -----	-----	----		
				Jct. with Wainwright Sub.	-----	-----			
	5.8			-----	LETT -----	-----	1930		
	11.4			-----	SALTER -----	-----	1950		
	17.5			-----	CANDO -----	-----	1930		
	18.0			-----	End of Operated Track -----	-----	-----		
RULES 41 and 44 APPLICABLE Rule 105A not applicable									

PORTER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 1.2

2 INTERLOCKING

2.1 Railway Crossing at Grade:
C.P. Rly. ----- Mileage 0.7 ----- Mechanical
Trains must not exceed 15 miles per hour while passing the governing approach signal (B.T.C. 86456).
Rule 605A not applicable.
Section foreman at Biggar operates interlocking at mileage 0.7. Whenever trains are to be operated, Roadmaster at Biggar must be advised so that arrangements

may be made to have section foreman available to operate interlocking.

3 EQUIPMENT RESTRICTIONS

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


4 SPEEDS

4.1 Mileage

0.0 to 18.0	Zone	15
-------------	------	----

4.2 Sidings and Other tracks ----- 10

Miles per Hour
All Trains

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	-----	-----			
		0.5	{ 1.6	----- ROMA JCT. ----- CKYZ	-----	Yard			
		12.8	{ 3.0	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 1.2: applicable on yard limit signs.
REGIONAL M-16.

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

Mileage	Zone	Miles per Hour All Trains
0.0 to 2.0	Zone	15
2.0 to 100.0	Zone	35
73.1 to 74.4	-----	20
100.0 to 182.9	Zone	30
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 4 or 1 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	184.5 ↓	HIGH LEVEL ----- BCYZ		---	Yard	↑	
		201.2		HUTCH LAKE		---	3470		
		223.0		MEANDER RIVER		---	3490		
		240.8		SLAVEY CREEK		---	3400		
		259.1		LUTOSE		---	3430		
		271.8		STEEN RIVER		---	3260		
		291.3		INDIAN CABINS		---	3670		
		311.3		GRUMBLER		---	3700		
		331.0		ALEXANDRA FALLS		---	3700		
		349.8		ENTERPRISE		---	3290		
		368.8		367.3 ↑	PINE JCT. ----- YZ		---		
		377.0	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 1.2: applicable on yard limit signs.
REGIONAL: M-16.

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.


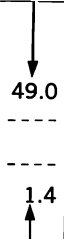

6 SPURS AND OTHER TRACKS

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 4 or 1 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		----- 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 1.2: applicable on yard limit signs.
 REGIONAL: M-16.

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

3.1 Mileage		Miles per Hour
0.0 to 54.3	Zone	All Trains
		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 4 or 1 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								806 Freight	
				STATIONS					
1550	0.0			-----	KINDERSLEY CKPWZ	KY		0310	
	0.7			-----	0.7 ELROSE JCT. Z				
	1.9		↓ 2.6	-----	Jct. with Elrose Sub. Y				
1602	8.3			-----	7.6 FAIRMOUNT		1460	0255	
1611	15.0			-----	6.7 PINKHAM		2820	0246	
1621	22.6			-----	7.6 FLAXCOMBE		2190	0236	
1632	30.9			-----	8.3 MARENGO P		2110	0225	
1641	36.8			-----	5.9 MERID P		2010	0216	
	43.7		↑ 42.9	-----	7.2 Jct. with Mantario Sub. Y				
1652	44.0		↓ 44.2	-----	6.9 ALSASK PRZ	SK	2420	0205	
1701	50.9			-----	6.9 SIBBALD P		2200	0156	
1713	60.7			-----	9.8 BENTON		2190	0144	
1721	66.7			-----	6.0 OYEN P		3020	0136	
1727	71.6			-----	4.9 EXCEL		2030	0130	
1734	77.0			-----	5.4 LANFINE		2530	0123	
1742	83.0			-----	6.0 CEREAL P		1930	0115	
1750	88.8			-----	5.8 CHINOOK P		1910	0107	
1806	102.3			-----	13.5 YOUNGSTOWN		3560	0051	
1813	108.3			-----	6.0 SCOTFIELD		2470	0044	
1823	116.2			-----	7.9 STANMORE		2000	0034	
1829	120.7			-----	4.5 RICHDALE P		2500	0028	
1844	131.1			-----	10.4 BONAR		2440	0014	
1846	131.8			-----	0.7 BATTER JCT. PR			0012	
			↑ 135.0	-----	Jct. with Sheerness Sub. 4.6				
1900	136.4			-----	4.6 HANNA CKPWYZ	HN	YARD	0005	
								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, 5000-5399, 5500-5610, 9400-9699 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

Mileage	Zone	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	55
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)

(Continued from Page 46)

OYEN SUBDIVISION FOOTNOTES

	Miles per Hour All Trains		Miles per Hour All Trains
4.2 Sidings and Other tracks -----	10	4.8 Mileage 136.07 (Highway 36) Approaching within 1500 feet of cross- ing and until crossing occupied -----	50
4.3 Mileage 0.0 to 136.4 Movements handling ballast -----	40	5 PUBLIC CROSSINGS AT GRADE	
CONDITIONAL SPEEDS			
4.4 Mileage 0.91 (Highway 30) Approaching within 1050 feet of crossing and until crossing occupied ----- Westward movements proceeding at less than 10 miles per hour within 1050 feet of crossing, until crossing occupied --	25 10	5.1 Mileage 43.7 (Highway 44) automatically protected. Equipped with push button.	
4.5 Mileage 22.36 (Highway 7) Approaching within 1600 feet of cross- ing and until crossing occupied -----	50	5.2 Mileage 83.1 (First Street West) automatically pro- tected. Equipped with push buttons. Movements pro- ceeding at 10 miles per hour or less within 1850 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds. Movements on elevator track must not obstruct cross- ing until automatic protection has been actuated manually and operating for at least 7 seconds. STOP signs erected on Elevator track.	
4.6 Mileage 83.1 (First Street West) Movements proceeding at 10 miles per hour or less within 1850 feet of cross- ing and until crossing occupied -----	10	5.3 Mileage 136.1 (Highway 36) automatically protected. Equipped with push button.	
4.7 Mileage 132.89 (Highway 36) Approaching within 1650 feet of cross- ing and until crossing occupied -----	50	6 SPURS AND OTHER TRACKS	
		5.1 Imperial Oil Ltd. Mileage 101.9—Capacity 320 feet. Switch points face east.	

	NORTHWARD TRAINS			ENDIANG SUBDIVISION			SOUTHWARD TRAINS	
ENDIANG SUBDIVISION FOOTNOTES		Miles from Endiang Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity in Feet		
1 RULE MODIFICATIONS								
1.1 SPECIAL INSTRUCTIONS APPLY— SYSTEM 1.2								
2 EQUIPMENT RESTRICTIONS			0.0	↓ 0.9	----- ENDIANG JCT. PYZ Jct. with Drumheller Sub. 11.2	-----		-----
2.1 Only units in 1000-1076 and 1204-1397 series permitted.			11.2	-----	----- DOWLING 7.0	-----		1560
2.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.			18.2	-----	----- SCAPA 9.8	-----		1900
3 SPEEDS			28.0	-----	----- ENDIANG 6.3	-----		1540
3.1 Mileage			34.3	↑ 34.0	----- BYEMOOR ----- Z 0.3	-----		1520
Miles per Hour All Trains		34.6		--- End of Operated Track ---	-----	-----		
0.0 to 25.0 Zone 20		RULES 41 and 44 APPLICABLE Rule 105A not applicable						
25.0 to 34.6 Zone 15								
3.2 Siding and Other tracks --- 10								

ACADIA VALLEY SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 1.2

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 1204-1397 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 1.2

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 1204-1397 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	0.3	-----	GLIDDEN ----- RYZ Jct. with Elrose Sub. 5.3	-----	-----				
5.3	0.9	-----	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 0.6	-----	1560				
32.1	32.9	-----	EYRE JCT. ----- YZ Jct. with Acadia Valley Sub. 11.7	-----	-----				
38.2	-----	-----	-----	-----	-----				
43.8	43.1	-----	Jct. with Oyen Sub. Y	-----	-----				
44.1	↑	-----	ALSASK ----- PRZ	SK	-----				
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	Mileage	Capacity	Points
(Sask.) Ltd. -----	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	
	46.8			----- End of Operated Track ----- 0.5	---	
46.3	45.3		----- CESSFORD ----- Z	---	1530	
39.2	40.0 38.5		----- POLLOCKVILLE ----- Z	---	2940	
25.6			----- SUNNYNOOK ----- 13.6	---	1530	
11.5			----- SHEERNESS ----- 14.1	---	1550	
6.1			----- TAPLOW ----- 5.4	---	1530	
0.0			----- BATTER JCT. ----- PR 6.1 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 1.2

2 GENERAL FOOTNOTES

- 2.1 **Pollockville**—Siding is located between south switch and crossover north of station.

3 EQUIPMENT RESTRICTIONS

- 3.1 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 prohibited.
- 3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions mileage 13.0 to mileage 46.8.
- 3.3 Cars exceeding 220,000 lbs. gross must be covered by handling instructions mileage 0.0 to mileage 13.0.

4 SPEEDS

- | 4.1 Mileage | Zone | Miles per Hour
All Trains |
|---|-------|------------------------------|
| 0.0 to 46.8 | | 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

5.1	Mileage	Capacity in Feet	Points Face
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 Railiner							695 Passenger Railiner	844 Freight
Daily	Daily								
1930	----	0.0		HANNA	CKPWZ	HN	YARD	----	2250
		0.8		0.8					
			↓	ENDIANG JCT.	YZ				
				Jct. with Endiang Sub.					
1940	----	7.7	1.6	6.9			2470	----	2237
				WATTS	P				
1950	----	14.5		6.8			2350	----	2228
				CRAIGMYLE	P				
2001	----	21.9		7.4			2380	----	2217
				DELIA	P				
2013	----	29.9		8.0			2000	----	2206
				MICHICHI	P				
2019	From Stettler Sub.	32.9		3.0			1990	To Stettler Sub.	2201
			↑	7.4					
2032	2110	40.3	39.2	DINOSAUR	PRYZ		2330	0750	2150
				Jct. with Stettler Sub.					
2034	2113	41.1	41.8	0.8			2280	0747	2148
				MUNSON	Z				
2056	s 2130	52.4	51.1	11.3		YD	2970	0730	2130
				DRUMHELLER	BCPWZ				
2113	----	56.8	54.2	4.4			3220	----	2113
				ROSEDALE					
2118	----	57.0		0.2					
				ROSEDALE JCT.	PR				2110
				Jct. with CP Rly.					
2125	----	60.4		3.4			1010	----	2103
				WAYNE	P				
2158	----	76.4		16.0			2370	----	2031
				ROSEBUD	P				
2203	----	79.0		2.6			1550	----	2025
				REDLAND	P				
2220	----	87.1		8.1			2760	----	2008
				ROCKYFORD					
2231	----	93.5		6.4			1540	----	1958
				BAINTREE	P				
2250	----	102.9		9.4			1490	----	1941
				ARDENODE	P				
2301	----	111.1		8.2			2140	----	1931
				LYALTA	P				
2312	----	118.4		7.3			1590	----	1921
				NORFOLK					
2324	----	126.6		8.2			1790	----	1910
				JANET					
2335	----	131.9	129.0	5.3		SJ	YARD	----	1900
				SARCEE YARD	CKPWYZ				
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
707	694								

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.

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

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, 5000-5399, 5500-5610, 9400-9699 must not be operated on sidings or other tracks.

5 SPEEDS

Mileage	Zone	Miles per Hour Railiner	Hour Other Trains
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 131.9	Zone	--	40
5.2 Sidings and Other tracks	-----	10	10
5.3 0.0 to 131.9 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

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.

The provisions of Regional Special Instruction M-15(c) also apply to eastward trains departing Sarcee Yard.

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 5000-5399, 5500-5610, 9400-9699 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 5000-5399, 5500-5610, 9400-9699 prohibited.

6 HIGHFIELD INDUSTRIAL BRANCH

Extends from mileage 3.03 Calgary Industrial Line.

6.1 PUBLIC CROSSING AT GRADE—

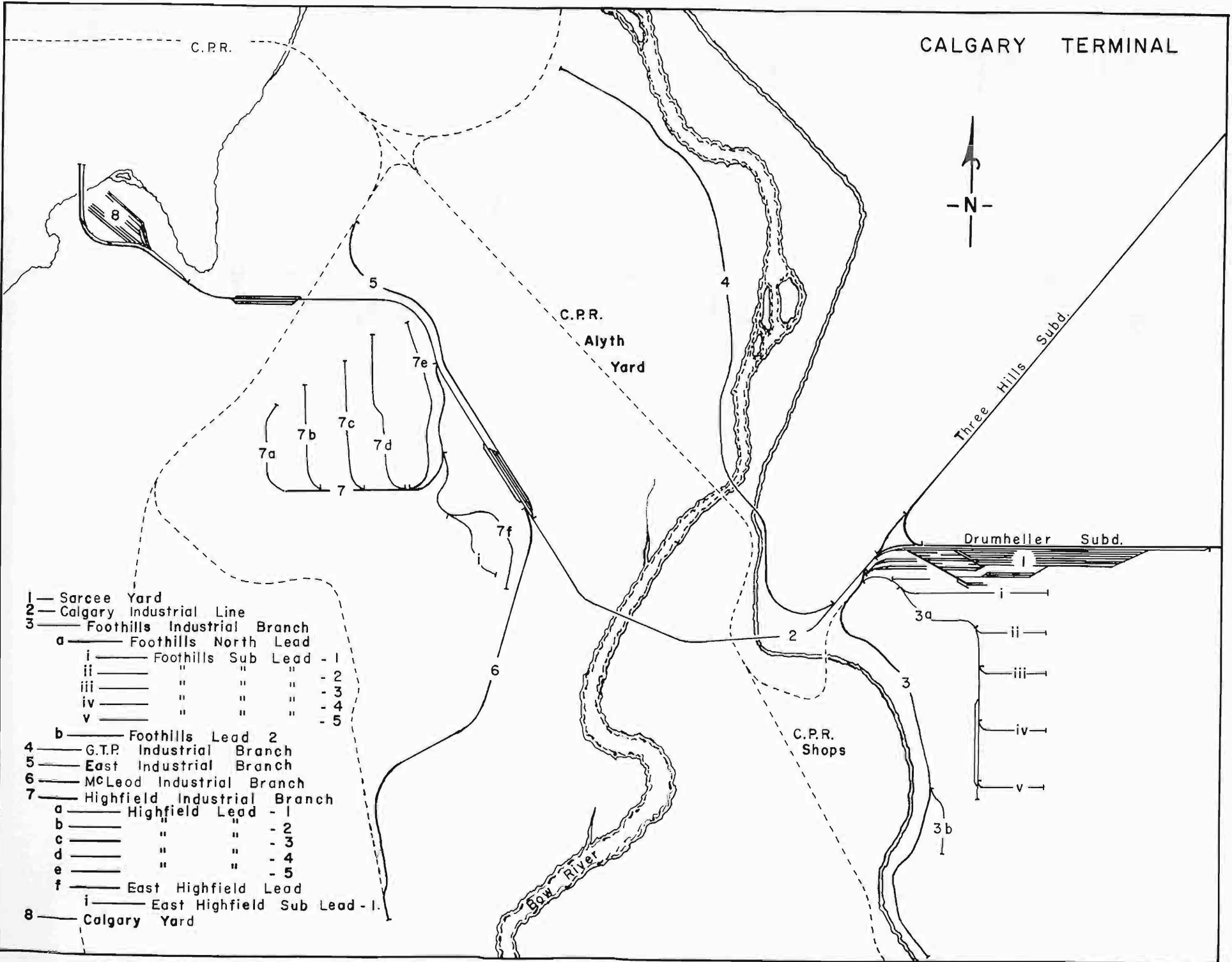
Mileage 0.76

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

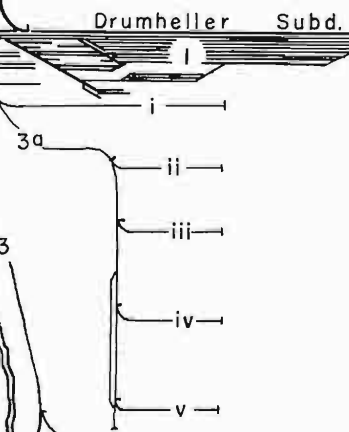
6.2 EQUIPMENT RESTRICTIONS—

Units in series 5000-5399, 5500-5610, 9400-9699 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



STETTTLER SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		Miles from Ferlow Jct.	Yard Limits	STETTTLER SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS	
	FIRST CLASS								FIRST CLASS	
	695 Passenger Ralliner								694 Passenger Ralliner	
	Daily				STATIONS					
1 RULE MODIFICATIONS 1.1 TRAIN REGISTER MODIFICATIONS— Dinosaur—Extra trains will register only when directed by train order. 2 INTERLOCKING 2.1 Railway Crossing at Grade— C.P. Rly. Mileage 50.4 Automatic. All movements must not exceed 20 miles per hour when approaching crossing and while passing governing approach signal (B.T.C. 192328). 3 EQUIPMENT RESTRICTIONS 3.1 Diesel units other than 1000-1076 and 1204-1397 series prohibited. 3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.	0750	108.0			DINOSAUR ..PRYZ Jct. with Drumheller Sub. 7.6				2110	
	s0803	100.4		106.8	MORRIN 7.5		2040		s2059	
	s0813	92.9			ROWLEY 6.1		1570		s2048	
	s0822	86.8			RUMSEY 6.9		1470		s2039	
	F0832	79.9			SCOLLARD 7.8		1540		F2028	
	s0842	72.1			BIG VALLEY 7.8		1590		s2018	
	F0852	64.3			FENN 8.5				F2008	
	F0903	55.8			WARDEN P 4.9		1610		F1957	
	s0911	50.9		51.3	STETTTLER Z 10.5		1040		s1950	
	F0923	40.4		49.8	RED WILLOW 9.5		1570		F1934	
	s0935	30.9			DONALDA 9.7		1510		s1922	
	s0947	21.2			MEETING CREEK 8.9		1520		s1909	
	s0959	12.3			EDBERG 7.0		1330		s1857	
	F1008	5.3		0.9	VIEWPOINT 5.3		1850		F1847	
	1017	0.0			FERLOW JCT. ...PYZ Jct. with Camrose Sub.				1840	
										Daily
695									694	

4

SPEEDS

4.1 Mileage

Mileage	Zone	Miles per Hour Railiner	Miles per Hour Other Trains
0.0 to 108.0		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

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	860 Freight				
Daily Ex. Sunday										
	0700	126.0		----- SARCEE YARD - CKPWYZ	SJ	YARD	1710			
	0704	123.3	↓ 122.9	2.7 ----- HUBALTA ----- Z	---	1960	1701			
	0711	117.6		5.7 ----- CONRICH -----	---	1790	1652			
	0718	111.9		5.7 ----- DELACOUR ----- P	---	1990	1643			
	0726	106.4		5.5 ----- KATHYRN -----	---	1970	1635			
	0737	97.5		8.9 ----- IRRICANA ----- P	---	1960	1623			
	0746	91.9		5.6 ----- BEISEKER ----- P	---	2000	1615			
	0749	90.2		1.7 ----- BILLHARTE ----- P	---	4450	1612			
	0757	85.1		5.1 ----- BIRCHAM -----	---	1980	1605			
	0806	79.4		5.7 ----- GRAINGER -----	---	1880	1557			
	0816	73.2		6.2 ----- SWALWELL ----- P	---	5090	1549			
	0826	66.9		6.3 ----- TWINING -----	---	2030	1541			
	0836	60.2		6.7 ----- THREE HILLS ----- P	WI	3280	1532			
	0846	53.8		6.4 ----- EQUITY -----	---	1930	1523			
	0851	50.4		3.4 ----- TROCHU ----- P	---	1910	1518			
	0902	43.4		7.0 ----- HUXLEY ----- P	---	2040	1508			
	0911	37.8		5.6 ----- ELNORA ----- P	---	2150	1459			
	0926	27.9		9.9 ----- LOUSANA ----- P	---	1890	1444			
	0936	21.4		6.5 ----- DELBURNE ----- P	---	1980	1434			
	0944	16.3		5.1 ----- ARDLEY ----- P	---	2000	1426			
	0957	7.9	↑ 7.1	8.4 ----- ALIX JCT. ----- PR	---	---	1413			
	1001	6.1	↑ 5.0	Jct. with Brazeau Sub. 1.8 ----- ALIX ----- Z	---	2010	1410			
	1015	0.0	↑ 2.0	6.1 ----- MIRROR ----- CKPYZ	MR	YARD	1400			
Rules 261-262 applicable between Alix Jct. and Southward Interlocking signal at mileage 5.7								Daily Ex. Saturday, Sunday		
825								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 1.9(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.

(Continued on Page 56)

(Continued from Page 55)

THREE HILLS SUBDIVISION FOOTNOTES**3 INTERLOCKING**Miles per Hour
All Trains**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.

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

4 EQUIPMENT RESTRICTIONS

4.1 Units in series 4000-4017, 5000-5399, 5500-5610, 9400-9699 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**5.1 Mileage**

Mileage	Zone	Miles per Hour All Trains
0.0 to 111.0		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

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	ALIX JCT. ----- PR <small>Jct. with Three Hills Sub.</small>	-----	-----	↑	
		10.0	-----		HAYNES -----	-----	1500		
		17.2	-----		JOFFRE -----	-----	1490		
		22.4	-----		PRENTISS -----	-----	1520		
		36.3	-----		FARRANT -----	-----	-----		
		36.5	-----		RED DEER JCT. ----- Y <small>0.2</small>	-----	1520		
		37.1	-----		BRIGGS ----- <small>14.4</small>	-----	-----		
		51.5	-----		SYLVAN LAKE -----	-----	2330		
		57.6	-----		ELSPETH ----- <small>6.1</small>	-----	-----		
		65.7	-----		ECKVILLE ----- <small>8.1</small>	-----	7480		
		72.7	-----		WITHROW ----- <small>7.0</small>	-----	-----		
		77.0	-----		LESLIEVILLE ----- <small>4.3</small>	-----	1480		
		85.5	-----		CODNER ----- <small>8.5</small>	-----	-----		
		90.8	-----		OTWAY ----- KPZ <small>5.4</small>	WA	360		
		91.1	-----		<small>Jct. with C.P. Rly.</small> ROCKY MT. HOUSE ----- YZ <small>0.9</small>	-----	1240		
		93.9	-----		LOCHEARN ----- Z <small>2.2</small>	-----	1880		
		95.4	-----		ULLIN ----- Z <small>1.5</small> <small>End of Joint Section</small>	-----	-----		
		95.9	-----		ULLIN JCT. ----- Z <small>0.5</small>	-----	-----		
	108.6	-----	HORBURG ----- <small>12.7</small>	-----	1520				
	126.5	-----	ANCONA ----- <small>17.9</small>	-----	1520				
	131.7	-----	SAUNDERS ----- <small>5.2</small>	-----	1040				
	142.5	-----	HARLECH ----- <small>10.8</small>	-----	1500				
	149.6	-----	BRAZEAU ----- RYZ <small>7.1</small>	-----	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 1.2.
- 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.
 Derail 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, 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.

(Continued from Page 57)

BRAZEAU SUBDIVISION FOOTNOTES

3 EQUIPMENT RESTRICTIONS

- 3.1 Only units in 1000-1076 and 1204-1397 series permitted between mileage 96.0 and Brazeau.
- 3.2 Except on Eckville siding, Elspeth siding, Texaco Exploration Spur mileage 64.5, Aquitaine of Canada Limited Spur and spurs connected to it, units in series 4000-4017, 5000-5399, and 9400-9699 must not operate 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

Mileage	Zone	Miles per Hour All Trains
0.0 to 95.9	Zone	40
25.9 to 26.3	-----	30
41.5 to 41.8	-----	30
90.9 to 95.4	-----	15
95.9 to 111.0	Zone	20
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 Operating Instructions (Form 696) Item 17.1(20) applies.
 Southward movements to spur must comply with General Operating Instructions (Form 696) Item 17.3(10) 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.

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

Mileage	Miles per 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
	1204-1397	950	3
	4108-4353	1050	3
	5500-5610	1350	3
	9400-9699	1350	3
	5000-5399	1750	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-16, (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	Otway
Aquitaine Spur	6	Otway

- 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	3				4	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		5.7 FOSTER ----- P		6200	----	From Tete Jaune Sub.	----		
----		----	54.3		4.7 MT. ROBSON ----- P		----	----		----		
----	s1540	----	57.3	CTC	3.0 MOREY ----- P		6770	----	----	----		
----		----	65.5		8.2 JACKMAN ----- P		6090	----	----	----		
----		----	72.6		7.1 SWIFT CREEK ----- P		7760	----	----	----		
----	----	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	3.1 LEMPRIERE ----- P		8050	1130	----	----	----			
----	----	114.2	7.9 PYRAMID ----- P		6940	----	----	----	----			
----	----	122.4	8.2 THUNDER RIVER ----- P		6050	----	----	----	----			
----	----	1710	5.5 REDSAND ----- P		----	----	----	----	----			
----	----	s1730	4.4 BLUE RIVER CKPWY	BR	7760	1050	----	----	----			
----			130.0									
								Daily	Tues., Thurs., Sat.	----		
----	9	3						4	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, 77.55, 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 Valemount—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, 5000-5399, 5500-5610, 9400-9699 must not enter Canoe River Pit.

3.2 Units in 5000-5399 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	Freight and 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 5000-5399 series diesel units must not exceed freight train speed.

EXPRESS TRAINS: When powered by other than 5000-5399 series diesel units, and 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:

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. 3 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

(Continued from Page 60)

ALBREDA 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	1047	W
Valemount -----	74.5	900	E W
Bell Pole Ltd. -----	77.53	627	E
Canadian Propane, Gas & Oil Ltd. -----	77.55	270	E
Kiwa Lumber Ltd. -----	77.55	800	E
Canyon Creek Sawmills Ltd. -----	77.93	477	E
Canyon Creek Sawmills Ltd. -----	77.93	1450	E
Cedarside -----	78.3	2660	E W
Gosnell -----	103.2	2520	E W
Redsand -----	127.9	2430	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								FIRST CLASS	
---	3 Passenger							4 Passenger	---
---	Daily				STATIONS				
---	1740	0.0	---	2.3	BLUE RIVER --- CKPWY	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	---		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	---	136.6	7.7 RAYLEIGH ----- P	---	6070	---	---
---	s2200	139.4	137.6	137.6	7.0 KAMLOOPS --- CKPWYZ	KA	3980	0630	---
CTC between Blue River and Mileage 137.6								Daily	---
								4	---

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.

(Continued from Page 62)

CLEARWATER SUBDIVISION FOOTNOTES

4		SPEEDS		
			Miles per Hour Freight and Express	
4.1 Mileage		Passenger		
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 5000-5399 series diesel units must not exceed freight train speed.

EXPRESS TRAINS: When powered by other than 5000-5399 series diesel units, and 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:

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. 3 will stop to detrain revenue passengers from Jasper and beyond and will stop on flag to entrain revenue passengers for Kamloops and beyond where train is scheduled to stop.
- 5.2 At Clearwater, Vavenby and Avola, No. 4 will stop to detrain revenue passengers from Kamloops 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				SOUTHWARD TRAINS	
			STATIONS	Office Signals	Siding Capacity in Feet	FOURTH CLASS		
						91 C.P. Rly. Freight		
	118.9	↓ 116.0 ↑ 88.3	----- KELOWNA --- CKPWZ	CA	YARD	0230		
	113.7		----- RUTLAND ----- P	----	2260	0210		
	109.5		----- POSTILL ----- P	----	-----	0202		
	105.9		----- WINFIELD ----- P	----	1360	0155		
	99.2		----- OYAMA ----- P	----	1130	0140		
	92.3		----- KALAMALKA ----- P	----	1790	0123		
	87.6		----- LUMBY JCT. ----- PZ	----	-----	0110		
	85.4		----- 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	↓ 70.3	----- ARMSTRONG ----- Z	MS	----	----
61.5		----- O'KEEFE ----- P	----	1390	----
52.4		----- SWEETSBRIDGE -----	----	1320	----
47.3		----- FALKLAND ----- P	----	1670	----
37.8		----- WESTWOLD ----- P	----	1280	----
30.9		----- MONTE LAKE ----- P	----	3060	----
26.5		----- DUCKS MEADOW ----- P	----	1350	----
18.9		----- ROBBINS -----	----	1500	----
14.5	↑ 15.2	----- 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	↑ 3.5	----- CAN. PAC. JCT. ----- Z	----	----	----
0.0		----- KAMLOOPS --- CKPWYZ	KA	YARD	----

Jct. with Ashcroft Subdivision
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 Operating Instructions (Form 696) Item 17.1(20)** applicable to northward freight trains between Ducks Meadow and Campbell Creek. Northward freight trains at Ducks Meadow must comply with General Operating Instructions (Form 696) Item 17.3(10). 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.

(Continued on Page 65)

(Continued from Page 64)

OKANAGAN SUBDIVISION FOOTNOTES

- 2.6 **Mileage 31.3**—Movement of cars detached from engine on Crown Zellerbach Ltd. spur is prohibited.
- 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 the Superintendent, units in series 4000-4017, 5000-5399, 9400-9699 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

4.1 Mileage		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

- 4.2 **Mileage 3.3** (Lorne Street)
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

Miles per Hour
All Trains

- 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**
20.4 ----- Length 475 feet

7 SPURS AND OTHER TRACKS

7.1	Mileage	Capacity in feet	Points Face
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

1 RULE MODIFICATIONS
 1.1 **SPECIAL INSTRUCTIONS APPLY—**
 SYSTEM 1.2

2 GENERAL FOOTNOTES

2.1 **General Operating Instruction (Form 696) Item 17.1(20)** applicable to westward trains between Coldstream and Lumby Jct. Westward freight trains at Coldstream must comply with General Operating Instructions (Form 696) Item 17.3(10).

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.

3 EQUIPMENT RESTRICTIONS

- 3.1 Units in series 4000-4017, 5000-5399, 9400-9699 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 5500-5610	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		LUMBY SUBDIVISION				EASTWARD TRAINS	
Miles from Lumby Jct.	Yard Limits	STATIONS		Office Signals	Siding Capacity in Feet		
		14.4	↓ 10.8				
7.9	-----	----- LAVINGTON -----	-----	1580			
4.1	-----	----- COLDSTREAM -----	-----				
0.0	↑ 0.2	----- LUMBY JCT. --- PZ	-----				
		Jct. with Okanagan Sub.					
Rules 41 and 44 Applicable Rule 105A not applicable							



WESTWARD TRAINS			Miles from Kamloops	Yard Limits	Switching Zones	ASHCROFT SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS	
FIRST CLASS		STATIONS				FIRST CLASS					
---	3 Passenger					4 Passenger	---				
---	Daily										
---	2230	0.0	0.7	0.7		-----	KAMLOOPS --CKPWZ	KA	3980	S0600	-----
		0.7	0.7	0.7			Jct. with Okanagan Sub.				
		6.3		3.4			6.3				
		13.8				Two Tracks	KISSICK ----- P		6050	0535	-----
		19.4					FREDERICK ----- P		6610		
		2315					JALESIE ----- P				
		25.7					6.3				
		32.6					SAVONA ----- P		6360	0505	
		40.0					6.9				
		48.7					WALHACHIN ----- P		6080		
		57.0					7.4				
		58.4					McABEE ----- P		6110		
		68.4					8.7				
		74.8				CTC	ASHCROFT ----- PW		6370	0420	
		79.1						8.3			
		82.8					BASQUE JCT. ----- P				
		89.5					Connection with C.P. Rly.				
		96.5					1.4				
		0130					BASQUE ----- P		6370		
		101.0					10.0				
		105.7					MARTEL ----- P		6310		
		110.2					6.4				
		114.7					SPENCES BRIDGE ----- PWY		7590	0325	
		0235					4.3				
		S0255					SKOONKA ----- P				
							3.7				
							SEDDALL ----- P		6070		
							6.7				
							PITQUAH ----- P		6490		
							7.0				
							LASHA ----- P				
							1.2				
							LYTTON ----- PW			0235	
							3.3				
							CISCO ----- P		6240		
							4.7				
							CONRAD ----- P				
							4.5				
							FALLS CREEK ----- P		6430		
							4.5				
							INKITSAPH ----- P		6750		
							8.1				
							MARTINSON ----- P		6150		
							2.7				
							BOSTON BAR ----- KPW	B	6830	0135	
										Daily	
							CTC between Mileage 0.7 and Boston Bar.				
										4	

ASHCROFT SUBDIVISION FOOTNOTES ON PAGE 68

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—

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):

Spur	Mileage	0.9
Spur	Mileage	1.1
Spur	Mileage	1.2
Spur	Mileage	1.6
Spur	Mileage	2.2
Spur	Mileage	7.7
Spur	Mileage	19.9
Spur	Mileage	20.2
Spur	Mileage	25.8
Spur	Mileage	48.7
Spur	Mileage	48.9
Spur	Mileage	50.3
Spur	Mileage	86.0
Spur	Mileage	91.2
Spur	Mileage	98.6
Spur	Mileage	104.0

Eastward signal 958N on North Track at Lasha is located to the left of direction of movement.

Westward signal 125 at Frederick and westward signal 1233 at Martinson are located to the left of direction of movement.

The "Two Tracks" between mileage 18.7 and mileage 20.2 are designated as "North Track" and "South Track".

The "Two Tracks" between mileage 95.7 and mileage 97.2 are designated as "North Track" and "South Track".

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.

4 SPEEDS

Mileage	Zone	Miles Per Hour	
		Passenger	Freight
0.0 to 0.7	Zone	20	20
0.7 to 5.2	Zone	50	50
5.2 to 6.9	Zone	50	40
6.9 to 7.3	Zone	40	30
7.3 to 10.4	Zone	35	35
10.4 to 22.0	Zone	35	30
* 18.7 to 20.2	North track only	30	—
22.0 to 24.0	Zone	35	35
24.0 to 27.1	Zone	35	30
27.1 to 30.7	Zone	35	35
30.7 to 35.8	Zone	40	40
32.8 to 33.6	-----	35	35
35.8 to 57.0	Zone	40	35
40.1 to 40.4	-----	—	30
46.8 to 47.5	-----	35	30

Mileage	Zone	Miles Per Hour	
		Passenger	Freight
49.2 to 49.4	-----	35	30
51.7 to 51.9	-----	35	30
53.5 to 55.1	-----	35	30
56.8 to 57.0	-----	35	30
57.0 to 66.9	Zone	40	40
59.1 to 60.9	-----	35	30
62.8 to 63.0	-----	—	35
64.8 to 65.0	-----	—	35
66.9 to 72.6	Zone	40	35
66.9 to 68.1	-----	35	30
69.4 to 69.6	-----	35	30
72.1 to 72.6	-----	35	30
72.6 to 75.4	Zone	40	40
75.4 to 85.0	Zone	40	35
76.5 to 77.0	-----	35	25
78.8 to 80.7	-----	35	25
85.0 to 87.5	Zone	35	30
87.4 to 87.5	-----	—	25
87.5 to 91.0	Zone	35	35
89.5 to 90.1	-----	—	30
91.0 to 98.6	Zone	35	25
* 95.7 to 97.2	North track only	30	—
98.6 to 101.4	Zone	35	35
101.4 to 107.3	Zone	35	30
107.3 to 110.4	Zone	35	25
110.4 to 112.7	Zone	35	35
112.7 to 114.5	Zone	35	30
114.5 to 117.1	Zone	35	35
117.1 to 120.7	Zone	35	25
120.7 to 125.3	Zone	40	35
124.2 to 124.4	-----	—	30
125.3 to 125.5	Zone	20	20

*Not marked by speed restriction signs.

Passenger trains and Express trains with 5000-5399 series diesel units must not exceed freight train speed.

EXPRESS TRAINS: When powered by other than 5000-5399 series diesel units, and 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 7.3	85.0 and 87.5
10.4 and 22.0	91.0 and 98.6
24.0 and 27.1	101.4 and 110.4
35.8 and 45.7	112.7 and 114.5
	117.1 and 121.7

4.2 Spurs and Other tracks 10 10

2 GENERAL FOOTNOTES

CONDITIONAL SPEEDS

	Miles per Hour	
	Passenger	Freight
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. 3 will stop to detrain revenue passengers from Kamloops 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. 4 will stop to detrain revenue passengers from Vancouver and will stop on flag to entrain revenue passengers for Kamloops and beyond where train is scheduled to stop.

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ASHCROFT SUBDIVISION FOOTNOTES

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

9.1 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



10.1 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

11.1 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

12.1	Mileage	Capacity in feet	Points Face
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 Hydro	RAWLISON SUBDIVISION		Office Signals	Siding Capacity in Feet	EASTWARD TRAINS
		STATIONS				
		0.0	1.6			
	CTC	{ Two Tracks }	HYDRO ----- P Jct. with Yale Sub. 1.6 RAWLISON ----- P 0.9 LIVINGSTONE ----- P Jct. with B.C.H. Rly.	-----	-----	

RAWLISON SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CTC SPECIAL FEATURES—

Signal 00 at Hydro, and signals 07, 08 and D08 at east end of two tracks Rawlison are controlled by C.N. Rly. train dispatcher at Kamloops.

Signals at west end of two tracks Rawlison and at Livingstone are controlled by B.C. Rly. train dispatcher at North Vancouver.

Eastward signal 221 on North Track at mileage 2.4 is located to the left of direction of movement.

The "Two Tracks" between mileage 0.8 and mileage 2.4 are designated as "North Track" and "South Track".

2 EQUIPMENT RESTRICTIONS

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

3 SPEEDS

3.1 Mileage	0.0 to 2.5	Zone	Miles per Hour All Movements
	*0.8 to 2.4	-- South track only --	45 30

*Not marked with speed restriction signs.

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		Miles from Boston Bar	Yard Limits	Switching Zones	YALE SUBDIVISION			Office Signals	Siding Capacity in Feet	EASTWARD TRAINS		
FIRST CLASS					STATIONS	FIRST CLASS						
---	3 Passenger Daily					4 Passenger	---					
---	0305	0.0	---	↓ 1.5	BOSTON BAR	---	KPW	B	6830	s0125	---	
---	---	3.1	---	---	HICKS	---	P	---	6090	0110	---	
---	---	10.2	---	---	KOMO	---	P	---	6040	---	---	
---	---	12.7	---	---	STOUT	---	W	---	6840	---	---	
---	---	18.3	---	---	YALE	---	P	---	6050	---	---	
---	---	26.7	---	---	TRAFALGAR	---	P	---	6060	---	---	
---	0430	40.2	---	---	HOPE	---	PWY	---	---	2350	---	
---	---	44.0	---	---	FLOODS	---	P	---	5850	---	---	
---	---	54.1	---	---	CHEAM VIEW	---	P	---	6380	---	---	
---	---	65.1	---	CTC	ROSEDALE	---	P	---	5560	---	---	
---	s0520	71.8	---	---	CHILLIWACK	---	PW	---	2750	s2310	---	
---	---	76.5	---	---	ARNOLD	---	P	---	5640	---	---	
---	F0550	87.4	---	Two Tracks	MATSQUI	---	P	---	---	F2235	---	
---	---	89.8	---	Two Tracks	PAGE	---	P	---	---	---	---	
---	---	98.0	---	Two Tracks	GLEN VALLEY	---	P	---	---	---	---	
---	---	101.7	---	Two Tracks	HYDRO	---	P	---	---	---	---	
---	F0620	103.2	---	---	FORT LANGLEY	---	P	---	---	F2205	---	
---	0627	107.1	---	---	WESTLANG	---	P	---	6450	---	---	
---	---	113.8	113.8	112.5	PORT MANN	---	CKPWZ	AN	YARD	---	---	
---	---	116.0	---	113.8	GYPROC	---	Z	---	---	---	---	
---	---	116.1	---	Two Tracks	FRASER RIVER JCT.	---	P	---	---	2136	---	
---	0650	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	---
---	0745	131.8	---	---	VANCOUVER	---	CKPWY	DI	YARD	2055	---
<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. Rule 105 applies between Mileages 131.1 and 131.8.</p>											
---	3									4	---

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: (R.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—

General Operating Instructions (Form 696) Item 2.6 (second paragraph) 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 9 of Time Table)

General Operating Instructions (Form 696) Item 7.3: 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. 2345 Vancouver 2359

No. 793—Vancouver 0605

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 (R.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 from Page 73)

(Continued from Page 72)

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
Passenger Trains

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	
		Other	Passenger Trains
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 5000-5399 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.

7 CONDITIONAL STOPS

- 7.1 At Hope, No. 3 will stop to detrain revenue passengers from Kamloops and beyond and will stop on flag at Hope to entrain revenue passengers for New Westminster and Vancouver.
- 7.2 At Hope, No. 4 will stop to detrain revenue passengers from New Westminster and Vancouver and will stop on flag to entrain revenue passengers for Kamloops 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.

(Continued on Page 74)

(Continued on Page 73)

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 1.3—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 2.9 -----	30
2.9 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-17 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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(Continued from Page 75)

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.

BURRARD
INLET

NORTH VANCOUVER



VANCOUVER

PORT MOODY

Vancouver 131.43

130.72

126.58

BN/CN

BURNABY

NEW WESTMINSTER

FRASER RIVER

SEA
ISLAND

Port Mann 113.62

117.63

SURREY

RICHMOND

La Farae Cement 1.57

Canada Rice Mills 17.21

15.61

1.02

4.36

118.63

5.28

2.36

7.21

6.27

BN/CN

DELTA.




STRAIT OF
GEORGIA

WESTHAM
ISLAND

GREATER VANCOUVER TERMINALS

BRANCHES :

- 1. THORNTON
- 2. SEYMOUR
- 3. BROWNSVILLE
- 4. TILBURY ISLAND
- 5. LULU ISLAND
- 6. SUSSEX AVENUE
- 7. EWEN
- 8. STEVESTON
- 9. YALE (SUBDIVISION)

NORTHWARD TRAINS		Miles from Deerholme	Yard Limits	TIDEWATER SUBDIVISION		Office Signals	Siding Capacity in Feet	SOUTHWARD TRAINS	
				STATIONS					
		0.0	0.0	Manual Block System		----- DEERHOLME ----- CBYZ	-----		
4.8		Jct. with Cowichan Sub.							
5.3		4.8 TYUP ----- WZ	-----			2899			
7.3	7.3	2.5 Y	-----						
				----- COWICHAN BAY ----- Z	-----				

TIDEWATER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **SPECIAL INSTRUCTIONS APPLY.**
SYSTEM 1.2
- 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 Operating Instructions** (Form 696) Item 17.1(20)—Applicable to northward trains between Deerholme and Tyup. Northward trains at Deerholme must comply with General Operating Instructions (Form 696) Item 17.3(10).
- 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 1000-1076.
- 3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

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

5 SPURS AND OTHER TRACKS

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

COWICHAN SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **Special Instructions Apply—**
SYSTEM 1.2
- 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.

2 GENERAL FOOTNOTES

- 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.

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 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.

- 2.2 Movements between mileage 2.3 and mileage 33.5 must not be made without written authority of the Superintendent.

3 NON-INTERLOCKED

- 3.1 **Drawbridge:**
Selkirk Waters ----- Mileage 0.4

4 EQUIPMENT RESTRICTIONS

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

5 SPEEDS

- 5.1 **Mileage** Miles per Hour
0.0 to 81.9 Zone All Movements **10**

CONDITIONAL SPEEDS

- 5.2 **Mileage 1.7 (Island Highway)**
Approaching within 500 feet of crossing and until crossing occupied -----

WESTWARD TRAINS		COWICHAN SUBDIVISION				EASTWARD TRAINS	
Miles from Victoria	Yard Limits	Office Signals	Siding Capacity in Feet	STATIONS			
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 SASENOS -----		
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 YOBOU ----- RZ		
81.9	81.5			-----			

Rules 41 and 44 applicable Main track Cowichan Sub. commences at Mileage 1.6. Rule 105 applies between Mileages 0.0 and 1.6
 Rules 321 to 323 applicable
 Rule 105A not applicable

6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mileage 1.66 (Sooke Highway)**
Automatically protected. STOP signs erected on all tracks.
- *6.2 **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)

*Movements over these crossings must first stop and then be protected by a member of the crew.

7 SPURS AND OTHER TRACKS

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

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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	↓	-----	REDPASS JCT. --- PRWZ	RD	2570	1305	---	0720	1455	2125	
---	1722	1.6	2.1	-----	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 --- P	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	61.7	-----	6.7 McBRIDE --- CKPWYZ	MD	5270	1110	---	0500	1240	1905	
---	9	63.6	↑	-----				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.
- 2.4 Safety switch point lock installed on switch to Hauer Bros. spur mileage 22.7.

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 On curves only, 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 in Feet	Points 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 Freight	-----	9 Passenger						10 Passenger	-----	846 Freight	720 Freight	850 Freight	
Daily	-----	Tues., Thurs., Sat.						-----	-----	-----	-----	-----	
1210	-----	1905	0.0	↓ 1.9	----- McBRIE --- CKPWYZ	MD	5270	s 1100	-----	0640	1130	1900	
					13.1								
1237	-----	F1927	13.1		----- LEGRAND	-----	2610	F 1035	-----	0613	1103	1834	
					8.5								
1255	-----	1944	21.6		----- RIDER	-----	2570	1018	-----	0555	1045	1816	
					6.2								
1306	-----	F1954	27.8		----- GOAT RIVER	-----	5710	F 1006	-----	0544	1034	1805	
					8.5								
1321	-----	F2008	36.3		----- LOOS	-----	2540	F 0950	-----	0529	1019	1750	
					8.8								
1336	-----	2022	45.1		----- URLING	-----	2490	0935	-----	0514	1004	1735	
					6.8								
1351	-----	F2035	51.9		----- KIDD	-----	2490	F 0922	-----	0459	0949	1720	
			55.2		4.0	Y							
-----		F2040	55.9		----- DOME CREEK	P BN	-----	F 0915	-----	-----	-----	-----	
					1.8								
1400	-----	F2043	57.7		----- BEND	-----	5830	F 0908	-----	0450	0940	1711	
					7.9								
1412	-----	2054	65.6		----- GUILFORD	-----	2490	0857	-----	0438	0928	1659	
					3.9								
1418	-----	s2102	69.5		----- PENNY	P PY	2350	s 0851	-----	0432	0922	1653	
					5.5								
1427	-----	2110	75.0		----- LINDUP	-----	2350	0843	-----	0423	0913	1644	
					4.4								
1434	-----	F2117	79.4		----- LONGWORTH	-----	5750	F 0837	-----	0416	0906	1637	
					8.0								
1446	-----	F2128	87.4		----- HUTTON	-----	2460	F 0826	-----	0404	0854	1625	
					4.8								
1454	-----	2135	92.2		----- DEWEY	-----	2430	0820	-----	0356	0846	1617	
					8.0								
1506	-----	F2145	100.2		----- HANSARD	P	2500	F 0810	-----	0344	0834	1605	
					3.8								
-----		s2153	104.0		----- UPPER FRASER	P FR	-----	s 0803	-----	-----	-----	-----	
					4.8								
1521	-----	F2201	108.8		----- ALEZA LAKE	-----	5110	F 0754	-----	0329	0819	1550	
					6.4								
1538	-----	2212	115.2		----- NEWLANDS	-----	2540	0743	-----	0317	0807	1538	
					7.1								
1548	-----	F2221	122.4		----- GISCOME	P G	2500	F 0734	-----	0307	0757	1527	
					4.6								
1555	-----	F2229	127.0		----- WILLOW RIVER	-----	2540	F 0728	-----	0300	0750	1520	
					9.3								
1609	-----	F2242	136.3		----- SHELLEY	-----	5740	F 0716	-----	0247	0737	1507	
					4.4								
1616	-----	2248	140.7		----- FOREMAN	-----	2610	0710	-----	0241	0731	1501	
					5.4								
1630	-----	s2305	146.1	↑ 143.0	----- PRINCE GEORGE --- CKPWYZ	GO	YARD	0700	-----	0230	0720	1450	
									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, east and west switches to BCR Interchange and west switch to lead G 050L, Prince George Yard.

(Continued on Page 83)

(Continued from Page 82)

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	Freight
0.0 to 50.0		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 On curves only, 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

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 ----- Length 819 feet

WESTWARD TRAINS		Miles from Prince George	Yard Limits	NECHAKO SUBDIVISION			Office Signals	Siding Capacity in Feet	EASTWARD TRAINS				
FIRST CLASS				FIRST CLASS		FOURTH CLASS							
---	9			10	---	858			862	866			
---	Passenger			Passenger	---	Freight			Freight	Freight			
---	Tues., Thurs., Sat.												
---	2345	0.0	↓ 2.2	PRINCE GEORGE CKPWYZ	GO	YARD	S0630	---	0745	1040	2020		
---	2353	5.0		5.0 OTWAY		2540	0618	---	0730	1026	2008		
---	2359	7.9		4.0 MIWORTH P		2250	0613	---	0722	1020	2001		
---	0007	9.0		5.0 CHILAKO		2610	0605	---	0713	1011	1952		
---	0015	14.0		6.2 BEDNESTI		1880	0557	---	0704	1002	1943		
---	0026	20.2		7.8 NICHOL		6120	0546	---	0652	0950	1930		
---	0032	28.0		4.4 ISLE PIERRE		2460	0540	---	0644	0944	1921		
---	0041	32.4		6.3 HUTCHISON		2460	0532	---	0635	0935	1911		
---	0049	38.7		6.1 WEDWOOD		2050	0524	---	0625	0926	1901		
---	0058	44.8		5.3 FINMOORE		2460	0515	---	0615	0917	1850		
---	0106	50.1		6.7 HULATT		6250	0507	---	0605	0906	1839		
---	0116	56.8		6.4 SINKUT		2360	0458	---	0554	0855	1828		
---	S0128	63.2		6.2 VANDERHOOF PW	VN	2500	S0449	---	0544	0845	1818		
---	0139	69.4		6.8 McCALL		2400	0435	---	0533	0834	1807		
---	F0147	76.2		6.5 ENGEN		6030	F0427	---	0522	0822	1756		
---	0154	82.7		5.2 MARTEN LAKE		2460	0419	---	0514	0816	1747		
---	F0202	87.9		6.4 FORT FRASER		1440	F0410	---	0504	0806	1737		
---	0211	94.3		7.4 ENCOMBE		2500	0359	---	0452	0754	1725		
---	0219	101.7		6.0 FRASER LAKE			0351	---	---	---	---		
---	S0230	107.7	↑ 114.4	7.7 ENDAKO KPWYZ	KO	5160	0340	---	0430	0730	1700		
							Tues., Thurs., Sat.	---	Daily	Daily	Daily		
---	9						10	---	858	862	866		

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, 5000-5399 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 115.4	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
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
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 Points	
		in Feet	Face
Chinook Construction -----	6.2	690	W
Gravel Pit -----	7.9	5760	E W
Dupont of Canada Ltd. -----	16.1	180	W
Takla Forest Products Ltd. -----	29.9	1440	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							10	---	720	876	878	
---	Passenger							Passenger	---	Freight	Freight	Freight	
---	Sun., Wed., Fri.	---	---	---	---	---	---	---	---	---			
STATIONS		---	---	---	---	---	---	---	---	---			
---	0240	0.0	↓ 1.3	ENDAKO	KPWYZ	KO	5160	s 0330	---	0500	1340	1910	
---	0248	6.2		SAVORY			2280	0317	---	0448	1325	1858	
---	0305	14.8		PRIESTLY			2130	0305	---	0436	1313	1846	
---	0313	20.8		SHERATON			2480	0256	---	0428	1304	1838	
---	0320	27.1		TINTAGEL			2460	0248	---	0419	1255	1829	
---	s 0333	35.0	33.7 ↓	BURNS LAKE	PWZ	BK	2430	s 0235	---	0405	1241	1815	
---	0340	40.3	36.7 ↓	DECKER LAKE				0221	---	---	---	---	
---	0346	45.3		PALLING			6010	0215	---	0346	1226	1800	
---	0353	51.3		ROSE LAKE			3040	0208	---	0320	1216	1753	
---	0403	58.9		FORESTDALE			2460	0158	---	0307	1203	1741	
---	0412	66.6		TOPLEY			6080	0149	---	0255	1151	1729	
---	0419	72.9		PEROW			2550	0142	---	0246	1142	1720	
---	0427	80.1		KNOCKHOLT			2290	0134	---	0236	1132	1710	
---	s 0435	85.1	83.9 ↓	HOUSTON	PZ	HU	2430	s 0128	---	0229	1125	1703	
---	0440	87.5	86.0 ↓	DEREK			4650	0123	---	0225	1120	1700	
---	0446	88.4		BARRETT			6120	0116	---	0219	1114	1654	
---	0456	91.4		WALCOTT			2430	0107	---	0209	1104	1644	
---	0508	98.8		QUICK			2460	0055	---	0156	1050	1630	
---	0515	107.1		HUBERT			2540	0048	---	0146	1042	1622	
---	F 0520	112.8		TELKWA	P	A	1010	F 0042	---	0140	1036	1616	
---	0528	116.0		TATLOW			2390	0037	---	0130	1030	1610	
---	s 0540	119.4	121.0 ↑	SMITHERS	CKPWYZ	WA	4280	0030	---	0120	1020	1600	
									Tues., Thurs., Sat.	---	Daily	Daily	Daily
---	9								10	---	720	876	878

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.

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.

3 EQUIPMENT RESTRICTIONS

- 3.1 Units in series 4000-4017, 5000-5399 prohibited.
- 3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

6 SPURS AND OTHER TRACKS

6.1	Mileage	Capacity in Feet	Points 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	68.8	1220	E W
Railway Industrial Lead	85.4	1490	E
Northwood Pulp Ltd.	88.3	12920	W
Pacific Inland Resources Ltd.	115.8	1130	E W

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

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	↓ 0.9	SMITHERS CKPWYZ	WA	4280	s 0015	---	0935	1755	0100
---	0611	3.6		LAKE KATHLYN	---	2440	0004	---	0924	1745	0049
---	0619	9.1		EVELYN	---	2400	2354	---	0916	1737	0042
---	0628	15.5		DOUGHTY	---	2420	2342	---	0904	1729	0034
---	0638	21.9		MORICETOWN	---	6160	2331	---	0849	1714	0019
---	0646	27.3		SEATON	---	2490	2323	---	0838	1703	0008
---	0653	31.9		BEAMENT	---	2140	2315	---	0828	1653	2358
---	0704	39.4		BULKLEY CANYON	---	1300	2304	---	0816	1641	2346
S	0716	45.6	44.9	NEW HAZELTON PWZ	NA	2450	s 2252	---	0801	1626	2331
---	0722	49.6	47.1	HAZELTON	---	1650	2245	---	0751	1616	2321
---	0735	56.7		CARNABY	---	5990	2232	---	0735	1601	2306
F	0743	62.0		SKEENA CROSSING	---		F 2224	---	---	---	---
---	0747	63.8		NASH	---	2710	2220	---	0711	1549	2254
---	0756	68.4		ANDIMAU	---	3000	2211	---	0702	1540	2245
S	0804	73.0	72.0	KITWANGA PZ	KA	2380	s 2204	---	0651	1531	2236
F	0814	80.6	73.9	WOODCOCK	---	2900	F 2154	---	0639	1519	2224
---	0821	86.1		CEDARVALE	---	2530	F 2146	---	0631	1511	2216
---	0832	94.5		RITCHIE	---	2750	F 2135	---	0619	1459	2204
---	0841	100.9		DORREEN	---	2400	F 2127	---	0609	1449	2154
---	0850	107.1		PACIFIC	---	5850	F 2119	---	0600	1440	2145
---	0858	112.6		PITMAN	---	2130	F 2112	---	0551	1431	2136
---	0908	119.3		USK	---	2500	F 2102	---	0542	1422	2127
---	0917	126.1		KITSELAS	---	2460	2053	---	0529	1409	2114
S	0930	131.9	130.0	TERRACE CKPWYZ	ON	4740	2045	---	0520	1400	2105
							Mon., Wed., Fri.	---	Daily	Daily	Daily
---	9						10	---	882	886	720

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, 5000-5399 prohibited.

3.2 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 36.0	Zone 45	35
27.9 to 29.2	-----	40
30.8 to 31.4	-----	35
36.0 to 55.3	Zone 40	30
40.0 to 45.5	-----	25
50.4 to 50.6	-----	25
51.3 to 52.9	-----	30
55.3 to 73.0	Zone 45	35
62.0 to 63.4	-----	30
65.5 to 66.7	-----	25
69.8 to 70.7	-----	40
* 73.0 to 129.7	Zone 50	45
75.2 to 75.4	-----	45
79.2 to 79.6	-----	40
82.6 to 83.8	On Curves	45
86.4 to 88.3	On Curves	45
93.1 to 93.4	-----	45
102.0 to 102.8	-----	45
110.5 to 111.4	-----	45
116.3 to 116.6	-----	45
119.7 to 123.3	On Curves	45
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		Miles from Terrace	Yard Limits	SKEENA SUBDIVISION	Office Signals	Siding Capacity in Feet	EASTWARD TRAINS			
FIRST CLASS							FIRST CLASS		FOURTH CLASS	
---	9						10	---	892	720
---	Passenger						Passenger	---	Freight	Freight
---	Sun., Wed., Fri.			STATIONS						
---	0940	0.0	↓ 4.0	TERRACE CKPWYZ	ON	4740	S2035	---	0745	1835
---	---	3.5		KALLUM Z	---	---	---	---	---	---
---	0953	9.6		AMS BURY	---	2570	2012	---	0728	1820
---	1002	17.7		SHAMES	---	2420	2002	---	0714	1806
---	1010	24.6		EX STEW	---	5330	1953	---	0704	1756
---	1024	36.5		SALVUS	---	2460	1939	---	0647	1739
---	F 1038	48.2		KWINITSA P	KW	5740	F 1925	---	0630	1722
---	1053	61.8		SKEENA	---	1730	1908	---	0609	1701
---	F 1101	68.1		TYEE W	---	2900	F 1900	---	0559	1650
---	F 1105	71.1		HAYSPORT	---	---	F 1856	---	---	---
---	1115	78.3		SOCKEY	---	5450	1847	---	0545	1636
---	1125	83.9		PHELAN	---	1840	1837	---	0535	1626
---	F 1130	86.0	↑ 85.6	PORT EDWARD Z	---	---	F 1833	---	---	---
---	---	86.4	↓ 88.1	WATSON ISLAND Z	---	1450	---	---	---	---
---	1140	89.2	↑ 91.0	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 Kwinitisa.

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, 5000-5399 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 90)

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	
	13.9 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: 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		Miles per Hour	
		Passenger	Freight
4.3 Mileage 1.15 (Kenny Street)			
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			SOUTHWARD TRAINS	
			STATIONS	Office Signals	Siding Capacity in Feet	FOURTH CLASS	
						896 Freight	
	38.5	↓ 37.7	----- KITIMAT ----- RWYZ	KI	YARD	0900	
	32.1	-----	----- WEDEENE -----	-----	-----	-----	
	21.5	-----	----- DUBOSE -----	-----	1200	0750	
	13.4	-----	----- LAKELSE -----	-----	-----	-----	
	7.5	-----	----- THUNDERBIRD -----	-----	-----	-----	
	0.0	↑ 2.2	----- TERRACE ----- CKPWYZ	ON	YARD	0600	
	RULES 41 and 44 APPLICABLE						Daily 896

KITIMAT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 Special Instructions Apply—
SYSTEM 1.2

CONDITIONAL SPEEDS

Miles per Hour
All Movements

4.4 Kitimat (Alcan Highway)
Approaching within 500 feet and until
crossing occupied ----- 5

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.

5 SPURS AND OTHER TRACKS

	Mileage	Capacity in Feet	Points Face
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.

3 EQUIPMENT RESTRICTIONS

3.1 Units in series 4000-4017, 5000-5399 prohibited.

3.2 Heaviest car permitted—220,000 lbs. gross.

4 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 38.5		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.

EQUATED TONNAGE RATINGS

Note—See General Operating Instructions (Form 696)

Trains handling Equated tonnages shown in the following Equated Tonnage Rating tables will operate at drag (continuous) speed on ruling grades.

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, 5000-5399 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 Operating Instructions (Form 696)

WESTWARD OR NORTHWARD								Between Station — Station
Single Unit Ratings								
Car Factor	1000-1076	4100-4106 6501-6637 6758-6871	1204-1397 1504-1508 1900-1917	4108-4353 4400-4601 9150-9199	---- ---- ----	4000-4017 5500-5610 9400-9699	Designated Units 5000-5399	
10	2300	2700	3150	3450	----	4500	5850	WAINWRIGHT SUBDIVISION Biggar and Calder
5 9	1200 1950	---- ----	---- ----	---- ----	---- ----	---- ----	---- ----	DODSLAND SUBDIVISION Biggar and Loverna Loverna and Sedalia
8	1700	----	----	----	----	----	----	PORTER SUBDIVISION Oban Jct. and Cando
12	2800	----	----	----	----	----	----	BODO SUBDIVISION Unity and Bodo
12	2800	----	----	----	----	----	----	DEMAV SUBDIVISION Camrose Jct. and Ryley
7 10 10	1500 2200 2200	1700 2450 2450	2100 3000 3000	2300 3300 3300	---- ---- ----	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 Operating Instructions (Form 696)

Between Station — Station	EASTWARD OR SOUTHWARD							
	Single Unit Ratings							
	Designated Units 5000-5399	4000-4017 5500-5610 9400-9699	----	4108-4353 4400-4601 9150-9199	1204-1397 1504-1508 1900-1917	4100-4106 6501-6637 6758-6871	1000-1076	Car Factor
WAINWRIGHT SUBDIVISION Calder and Biggar	7050	5450	----	4150	3800	3100	2800	12
DODSLAND SUBDIVISION Sedalia 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	----	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 Operating Instructions (Form 696)

WESTWARD OR NORTHWARD								Between Station — Station
Single Unit Ratings								
Car Factor	1000-1076	4100-4106 6501-6637 6758-6871	1204-1397 1504-1508 1900-1917	4108-4353 4400-4601 9150-9199	---- ---- ----	4000-4017 5500-5610 9400-9699	Designated Units 5000-5399	
OYEN-DRUMHELLER SUBDIVISIONS								
10	2300	2700	3150	3450	----	4500	5850	Kindersley and Hanna
10	2300	2700	3150	3450	----	4500	5850	Hanna and Drumheller
7	1700	1850	2300	2550	----	3300	4300	Drumheller and Sarcee Yard
MANTARIO SUBDIVISION								
10	2200	----	3000	----	----	----	----	Glidden and Alsask
ACADIA VALLEY SUBDIVISION								
7	1600	----	2200	----	----	----	----	Eyre and Acadia Valley
SHEERNESS SUBDIVISION								
7	1600	----	2200	2400	----	3150	----	Cessford and Sheerness
12	2800	----	3800	4150	----	5450	----	Sheerness and Batter Jct.
ENDIANG SUBDIVISION								
10	2300	----	3150	----	----	----	----	Endiang Jct. and Endiang
12	2800	----	3800	----	----	----	----	Endiang and Byemoor
STETTLER SUBDIVISION								
8	1700	----	2350	----	----	----	----	Dinosaur and Warden
7	1600	----	2200	----	----	----	----	Warden and Ferlow Jct.
C.P. RLY. LANGDON SUB.								
12	2800	----	3800	4150	----	5450	----	Rosedale and East Coulee
THREE HILLS SUBDIVISION								
7	1600	1750	2150	2400	----	3100	4050	Sarcee Yard and Elnora
7	1700	1850	2300	2550	----	3300	4300	Elnora and Alix
8	1700	1900	2350	2550	----	3350	4350	Alix and Mirror
BRAZEAU SUBDIVISION								
7	1600	1750	2200	2400	----	3150	4050	Alix and Red Deer Jct.
7	1600	1750	2200	2400	----	3150	4050	Red Deer Jct. and Ullin Jct.
5	1000	----	1400	----	----	----	----	Ullin Jct. and Brazeau
CAMROSE SUBDIVISION								
7	1650	1850	2250	2500	----	3250	4250	Mirror and Camrose
9	1950	2200	2650	2950	----	3850	5000	Camrose and Bretville Jct.
ALLIANCE SUBDIVISION								
10	2300	----	3150	----	----	----	----	Alliance and Alliance Jct.

Fair Weather

Equated Tonnage Ratings

Note: — See General Operating Instructions (Form 696)

Between Station — Station		EASTWARD OR SOUTHWARD							
		Single Unit Ratings							
		Designated Units 5000-5399	4000-4017 5500-5610 9400-9699	----	4108-4353 4400-4601 9150-9199	1204-1397 1504-1508 1900-1917	4100-4106 6501-6637 6758-6871	1000-1076	Car Factor
OYEN-DRUMHELLER SUBDIVISIONS									
Sarcee Yard and Drumheller	7050	5450	----	4150	3800	3100	2800	12	
Drumheller and Munson	2400	1850	----	1400	1300	1000	900	4	
Munson and Hanna	4650	3600	----	2750	2500	2000	1850	8	
Hanna and Kindersley	5850	4500	----	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 Cessford	----	3850	----	2950	2650	----	1950	9	
ENDIANG SUBDIVISION									
Byemoor 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	----	4500	----	3450	3150	----	2300	10	
THREE HILLS SUBDIVISION									
Mirror and Alix	5000	3850	----	2950	2650	2150	1950	9	
Alix and Sarcee Yard	4050	3100	----	2400	2150	1750	1600	7	
BRAZEAU SUBDIVISION									
Brazeau and Ullin Jct.	----	----	----	----	2650	----	1950	8	
Ullin Jct. and Red Deer Jct.	4900	3800	----	2900	2650	2150	1950	8	
Red Deer Jct. and Alix	5850	4500	----	3450	3150	2700	2300	10	
CAMROSE SUBDIVISION									
Bretville Jct. and Camrose	4350	3350	----	2550	2350	1900	1700	8	
Camrose and Mirror	4050	3150	----	2400	2200	1750	1600	7	
ALLIANCE SUBDIVISION									
Alliance Jct. and Alliance	----	----	----	----	3150	----	2300	10	

Fair Weather Equated Tonnage Ratings

Note: — See General Operating Instructions (Form 696)

WESTWARD OR NORTHWARD

Single Unit Ratings

Car Factor	1000-1076	4100-4106 6501-6637 6758-6871	1204-1397 1504-1508 1900-1917	4108-4353 4400-4601 9150-9199	----	4000-4017 5500-5610 9400-9699	Designated Units 5000-5399	Between Station — Station
11	2600	2850	3500	3850	----	5000	6500	EDSON SUBDIVISION Calder and Jasper
10 5 7	2200 1100 1600	2450 1250 1750	3000 1550 2150	3300 1700 2400	----	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	----	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	----	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	----	----	----	MANNING-MEANDER RIVER-PINE POINT SUBS. Roma Jct. and Leddy Leddy and Dixonville Dixonville and Manning Manning and Hawkhills Hawkhills 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 Operating Instructions (Form 696)

Between Station — Station		EASTWARD OR SOUTHWARD							
		Single Unit Ratings							
		Designated Units 5000-5399	4000-4017 5500-5610 9400-9699	----	4108-4353 4400-4601 9150-9199	1204-1397 1504-1508 1900-1917	4100-4106 6501-6637 6758-6871	1000-1076	Car Factor
EDSON SUBDIVISION Jasper and Calder		6750	5200	----	4000	3650	2950	2700	12
SANGUDO SUBDIVISION Kaybob and Pass Creek Pass Creek and Calder		3100 5550	2400 4300	----	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	----	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	----	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 Hawk hills Hawk hills and Manning Manning and Dixonville Dixonville and Leddy Leddy and Roma Jct.		----	----	----	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 Operating Instructions (Form 696)

WESTWARD OR NORTHWARD								Between Station — Station
Single Unit Ratings								
Car Factor	1000-1076	4100-4106 6501-6637 6758-6871	1204-1397 1504-1508 1900-1917	4108-4353 4400-4601 9150-9199	---- ---- ----	4000-4017 5500-5610 9400-9699	Designated Units 5000-5399	
ALBRED-A-CLEARWATER SUBS.								
10	----	2650	3250	3600	----	4650	6050	Jasper and Redpass Jct.
11	----	2850	3500	3850	----	5000	6500	Redpass Jct. and Albreda
15	----	3900	4750	5200	----	6800	8800	Albreda and Blue River
15	----	3900	4750	5200	----	6800	8800	Blue River and Birch Island
15	----	3900	4750	5200	----	6800	8800	Birch Island and Kamloops
ASHCROFT-YALE SUBS.								
12	----	3100	3800	4150	----	5450	7000	Kamloops and Savona
15	----	3900	4750	5200	----	6800	8800	Savona and Port Mann
OKANAGAN-LUMBY SUBS.								
5	1150	1250	1550	1700	----	2250	----	Kelowna and Vernon
4	850	950	1150	1300	----	1700	----	Lumby and Lumby Jct.
5	1050	1200	1500	1650	----	2150	----	Vernon and Armstrong
4	900	1000	1300	1400	----	1850	----	Armstrong and Monte Lake
15	3500	3900	4750	5200	----	6800	----	Monte Lake and Can. Pac. Jct.
12	2800	3100	3800	4150	----	5450	----	Can. Pac. Jct. and Kamloops
TETE JAUNE-FRASER-NECHAKO-TELKWA-BULKLEY-SKEENA SUBS.								
12	----	2950	3650	4000	----	5200	6750	Redpass Jct. and McBride
12	----	3100	3800	4150	----	5450	7050	McBride and Prince George
12	----	3100	3800	4150	----	5450	----	Prince George and Terrace
15	----	3900	4750	5200	----	6800	----	Terrace and Prince Rupert
KITIMAT SUB.								
4	----	800	1050	1150	----	1500	----	Kitimat and Dubose
4	----	850	1050	1200	----	1600	----	Dubose and Terrace

Fair Weather

Equated Tonnage Ratings

Note: — See General Operating Instructions (Form 696)

Between Station — Station		EASTWARD OR SOUTHWARD							
		Single Unit Ratings							
		Designated Units 5000-5399	4000-4017 5500-5610 9400-9699	----	4108-4353 4400-4601 9150-9199	1204-1397 1504-1508 1900-1917	4100-4106 6501-6637 6758-6871	1000-1076	Car Factor
ALBRED A-CLEARWATER SUBS.									
Kamloops and Birch Island	7050	5450	----	4150	3800	3100	----	12	
Birch Island and Blue River	6050	4650	----	3600	3250	2650	----	10	
Blue River and Albreda	4200	3250	----	2450	2250	1800	----	7	
Albreda and Redpass Jct.	4200	3250	----	2450	2250	1800	----	7	
Redpass Jct. and Jasper	7050	5450	----	4150	3800	3100	----	12	
ASHCROFT-YALE SUBS.									
Port Mann and Kamloops	7000	5450	----	4150	3800	3100	----	12	
OKANAGAN-LUMBY SUBS.									
Kamloops and Can. Pac. Jct.	----	6800	----	5200	4750	3900	3500	15	
Can. Pac. Jct. and Monte Lake	----	1150	----	850	750	600	550	3	
Monte Lake and Armstrong	----	3350	----	2550	2350	1900	1700	8	
Armstrong and Vernon	----	1850	----	1400	1300	1000	900	4	
Lumby Jct. and Lumby	----	1200	----	900	800	650	550	3	
Vernon and Kelowna	----	2250	----	1700	1550	1250	1100	5	
TETE JAUNE-FRASER-NECHAKO- TELKWA-BULKLEY-SKEENA SUBS.									
Prince Rupert and Terrace	----	6150	----	4750	4300	3500	----	14	
Terrace and Smithers	----	5450	----	4150	3800	3100	----	12	
Smithers and Prince George	----	5450	----	4150	3800	3100	----	12	
Prince George and Tete Jaune	7050	5450	----	4150	3800	3100	----	12	
Tete Jaune and Redpass Jct.	2900	2250	----	1700	1550	1250	----	5	
KITIMAT SUB.									
Terrace and Dubose	----	1500	----	1150	1050	800	----	4	
Dubose and Kitimat	----	6800	----	5200	4750	3900	----	15	

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

NOTE—See General Operating Instructions (Form 696)

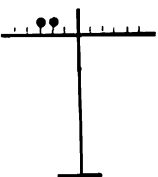
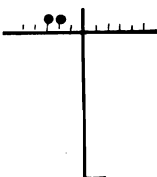
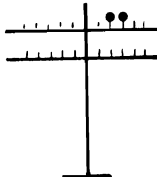
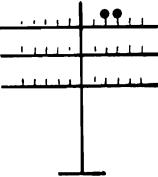
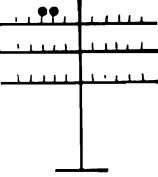
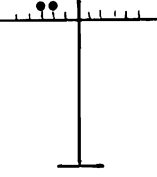
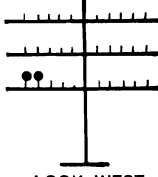
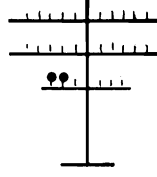
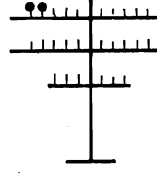
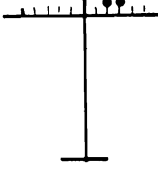
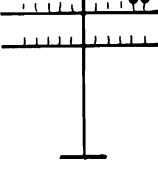
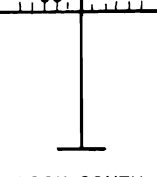
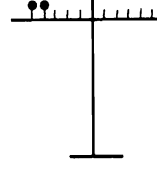
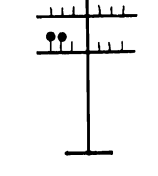
Location	Obstruction	Side of Track	Location	Obstruction	Side of Track
NORTH EDMONTON-EDMONTON Spur X-002 -----	Pole Line	South	HIGH LEVEL Industrial track -----	All shed platforms between and including Baroid of Canada Ltd. and Beaver Lbr. Co.	West
EDMONTON-BISSELL Edmonton Freight Shed Track 1 ----- Tracks 1, 2, 3, 4, 5 ----- Track 5 ----- Track 6 ----- Lane 102½ Street T. Eaton Co. Ltd. -----	Shed Each Other Ramp Ramp Gate	South Both North South Both	Team Track No. 2 ----- Swanson Lbr. Co. Ltd. ----- Consolidated Hydro-Carbons Ltd. -----	Loading Ramp Loading Ramp Gateposts	West South Both
FORESTBURG Forestburg Collieries Ltd. Track 5 -----	Loading Ramp	West	MEANDER RIVER SUB: Enterprise: Team track -----	Loading Ramp Dirk Vos Shed platform	West West
SANGUDO SUB. Texas Gulf Sulphur Co. -----	Stairs and Building	Both	HAY RIVER: Team Track No. 1 ----- Consolidated Hydro-Carbons Ltd. ----- Pacific Petroleum Ltd. ----- Gulf Oil Spur -----	Loading Ramp Gatepost and Retaining Wall Gatepost and Fence Stand Pipes and Hoses	East East West East
SPRUCE GROVE Industrial Track ----- Platform Track -----	Shed Shed	South South	Northern Transportation Co. Ltd. (Shed Spur) ----- Northern Transportation Co. Ltd. (Ramp Spur) -----	Shed Side Ramp Shed	East West East
WABAMUN Building Products of Canada -----	Wood Piles	Both	PINE POINT SUB: Pine Point: Ramp track -----	Loading Ramp	South
CADOMIN Inland Cement Co. Ltd. -----	New Tipple	Overhead	PINE POINT MINES: Main track, Mileage 52.9 ----- Fertilizer Spur ----- Diesel Spur ----- Butane Spur ----- Track No. 1—Oil Shed ----- —Warehouse ----- Track No. 2—Lime unloading station ----- —Concentrator ----- Doors 43, 44 and 45 ----- —Grinding Bay ----- Zinc tail track -----	Concentrate Loading Ramp Conveyors Stand Pipes Stand Pipes Unloading Dock Unloading Dock Pipe Platform Door Frames Old Loading Ramp	South South South South West West East East Both South
HINTON Northwest Pulp and Power Co. Ltd. Track 4 ----- Track 6 ----- Track 7 -----	Shed Doors Shed and Stand Pipe Stand Pipe	Both Both North			
BRAZEAU Brazeau Collieries Tracks -----	Track 1—Tipple Tracks 2 and 3—Tipple	South Both			
ROSEDALE Subway Coal Co. -----	Storage track—Ramp Storage track—Tipple	North North			
HUBALTA Western Rolling Mills Mileage 124.2 -----	Overhead Crane	Overhead			
MANNING SUB: Industrial Track, Manning -----	Loading Ramp	West			
WINNIANDY McIntyre Coal Loading Track	two cars north of loadout	West			

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

NOTE—See General Operating 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 -----		
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	

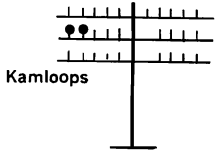
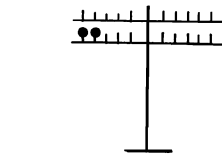
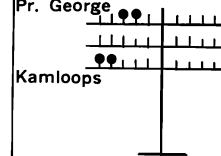
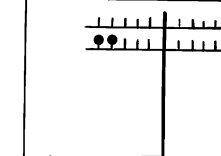
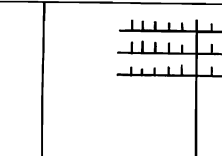
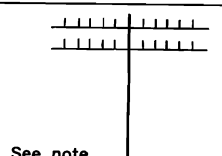
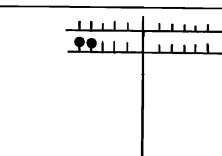
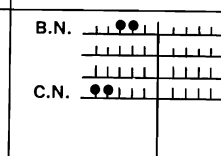
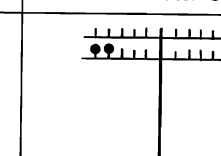
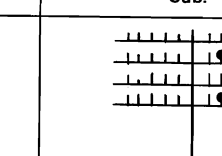
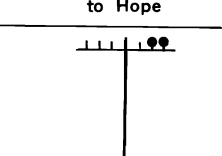
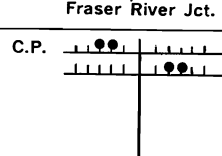
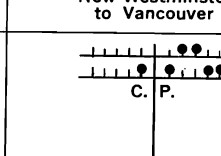
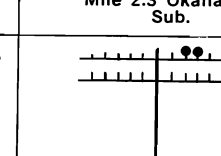
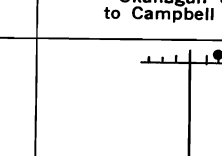
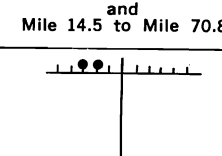
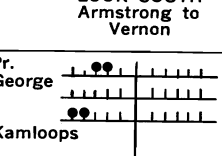
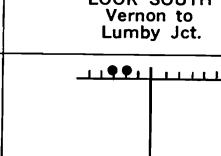
DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES

 <p>LOOK WEST Biggar to 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</p>	 <p>LOOK WEST Mileage 44.5 to Mileage 101.0</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 Yard</p>
		 <p>LOOK WEST Kindersley to Hanna</p>	 <p>LOOK WEST Hanna to Sarcee Yard</p>		

Face in Direction Named. Count Cross Arms From the Top Down.

Train Phone Wires Marked ●

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES

 <p>Kamloops</p> <p>❖ LOOK WEST Jasper to Redpass Jct. Mile 43.8 Albreda Sub.</p>	 <p>❖ LOOK WEST Mile 43.8 to Mile 48.0 Albreda Sub.</p>	 <p>Pr. George Kamloops</p> <p>❖ LOOK WEST Mile 48.0 Albreda Sub. to Mile 48.2 Albreda Sub.</p>	 <p>❖ LOOK WEST Mile 48.2 Albreda Sub. to Mile 139.4 Clearwater Sub.</p>	 <p>❖ LOOK WEST Kamloops to Mile 125.6 Ashcroft Sub.</p>
 <p>See note below</p> <p>❖ LOOK WEST Boston Bar to Hope</p>	 <p>❖ LOOK WEST Hope to Fraser River Jct.</p>	 <p>B.N. C.N.</p> <p>❖ LOOK WEST New Westminster to Vancouver</p>	 <p>❖ LOOK SOUTH Kamloops to Mile 2.3 Okanagan Sub.</p>	 <p>C.P. C.N.</p> <p>❖ LOOK SOUTH Mile 3.5 Okanagan Sub. to Campbell Creek</p>
 <p>❖ LOOK SOUTH Mile 2.6 to Mile 3.5 and Mile 14.5 to Mile 70.8</p>	 <p>C.P. C.N.</p> <p>❖ LOOK SOUTH Armstrong to Vernon</p>	 <p>C.N. C.P.</p> <p>❖ LOOK SOUTH Vernon to Lumby Jct.</p>	 <p>❖ LOOK SOUTH Lumby Jct. to Kelowna</p>	 <p>❖ LOOK EAST Lumby Jct. to Lumby</p>
 <p>❖ LOOK WEST Redpass Jct. to Mile 4.3 Tete Jaune Sub.</p>	 <p>Pr. George Kamloops</p> <p>❖ LOOK WEST Mile 4.3 to 4.6 Tete Jaune Sub.</p>	 <p>❖ LOOK WEST Mile 4.6 Tete Jaune Sub. to Terrace</p>		

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 SECTION 3.0 of General Operating Instructions (Form 696)

ROAD MOBILE RADIOS	RADIO CHANNELS								
	Lens	1	2	3	4	5	6	7	8
Mainline Engines & Railiners		○	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			○				
Edmonton City Yardmaster						○			
Edson Operator		X			○				
Dispatcher EDSON EAST SUB.		X	①						
Dispatcher EDSON WEST SUB.		X	②						
Hinton Operator		X			○				
Jasper Operator & Yardmaster		X			○				
Whitecourt Operator				②	○				
Dispatcher SANGUDO SUB.		X		①					
Leyland Operator							○	①	
Dispatcher FOOTHILLS & MTN. PK. SUBS.		X					②	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.		X		②					
Mirror Operator		X			○			○	
Red Deer Operator		X			○			X	
Dispatcher THREE HILLS SUB.		X		①					
Dispatcher BRAZEAU SUB.							②	②	
Otway Operator							○	①	
Sarcee Operator & Yardmaster		X			○				
Drumheller Operator		X			○				
Dispatcher DRUMHELLER SUB.		X		②					
Hanna Operator		X			○				
Dispatcher OYEN SUB.		X		②					
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
- × 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 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 SECTION 3.0 of General Operating Instructions (Form 696)

ROAD MOBILE RADIOS	Lens	RADIO CHANNELS							
		1	2	3	4	5	6	7	8
Mainline engines (4 Ch)	○	X	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					○				
Redpass Jct. Operator		X			○				
Dispatcher ALBREDA SUB.		X	①						
Blue River Operator		X			○				
Dispatcher CLEARWATER SUB.		X	②						
Kamloops Operator		X			○				
Kamloops Yardmaster					○				
Dispatcher ASHCROFT SUB.		X	①						
Boston Bar Operator		X			○				
Chilliwack Operator		X			○				
Dispatcher YALE SUB.		X	②						
Port Mann Operator		○			X				
Port Mann Yardmaster					○				
Redpass Jct. Operator		X			○				
McBride Operator		X			○				
Dispatcher TETE JAUNE SUB.		X		②					
Dispatcher FRASER SUB.		X		②					
Prince George Operator and Yardmaster		X			○				
Vanderhoof Operator		X			○				
Dispatcher NECHAKO SUB.		X	②						
Dispatcher TELKWA, BULKLEY SKEENA AND KITIMAT SUBS.		X	①						
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			○				
Vernon Operator									
Dispatcher OKANAGAN SUB. Kelowna Operator					○				
YARD ENGINE CREWS									
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 1 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.

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. T. G. Staunton 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. H. H. Paterson *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.	Carter's Jewellers 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	T. W. Korchinsky	F. P. Pylypow
D. G. Buchinski	D. L. Krowchenko	N. C. Ryhorchuk
W. A. Burgess	E. Kunkel	G. A. Schiele
R. W. Chamberlain	R. G. Landry	K. C. Sherman
T. W. Dennis	F. A. Matwychuk	R. D. Sherman
W. F. Fowler	M. Medvid	W. Sherstenko
C. L. Graham	K. O. McAmmond	M. L. Shockey
A. P. Haczekewicz	D. G. McMinn	D. A. Stewart
J. W. Hill	R. D. Michayluk	H. L. Tilley
R. R. Hillis	M. F. O'Connor	W. Zaplitny
W. Jwaszko	E. J. Patenaude	V. Zavaduk
H. F. Kary		

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	R. P. Geddis	R. L. McAmmond
R. L. Barr	L. Golanowski	C. H. Paterson
J. D. Baugh	H. F. Goodwin	F. J. Penney
D. J. Brown	J. Griffin	R. N. Richardson
G. E. Brown	R. W. Holt	E. E. Stark
F. R. Charles	E. R. Kolesnikoff	C. J. Steiger
E. Dembicki	K. L. Marlow	H. C. Warner
P. J. Geddis	L. J. Mazur	

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**

K. R. Mason	Senior Transp. Control Officer	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. L. McQuarrie	Superintendent	Edmonton
K. G. Macdonald	Assistant 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
M. G. Lyons	Assistant Superintendent	Jasper
E. W. Hannon	Trainmaster	Jasper
K. L. Hammell	Master Mechanic	Jasper
C. L. Brown	Assistant Superintendent	Roma Jct.

EDMONTON TERMINALS DIVISION

G. W. Burton	Superintendent	Edmonton
R. S. Stowe	Trainmaster	Edmonton
	Operations Co-ordinators	Edmonton

ALBERTA SOUTH DIVISION

B. A. Lowerison	Superintendent	Calgary
J. F. Maloney	Trainmaster	Calgary
R. I. Richardson	Trainmaster	Calgary

YELLOWHEAD DIVISION

W. G. Wright	Superintendent	Kamloops
K. P. McGinley	Assistant Superintendent	Kamloops
G. J. Pichette	Trainmaster	Kamloops
C. B. Humphreys	Master Mechanic	Kamloops
A. L. Maisonneuve	Master Mechanic	Kamloops
G. S. McCabe	Trainmaster	Jasper
G. H. Gordon	Master Mechanic	Jasper
A. J. McEvoy	Assistant Superintendent	Port Mann
J. R. Hastie	Master Mechanic	Port Mann

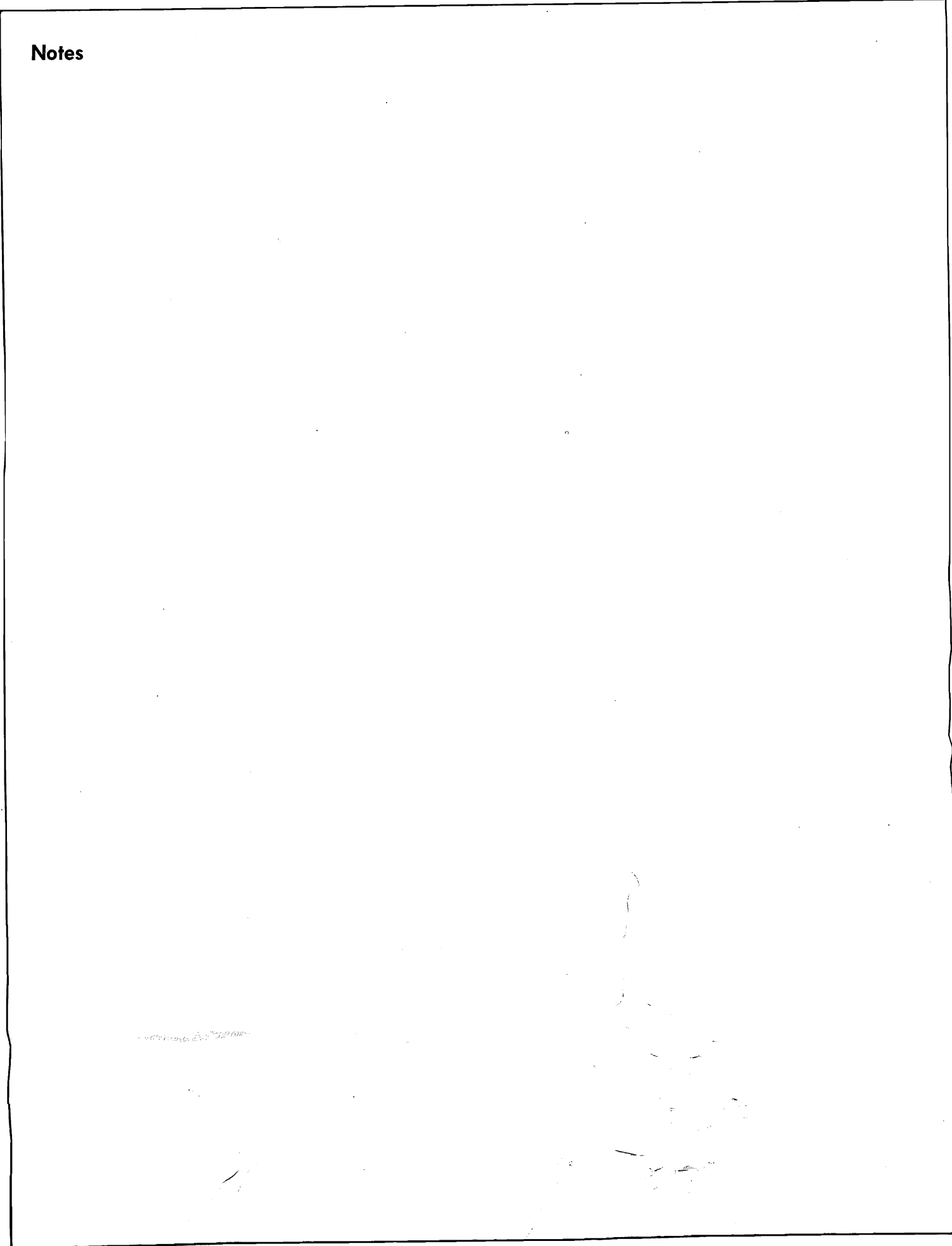
PACIFIC TERMINALS DIVISION

R. B. Hopewell	Superintendent	Vancouver
J. G. Degagne	Trainmaster	Port Mann
C. J. Loader	Master Mechanic	Port Mann
	Operations Co-ordinators	Port Mann

BC NORTH DIVISION

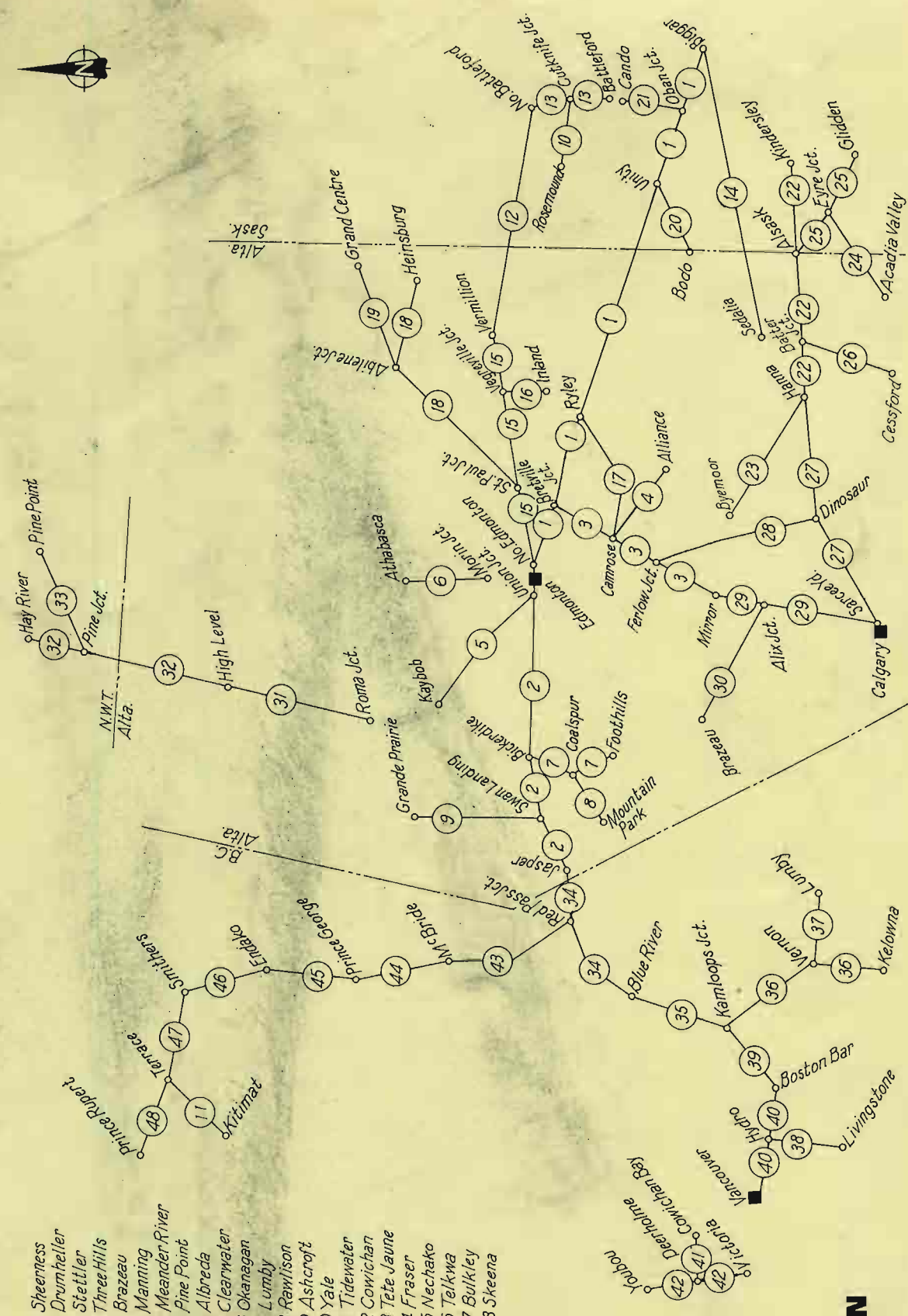
E. W. Matheson	Superintendent	Prince George
W. S. Rodgers	Assistant Superintendent	Prince George
P. R. Gaudet	Trainmaster	Prince George
B. H. Jordan	Master Mechanic	Prince George
R. A. Chapman	Trainmaster	Smithers
J. D. Kehoe	Trainmaster	Prince Rupert

Notes



SUBDIVISIONS

- 1 Wainwright
- 2 Edson
- 3 Camrose
- 4 Alliance
- 5 Sangudo
- 6 Athabasca
- 7 Foothills
- 8 Mountain Park
- 9 Grande Cache
- 10 Cut Knife
- 11 Kitimat
- 12 Blackfoot
- 13 Battleford
- 14 Dodsland
- 15 Vegreville
- 16 Haight
- 17 Derrley
- 18 Coronado
- 19 Bonnyville
- 20 Bodo
- 21 Forter
- 22 Oyen
- 23 Endiang
- 24 Acadia Valley
- 25 Mantario
- 26 Sheerness
- 27 Drumheller
- 28 Stettler
- 29 Three Hills
- 30 Brazeau
- 31 Manning
- 32 Meander River
- 33 Pine Point
- 34 Albretha
- 35 Clearwater
- 36 Okanagan
- 37 Lumby
- 38 Rawlison
- 39 Ashcroft
- 40 Yale
- 41 Tidewater
- 42 Cowichan
- 43 Tete Jaune
- 44 Fraser
- 45 Nechako
- 46 Telkwa
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CN
MOUNTAIN
REGION

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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