MOUNTAIN REGION
TIME TABLE

1

EFFECTIVE
SUNDAY, DECEMBER 9th, 1990

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

SAFETY AND A WILLINGNESS TO OBEY THE RULES IS OF THE FIRST IMPORTANCE IN THE PERFORMANCE OF DUTY

P. J. MacDONALD
GENERAL MANAGER OPERATIONS
WESTERN CANADA

J. T. McBAIN
DISTRICT MANAGER
ALBERTA DISTRICT
EDMONTON

J. H. MUNRO
DISTRICT MANAGER
B.C. SOUTH DISTRICT
KAMLOOPS

J. E. DREW
DISTRICT MANAGER
B.C. NORTH DISTRICT
PRINCE GEORGE

THIS TIMETABLE IS FOR THE INFORMATION AND GUIDANCE OF CN EMPLOYEES AND OTHERS WHO HAVE BEEN AUTHORIZED TO USE IT; NOT FOR PUBLIC USE.

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Total Miles — 4830.1

EFFECTIVE SUNDAY, DECEMBER 9th, 1990

Jasper, Dawson Creek and East at 0001 Mountain Standard Time

Governed by:

Mountain Standard Time commencing 0100 Sunday, October 28th, 1990,

Mountain Daylight Saving Time commencing 0300 Sunday, April 7th, 1991,

Mountain Standard Time commencing 0100 Sunday, October 27th, 1991,

Mountain Daylight Saving Time commencing 0300 Sunday, April 5th, 1992.

West of Jasper at 0001 Pacific Standard Time

Governed by:

Pacific Standard Time commencing 0100 Sunday, October 28th, 1990,

Pacific Daylight Saving Time commencing 0300 Sunday, April 7th, 1991,

Pacific Standard Time commencing 0100 Sunday, October 27th, 1991,

Pacific Daylight Saving Time commencing 0300 Sunday, April 5th, 1992.

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WAINWRIGHT SUBDIVISION

WESTWARD TRAINS	Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Switching Zones	*Daily Operating Bulletin	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones	Mtce. of Way Channel	EASTWARD TRAINS
FIRST CLASS **1** Passenger Sunday Tuesday Friday									FIRST CLASS **2** Passenger
					See Prairie Region time table for remainder of subdivision.				
0350	....	140.1	140.1	140.1	**WAINWRIGHT** ..... **WY**	....			S0220
			143.0		6.5				
....	....	146.6			**FABYAN**	6230	CH-2 T-2	CH 81	....
					11.1				
....	....	157.7			**IRMA**	6520			....
	162.0				8.2				
....	....	165.9			**JARROW**	6210			....
					5.4				
....	....	171.3			**KINSELLA**	6260			....
					13.2				
S0454	....	184.5			**VIKING**	6240			S0131
	191.6				12.2		CH-2 T-1		
....	....	196.7			**BRUCE**	6130			....
					9.2				
....	....	205.9			**HOLDEN**	6280			....
					8.8			CH 82	
....	....	214.7			**RYLEY**	6430			....
	221.1				11.5				
....	....	226.2			**TOFIELD**	6270	CH-2 T-2		....
					6.2				
....	....	232.4			**LINDBROOK**	6990			....
					11.4				
....	....	243.8			**UNCAS**	6290			....
	246.2				6.2				
....	....	250.0			**ARDROSSAN**	6120			....
			253.0		9.1				
....	....	259.1			**CLOVER BAR** ..... **BW**	7500			....
					1.1				
....	....	260.2			**BRETVILLE JCT.** ..... **WY**	....			....
					Jct. with Camrose Sub.				
					0.8				
....	....	261.0			Multitrack **BAILEY** ..... **W**	....	CH-2 T-1	CH 81	....
					2.3				
					Connecting Track with Vegreville Sub.				
....	....	263.3			**EAST JCT.** ..... **WY**	2960			....
					Calder Entry-Exit				
			266.3	266.3	3.4				
S0700	....	266.7			**EDMONTON** ..... **W**	....			2355
1									**2** Sunday Tuesday Friday

CTC between Wainwright and mile 266.3.
Main track ends at mile 266.3.
Rule 105 applicable between mile 266.3 and mile 266.7.

WAINWRIGHT SUBDIVISION FOOTNOTES ON PAGES 3 and 4.

WAINWRIGHT SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **STANDARD RAILWAY CLOCK**
Crews commencing duty within Greater Edmonton Terminals may obtain correct time by calling 472-3095.

1.2 **CTC SPECIAL FEATURES**
The following signals are switching signals controlled by the RTC who will, on request, set them to display a "Proceed at restricted speed" indication which will permit switching movements in both directions. RTC must be advised when switching movements have been completed:

Clover Bar (west end): 2595D2, 2595D3 and 2596D.

Track Designations

The "Multitrack" between Bailey and East Jct. are designated as "South Track" and "North Track".

Movements entering the main track through crossover east switch at west end of run-around track mile 259.2 must obtain RTC's permission before reversing switch from track on which the movement is standing.

Connecting Track with Vegreville Sub. is signalled track. CROR Rules 560-576 inclusive apply.

1.3 **SPECIAL APPLICATIONS**
Rule 83.1 — * Edmonton Terminals DOB
* Edmonton North East DOB
* Edmonton East DOB
* Edmonton South DOB
* Edmonton West DOB

Rule 90(a)(vii) — applicable.

1.4 **SPECIAL INSTRUCTIONS**
Regional M-3(h) — applicable.

1.5 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 2.5 — applicable at public crossings at grade between mile 260.4 and mile 266.7 and all tracks leading off the main track between these miles. (R-40828).

Item 6.4(g) — not applicable on sidings Fabyan, Irma, Kinsella, Viking, Bruce, Uncas and Ardrossan.

Item 16.1(6) — Wainwright ..... Track ND 08
Clover Bar ..... Tracks VF 39 and 40

2 GENERAL FOOTNOTES

2.1 **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 RTC before entering siding.

2.2 **Clover Bar** — Private crossing at grade mile 259.89 (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 CP Rail crossing at grade mile 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 CP Rail trackage on north side of run-around track.

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

Clover Bar Yard — See Greater Edmonton Terminals.

2.3 **East Jct.** — Connecting track with Vegreville Sub.
Maximum speed ..... 10 MPH.

2.4 **North Service Track** — Extends from mile 0.0 South Track on Calder Entry-Exit Line to mile 266.4 Wainwright Sub. See Greater Edmonton Terminals.

2.5 **South Service Track** — Connected to east siding switch at East Jct. and extends to mile 264.4 Wainwright Sub. See Greater Edmonton Terminals.

2.6 **East Jct.** — No part of siding may be occupied by yard movements without prior consent of the RTC.

2.7 **Edmonton —**
(a) 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.

(b) Lookout for trucks which may be foul of Canada Post Building on south side of track 1 between 96th and 97th Street.

(c) Movements must not be made on Depot track 6 (YF 68) while a passenger train is occupying Depot track 5. All servicing is done from the north side of the train and the doors of the service pit, when open, are foul of Depot track 6.

When handling passenger equipment, the following applies:

Where passenger equipment is to be cut off enroute, or where a train is to be cut at a terminal, trainmen or yardmen must see that the tail gates, chains or bars on all cars involved are properly closed and secured before switching commences, whether cars are occupied or not, except at final terminals where it is definitely known that the train is empty.

(d) Train No. 1 due to leave Edmonton at 0800.
Train No. 2 due to arrive Edmonton at 2320.
Judgement is to be used by crews to prevent delays to passenger trains.

2.8 **Rules for the Protection of Track Units and Track Work.**
Rules 805 and 809 applicable.
Rules 849 to 875 inclusive not applicable.

3 INTERLOCKING

3.1 **Railway Crossing at Grade**
CP Rail ..... Mile 257.8 ..... Automatic
Maximum speed ..... 35 MPH.

If necessary to pass an interlocking signal indicating STOP in accordance with Rule 611, the requirements of Rule 564 must be observed.

4 EQUIPMENT RESTRICTIONS

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

4.2 Account curvature on Connecting Track with Vegreville Sub., cars exceeding 80 feet in length must be covered by District Superintendent handling instructions.

4.3 Units in groups E, F, G and H must not be operated on Pit tracks at Kinsella.

(Continued on Page 4)

WAINWRIGHT SUBDIVISION FOOTNOTES

5 SPEEDS

5.1 Mile		MILES PER HOUR Passenger	Freight
140.1 to 147.5	Zone	80	60
145.4 to 147.5		65	45
147.5 to 150.2	Zone	45	35
150.2 to 155.0	Zone	55	45
152.7 to 153.0		35	30
155.0 to 228.0	Zone	80	60
160.1 to 160.7		70	50
228.0 to 232.7	Zone	70	50
232.7 to 256.5	Zone	60	50
*256.5 to 263.4	Zone	45	40
263.4 to 266.3	Zone	20	20
5.2 Sidings		15	15

*Zone speed sign governing eastward movements at mile 263.4 located to left of main track.

CONDITIONAL SPEEDS

5.3 **Mile 263.52** (66th Street)
Westward movements approaching within 900 feet of crossing and until crossing occupied 15 15

5.4 **Mile 266.36** (96th Street)
Eastward movements approaching within 600 feet of crossing and until crossing occupied 10 10

6 SPRING SWITCH

6.1 Station	Location
East Jct.	East End

7 PUBLIC CROSSINGS AT GRADE

7.1 **Mile 146.7** (Municipal Road) Warning Devices. Automatic: Equipped with push button.

7.2 **Mile 158.0** (Irma Road) Warning Devices. Automatic: Regional Special Instruction M-1 applicable to westward movements.

7.3 **Mile 205.8** (Main Street) Warning Devices. Automatic: Equipped with push button.

7.4 **Mile 206.25** (Highway 855) Warning Devices. Automatic: Regional Special Instruction M-1 applicable to eastward movements.

7.5 **Mile 214.8** (North-South Road) Warning Devices. Automatic: Equipped with push button.

7.6 **Mile 226.3** (Queen's Street) Warning Devices. Automatic: Equipped with push button.

7.7 **Mile 250.25** (Secondary Road 825) Warning Devices. Automatic:
Equipped with push buttons for movements on siding. CROR Rule 103.1(c) not applicable.

7.8 **Mile 259.2** (First Street) Warning Devices. Automatic: Equipped with push button.

7.9 **Edmonton — East Jct.** — Warning Devices. Automatic: In the application of Regional Special Instruction M-1 at all public crossings at grade between and including 66th Street mile 263.5 and 96th Street mile 266.36 the crossing must not be obstructed until protection has been in operation for 35 seconds.

8 SPURS AND OTHER TRACKS

8.1 **Dept. of National Defence Spur Lead — Mile 140.1** — extends 0.9 miles southward. Connects with tail of wye.

8.2	Mile	Capacity in Feet	Points Face
Disposal Spur GA 32	160.7	1500	West

8.3 **Ballast Pit Lead — Mile 172.2** — extends 1.6 miles southward. Connects with siding Kinsella.

8.4	Mile	Capacity in Feet	Points Face
Storage Track GB 86	254.5	5220	EastWest
Industrial Spur GB 88	254.7	1350	West
Turbo Resources Spur GB 89	256.7	2100	East

9 SPECIAL DANGEROUS COMMODITIES

9.1 Westward movements must be inspected at mile 246.2.
Movements must not exceed 35 miles per hour between mile 257.0 and mile 263.4.
Westward movements, unless reinspected between mile 247.0 and mile 266.0 must not exceed 15 miles per hour between mile 266.0 and mile 266.7.

GREATER EDMONTON TERMINALS

1 GENERAL

1.1 **Calder** — Bulletins located in Operations Building. Crews commencing duty within Greater Edmonton Terminals may obtain correct time by calling 472-3095.

1.2 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 1.11 — "Edmonton Terminals Division Operating Manual" is in effect.

Item 2.3 — applicable to yard foremen and yard locomotive engineers commencing duty at Calder and Clover Bar.

Item 2.5 — applicable at public crossings at grade between mile 260.4 and mile 266.7 Wainwright Sub., between mile 3.9 and mile 6.42 Edson Sub., and all yard trackage leading off the main tracks between these miles including public crossings at grade 107th, 111th and 118th Avenues on Bahniuk Industrial Spur (former main track) which extends eastward beyond mile 3.9. (R-40828)

1.3 **EQUIPMENT RESTRICTIONS**
Units with 6-wheel trucks are prohibited in the H Zone Industrial Area (142nd Street Industrial Trackage), the L Zone Industrial Area (158th Street Industrial Trackage), the K Zone Industrial Area (Kingsway Industrial Trackage) and, with the exception of those in group A, in Y Zone Industrial Trackage.

1.4 **SPEEDS**
Unless otherwise specified, the maximum speed on the Strathcona Line lead track and all main yard tracks and leads in Clover Bar, Calder and Bissell is 15 miles per hour except movements over public crossings at grade which are protected by automatic warning devices must not exceed 10 miles per hour from 100 feet distant until the engine or leading car has passed over the crossing.

1.5 **RESTRICTED CLEARANCE**
Calder —
Light poles located on south side of track CS 55.

2 BAHNIUK INDUSTRIAL SPUR

Extends from mile 3.9 Edson Sub. eastward for a distance of 2.7 miles. (1989-R-319)

2.1 PUBLIC CROSSINGS AT GRADE
Due to possibility of rusty rail conditions, trains must not enter public crossings at grade at the following miles until automatic crossing protection has been in operation for at least 20 seconds or crossing is manually protected:
Mile 1.78 (107th Avenue);
Mile 2.23 (111th Avenue);
Mile 3.12 (118th Avenue).

3 CALDER ENTRY-EXIT LINE

East Jct. to West Jct. via Calder.

3.1 **Mile 0.0 (East Jct.) to Mile 0.6 (North Edmonton control location).**
Protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43. Edmonton Terminals DOB, Edmonton North East DOB, Edmonton East DOB, Edmonton South DOB and Edmonton West DOB in effect.

3.2 **CTC SPECIAL FEATURES**
CTC between East Jct. (Mile 0.0) and North Edmonton (Mile 0.6). Multitrack in service are "signalled tracks" and are designated as NORTH TRACK and SOUTH TRACK. CROR Rules 560-576 inclusive apply.

3.3 **GENERAL FOOTNOTES**
Calder —

(a) Between the hours of 2330 and 0600, cars must not be cut off in motion at any location between North Edmonton and 97th Street. All cars involved in switching operations must be shoved to rest.

(b) There is no main track through Calder yard between East Jct. and West Jct. Eastward movements leaving Calder for North Edmonton will use Track E3, unless otherwise instructed by assistant yardmaster at Calder.

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

(d) Cars containing chlorine and cars containing hydrogen sulphide must not be humped. Switch lists will have a special follower line (DO NOT HUMP) for cars containing these commodities. Cars containing chlorine will have special handling codes SPD MAR, and CLORIN in the contents field. Cars containing hydrogen sulphide will have special handling codes SPD SCH, and HSULPH in the contents field.

Hump yardmasters will peruse switch lists to ensure that chlorine and hydrogen sulphide are not humped.

(e) Cars spotted on Intermodal Tracks PC5 or PC6 must be coupled to stationary couplers located at the end ramp. When necessary to move cars eastward, they must be uncoupled from the stationary couplers.

(f) To prevent derailments, movements handling bi and tri-level cars must minimize the use of crossovers. Caution must be taken to avoid excessive slack action through the use of engine brakes. Should stop be made with trainline brakes, all cars must be stretched. A reverse movement must then not be made until the brakes have released.

3.4 **SPEEDS**

Mile	MILES PER HOUR
0.0 to 0.6 (Multitrack)	30
0.6 to 2.1 (Tracks E2 and E3)	20

4 NORTH SERVICE TRACK

Extends from mile 0.0 South Track on Calder Entry-Exit Line to mile 266.4 Wainwright Sub.

4.1 **INTERLOCKING**
Railway Crossing at Grade —
Edmonton LRT ..... Mile 3.6 ..... Automatic

4.2 PUBLIC CROSSINGS AT GRADE
Mile 2.38 (66th Street, Wainwright Sub. mile 263.5) Warning Devices. Automatic: Eastward movements stopped by a STOP indication on signal 24D must stop clear of the crossing circuit located 270 feet west of crossing to avoid unnecessary operation of crossing protection.

Mile 4.06 (82nd Street, Wainwright Sub. mile 265.1) Warning Devices. Automatic:
STOP signs erected on other than the main track.

Mile 5.27 (96th Street, Wainwright Sub. mile 266.36) Warning Devices. Automatic:
STOP sign erected on other than the main track.

(Continued on Page 6)

GREATER EDMONTON TERMINALS

5 UNITED GRAIN GROWERS LEAD NO. X-050

Extends from mile 3.2 North Service Track.

5.2 PUBLIC CROSSING AT GRADE
Mile 0.06 (120th Avenue) Warning Devices.
Automatic: STOP signs erected on each side of crossing.

6 EDMONTON LRT SPUR NO. X-040

Extends from mile 3.8 North Service Track.

6.1 **GENERAL FOOTNOTES**
When spotting cars in Edmonton LRT spur to car barns, CN engines are to push cars through crossover to the first track north of North Service Track. Engines MUST NOT enter the yard to spot cars.

7 SOUTH SERVICE TRACK

Connected to east siding switch East Jct. and extends to mile 264.4 Wainwright Sub.

7.1 PUBLIC CROSSING AT GRADE
Mile 0.87 (66th Street, Wainwright Sub. mile 263.5) Warning Devices. Automatic: STOP sign governing westward movements located on south side of track.

8 COTTRELL INDUSTRIAL LEAD

Connects off South Service Track at East Jct.

8.1 **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.

9 SANTA ROSA INDUSTRIAL LEAD

Extends from mile 1.0 South Service Track.

9.1 PUBLIC CROSSING AT GRADE
Mile 0.17 (Yellowhead Trail) Warning Devices. Automatic: STOP signs erected on each side of crossing.

10 CLOVER BAR YARD

10.1 **GENERAL OPERATING INSTRUCTIONS — Form 696 Item 16.1(6)** — Clover Bar . . . . . Tracks VF 39 and 40

10.2 **GENERAL FOOTNOTES**
At the Chemcell Co. plant Clover Bar, smoking is prohibited within the plant area. Cabooses within plant site are only allowed on Track VO 13.
Before removing derails located close to building at Fiberglas of Canada Ltd. permission must be obtained from the warehouse group leader.
Account curvature, no movements are allowed to travel the route from Celanese scale track to or from CP Rail Canada Cement Lead.
To prevent derailments, movements handling bi and tri-level cars must minimize the use of crossovers. Caution must be taken to avoid excessive slack action through the use of engine brakes. Should stop be made with trainline brakes, all cars must be stretched. A reverse movement must then not be made until the brakes have released.

11 ZEIDLER INDUSTRIAL LEAD

Extends from mile 4.9 Strathcona Industrial Line.

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

12 B ZONE (BONAVENTURE) INDUSTRIAL LEAD

Extends from mile 5.1 North Track Edson Sub. for a distance of 1.5 miles.

12.1 EATON'S SPUR NO. B-280
Extends north-easterly from mile 1.4 Bonaventure Industrial Lead.

Restricted overhead clearance at the east end of this spur.

Movements must not be made beyond Door No. 4.

13 H ZONE INDUSTRIAL LEAD

Extends from South Service Track opposite mile 5.4 Edson Sub.

13.1 **GENERAL FOOTNOTES**
Account curvature, cars exceeding 60 feet in length must not be placed on Track H935 (MacMillan Bloedel).

Cars being switched in Spur H 8 must not be cut off while in motion.

13.2 PUBLIC CROSSING AT GRADE
Mile 0.21 (125th Avenue and 144th Street) Warning Devices. Automatic: STOP signs located at the crossing.

13.3 Extreme caution must be used when spotting cars in Spur H620. Look out for hand rails which have been fastened to unloading platforms. These hand rails are not standard clearance and will not permit riding on side of cars. All placing of cars in Spur H620 must be done from the east end of the track.

14 L ZONE INDUSTRIAL AREA

Extends southward from South Service Track opposite mile 6.2 Edson Sub.

14.1 Cars must not be left on the lead outside the door at Livingstone Mutual on Spur L034.

(Continued on Page 7)

GREATER EDMONTON TERMINALS

15 CALDER BYPASS TRACK

Extends along south side of Calder Yard for a distance of 3.6 miles. Bypass Track is connected on the east end to Track E3 at mile 0.6 Calder Entry-Exit Line, and connected at the west end to main track at mile 4.0 Edson Sub.

CROR Rule 40.1 not applicable.

15.1 **GENERAL OPERATING INSTRUCTIONS — Form 696 Item 6.4(g)** — not applicable.

15.2 **GENERAL FOOTNOTES**

When Bypass Track is to be used by any movement (Yard, Transfer or Road), authority to enter this track must be received from Assistant Yardmaster at Calder Yard, who will determine priorities only.

All hand operated switches on this track are equipped with locks. If switch locks are missing on any such switches, this fact must be reported immediately.

15.3 **SPEEDS**

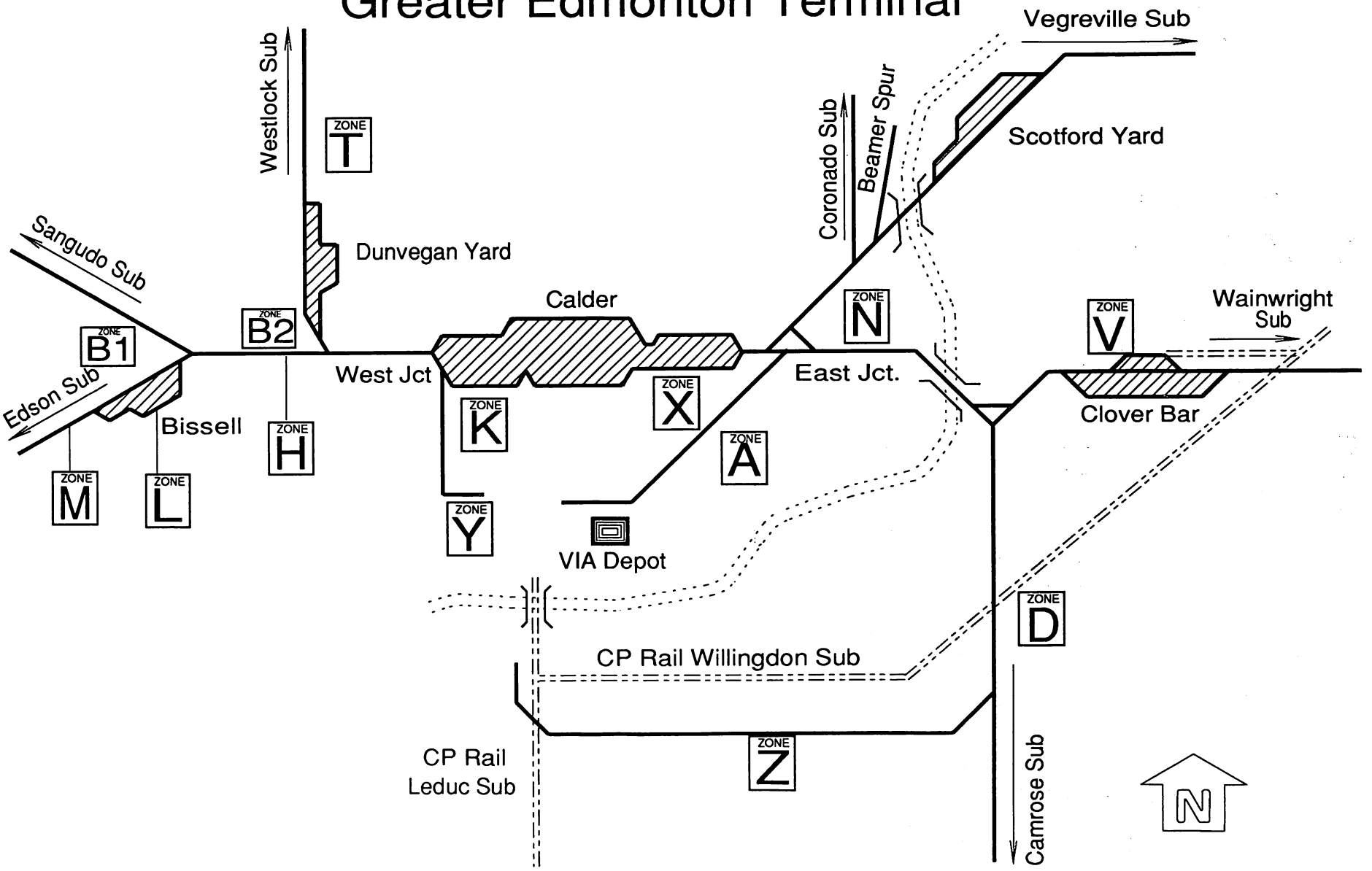
Psgr. trains ..... 20 miles per hour
Other movements ..... 15 miles per hour

16 CLOVER BAR — STRATHCONA LINE AND INDUSTRIAL AREA

16.1 When switching or shoving cars into stub tracks at Imperial Oil Refinery at East Edmonton, a member of the crew must be located in a position to apply hand brakes in event of an unintentional uncoupling to stop the uncoupled portion of the movement.

Crews switching and spotting Imperial Oil at East Edmonton will be required to keep the leads clear by either shoving to clear of the the lead or doubling into another track if there are too many cars for a particular track.

Greater Edmonton Terminal



EDSON SUBDIVISION

MOUNTAIN TIME

WESTWARD TRAINS FIRST CLASS 1 Passenger Sunday Tuesday Friday	Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Switching Zones	*Daily Operating Bulletin	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones	Mtce. of Way Channel	EASTWARD TRAINS FIRST CLASS 2 Passenger
0830	....	3.9	3.9	3.9	CTC Multitrack — PROCYK W (Calder bypass)	....			2250
....	....	4.2			0.3 WEST JCT. WY (Calder Entry-Exit)	....			....
....	....	4.9			0.7 DUNVEGAN JCT. WX (Jct. with Westlock Sub.)	....	CH-2 T-2	CH 82	....
....	....	6.2			1.3 UNION JCT. WX (Jct. with Sangudo Sub.)	....			....
....	....	8.3	10.0		2.1 BISSELL WX	....			....
....	....	19.9	....		11.6 SPRUCE GROVE	....			....
....	23.8	31.8	....		11.9 CARVEL	....	CH-2 T-1	CH 81	....
....	....	44.3	....		12.5 WABAMUN	6060			....
....	46.7	58.1	....		13.8 GAINFORD	6970	CH-2 T-2		....
....	....	66.3	....		8.2 ENTWISTLE	6140			....
S0951	....	68.1	....		1.8 EVANSBURG	....			S2123
....	70.0	77.5	....		9.4 WILDWOOD	6050		CH 82	....
....	....	88.1	....		10.6 LEAMAN	6210			....
....	92.3	99.7	....		11.6 NITON	5940			....
....	....	109.8	....		10.1 PEERS	6230			....
....	116.2	120.8	....		11.0 WOLF CREEK	6040	CH-2 T-1	CH 84	....
....	....	122.9	122.0		Multitrack — 2.1 YATES W	....			....
....	....	128.6			5.7 EDSON EAST WX	....			....
S1120	....	129.6			1.0 EDSON WY	....			S2015
....	....	130.1			Multitrack — 0.5 EDSON WEST WX	....			....
....	....	135.7	136.0		5.6 BIG EDDY W	....		CH 81	....
....	....	137.9	....		2.2 BICKERDIKE EAST (East Connecting Track with Foothills Sub.)	....	CH-4 T-1		....
....	....	140.1	....		2.2 BICKERDIKE WEST X (West Connecting Track with Foothills Sub.)	....			....
....	143.2	150.2	....		10.1 GALLOWAY	....			....
....	....	155.8	....		5.6 MEDICINE LODGE	6020	CH-4 T-2		....
....	....	161.8	....		Multitrack — 6.0 HARGWEN	....		CH 82	....
....	166.5	173.0	....		11.2 DALEHURST	....	CH-4 T-1		....
....	....	177.0	....		4.0 PEDLEY	6040			....
S1226	....	184.6	177.8		7.6 HINTON W	6090			S1852
....	....	189.7	188.6		5.1 ENTRANCE	6220			....
....	192.0	196.2	....		6.5 SOLOMON	5130	CH-2 T-2		....
....	....	199.4	....		3.2 SWAN LANDING	7780			....
....	....	206.0	....		Multitrack — 6.6 PARK GATE	....			....
....	....	214.6	....		8.6 DEVONA X	....		CH 84	....
....	216.6	225.8	....		11.2 HENRY HOUSE	....			....
....	....	232.0	232.0		Multitrack — 6.2 ENGLISH WX	....	CH-2 T-1		....
1325	....	234.2	234.2		2.2 JASPER EAST W	....			1750
S1340	....	235.7	....	235.7	1.5 *JASPER BCY	....			1745

CTC between Procyk and Jasper East.
CTC on East Connecting Track at Bickerdike East and West Connecting Track at Bickerdike West controlled by Foothills Sub. RTC.
Main track ends at mile 234.2.
Rule 105 applicable between miles 234.2 and 235.7.

Sunday Tuesday Friday

1 2

EDSON SUBDIVISION FOOTNOTES ON PAGES 10, 11, 12 and 13.

EDSON SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **STANDARD RAILWAY CLOCK**
Crews commencing duty within Greater Edmonton Terminals may obtain correct time by calling 472-3095.

1.2 **CTC SPECIAL FEATURES**
The following signals are switching signals controlled by the RTC who will, on request, set them to display a "Proceed at restricted speed" indication which will permit switching movements in both directions. RTC must be advised when switching movements have been completed:

Dunvegan Jct.: Signals 49D and 50D1.
Union Jct.: Signals 61ND, 62ND, 61SD and 62SD.
Bissell: Signals 81SD and 82D.
Edson East: Signals 1285S and 1286S.
Edson West: Signals 1301S and 1302S.
Jasper East: Signals 2342ND and 2342SD.

Track Designations

The "Multitrack" between Dunvegan Jct. and Spruce Grove, between Carvel and mile 44.1, between Yates and Edson East, between Edson West and Big Eddy, between Bickerdike East and Galloway, between Hargwen and Dalehurst, between Park Gate and mile 225.5, and between mile 225.8 and Jasper East are designated as "South Track" and "North Track".

East Connecting Track and West Connecting Track are signalled tracks. CROR Rules 560-576 inclusive apply. Movements entering the East Connecting Track through crossover switch mile 138.9 South Track must be in possession of Rule 568 authority from Foothills Sub. RTC before reversing the switch on South Track.

Hinton — Movements entering the main track from siding at Hinton through crossover switch mile 185.1 must obtain RTC's permission before reversing the switch on the siding.

1.3 **SPECIAL APPLICATIONS**

Rule 5

Procyk — The time of No. 1 and No. 2 applies at Calder bypass switch mile 4.0.

***Jasper** — The times of No. 1 and No. 2 are for information only and do not convey any operating authority.

Judgement is to be used by crews to prevent delays to passenger trains.

Rule 6 — Calder — Bulletins located in Operations Building.

Rule 83.1(a) — * Edmonton Terminals DOB
* Edmonton North West DOB
* Edmonton North East DOB
* Edmonton East DOB
* Edmonton South DOB
* Edmonton West DOB
* Jasper West DOB

Rule 90(a)(vii) — applicable.

1.4 **SPECIAL INSTRUCTIONS**

Regional M-3(h) — applicable.

1.5 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 2.5 — applicable at public crossings at grade between mile 3.9 and mile 6.42 and all trackage leading off the main track between these miles. (R-40828)

Item 2.5 — applicable at the following public crossings at grade:
Mile 8.58 (184th Street)
Mile 9.67 (199th Street)
Mile 10.76 (215th Street)
Mile 11.81 (231st Street)
Mile 19.03 (Century Road)
Mile 20.04 (Golden Spike Road)

Item 3.2(2) — applicable between Dunvegan Jct. and Jasper.

Item 6.4(g) — not applicable on Track 1 Edson Yard nor any sidings except Solomon.

Item 6.4(j) last paragraph — not applicable to Genstar Cement Co. cars in unit train service between Bickerdike East and Bissell.

Item 12.9(a) — applicable between Edson and Jasper.

Item 16.1(6) — Edson ..... Track FC 33
Hinton ..... Track YA 62

2 GENERAL FOOTNOTES

2.1 **Dunvegan Jct.** — Westlock Sub. connects to Alberta Terminal Elevator Run-around Track DN-10. Switch is in normal position when set for movements to and from Westlock Sub.

2.2 **Mile 15.9** — Power operated derail installed on pullback track about 250 feet east of switch points.

Instructions for the operation of derail are posted at the switch.

Controls for operating derail are in a box located adjacent to switch. Derail must be in 'OFF' position before switch is opened. When movements have cleared the derail and the switch has been restored to normal, derail must be returned to derailing position. The derail is connected to CTC circuits and signals in the block on South Track will remain at stop unless derail is restored to 'ON' position.

2.3 **Evansburg** — Station one mile sign governing westward movements located to left of main track.

2.4 **Bickerdike East** (South Track). — East Connecting Track with Bickerdike on Foothills Sub. — 0.9 miles.

2.5 **Bickerdike West** (South Track). — West Connecting Track with Holloway East on Foothills Sub. — 0.9 miles.

2.6 **Hinton** — At Weldwood of Canada Ltd., cars other than tank cars must not be moved under the overhead ramp on Track YA 73 Tall Oil loading ramp.

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

Control switch for yellow warning lights located on west wall of old scale house. These lights must be activated while any switching is in progress and deactivated on departure.

Private locks are applied to derails on Chemical Spurs YA54, YA56 and YA57. Before switching can be performed, plant chemical unloader must unlock derails and remove stop blocks from cars which are spotted in the vicinity of the chemical unloading station. Crews must check for moveable stop blocks between cars when switching these spurs.

Movements returning from Weldwood of Canada Ltd. must obtain RTC's permission before re-entering Hinton siding.

(Continued on Page 11)

EDSON SUBDIVISION FOOTNOTES

2.7 **Swan Landing** — Grande Cache Sub. connects with siding at Swan Landing. Trains from Grande Cache Sub. must obtain RTC'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 or lead tracks.

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

2.8 **Look out** for fallen rocks at east end of tunnel mile 204.8.

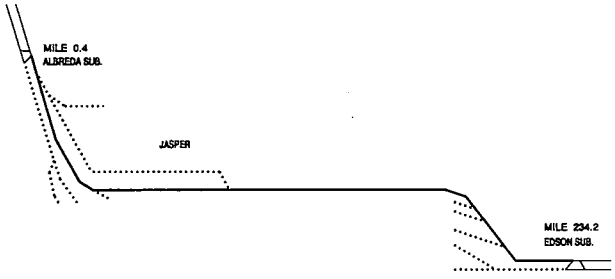
2.9 **Mile 234.2 to 235.7** (Connecting Track)
Connecting track extends between North Track Jasper East and North Track Jasper West.

Protection of impassble or slow track may be provided as prescribed by CROR Rules 42 and 43.

CROR Rule 40.1 not applicable.

Item 6.4(g) of General Operating Instructions (Form 696) not applicable.

In the following diagram, trackage on which CROR Rule 83.1(a) is applicable and on which protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43 is indicated by a solid line, other trackage is indicated by a broken line. This diagram does not necessarily show all other trackage.



2.10 **Jasper** — Passenger trains will use Station Track YC 58 unless otherwise directed.

Use of the turntable is prohibited unless authorized by Shop Foreman or delegate.

2.11 **Rules for the Protection of Track Units and Track Work.**

Rules 805 and 809 applicable.

Rules 849 to 875 inclusive not applicable.

3 EQUIPMENT RESTRICTION

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

4 SPEEDS

4.1 Mile			MILES PER HOUR Passenger	Freight
3.9 to	4.2	Zone	30	15
4.2 to	4.9	Zone	15	15
4.9 to	6.4	Zone	35	35
6.4 to	8.1	Zone	45	45
8.1 to	47.0	Zone	70	50
33.4 to	33.7	.....	55	40
47.0 to	68.3	Zone	60	50
48.7 to	53.4	.....	50	45
* 68.3 to	148.0	Zone	70	50
73.3 to	73.7	.....	65	..
* 83.0 to	86.3	.....	55	45
122.1 to	122.8	.....	50	30
Track 1, Edson Yard		.....	30	30
*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
Entrance Siding		.....	30	30
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	222.1	Zone	65	50
222.1 to	223.7	Zone	55	40
223.7 to	231.6	Zone	70	50
225.5 to	225.8	.....	45	45
231.6 to	234.2	Zone	45	30
234.2 to	235.7	Zone	15	15

4.2 Sidings unless otherwise provided . 15 15

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

* Zone speed sign governing westward movements at mile 68.3 located to left of main track.

CONDITIONAL SPEEDS

4.3 **Mile 6.42 (South Service Track)**
(156th Street)
Westward movements approaching within 360 feet of crossing, until crossing occupied 10 10
Eastward movements approaching within 210 feet of crossing, until crossing occupied 5 5

4.4 **Mile 10.8** (Country Road)
Westward movements on south track proceeding at less than 10 miles per hour within 2400 feet of crossing, until crossing occupied 10 10

4.5 **Mile 130.9** (Willmore Park Road)
Westward movements approaching within 1110 feet of crossing and until crossing occupied 30 30

(Continued on Page 12)

EDSON SUBDIVISION FOOTNOTES

5 CROSSOVERS (not otherwise indicated)

5.1 **Mile 138.9 (South Track)** — One crossover to East Connecting Track.

6 SPRING SWITCH

6.1 Station	Location
Solomon	West End

7 PUBLIC CROSSINGS AT GRADE

7.1 **Mile 6.42** (156th Street) Warning Devices. Automatic: Movements in either direction on South Service track must ensure that gates are horizontal before entering crossing.

7.2 Public crossings at grade at the following miles are equipped with automatic warning devices and push buttons:
Mile 8.58 (184th Street)
Mile 9.67 (River Valley Road)
Mile 13.84 South Track (Highway 60)
Mile 18.00 (Pioneer Road)
Mile 19.03 (Century Road)
Mile 32.14 (County Road)

7.3 **Mile 57.9** (Municipal District Road) Warning Devices. Automatic: Push button will not function if main track occupied within 100 feet on either side of crossing.

7.4 **Mile 120.7** (Highway 544Y) Warning Devices. Automatic: Push button will not function if main track is occupied within 200 feet on either side of crossing.

7.5 **Mile 130.9** (Willmore Park Road) Warning Devices. Automatic: Equipped with push buttons.

8 TUNNEL

8.1 Mile	Length
204.8	735 feet

9 SPURS AND OTHER TRACKS

9.1 **Bonaventure Industrial Line**
Mile 5.11 — Extends northward off North Track, switch points face east.
See Greater Edmonton Terminals.

9.2 **Genstar Cement Ltd. Spur**
Mile 7.1 — Extends eastward off North Track, switch points face west, capacity 6570 feet. East end of spur connects to Sangudo Sub.
Hopper unloading tracks 2350 feet in length with east end connection locked with a private lock in charge of Genstar Cement Ltd. hopper attendant. When spotting limestone rock in these tracks, road crews will be governed by General Operating Instructions (Form 696), Item 17.2(12). Genstar Cement Ltd. employees will apply hand brakes as required.
Caution is to be exercised due to equipment, open pits and restricted clearances on this trackage. Awnings and wind deflectors on locomotives, when extended, will not clear.
Maximum number of cars that may be spotted in the Genstar Rock Tracks: 33 cars in short stub spur; 47 cars in long track. Not more than 47 cars are to be shoved up the long track.
Westward trains picking up cars from this spur must receive a No. 1 air test before departure.

9.3

	Mile	Capacity in Feet	Points Face
Team Spur FA 01 (South Track)	10.4	1300	East
Canadian Natural Gas Spur FA 02 (South Track)	12.7	360	East
M of W Track FA 04 (South Track)	14.2	2350	EastWest
Cindar Ind. Spur FA 26 (North Track)	14.3	1110	West
Work Equipment Yard (South Track)	15.1	YARD	West
Work Equipment Yard (South Track)	15.9	YARD	West
Ind. Spur FA 27	20.0	1700	West
Ind. Lead FA 38	24.1	2070	West
M of W Track FA 63 (South Track)	32.8	1230	EastWest

9.4 **TransAlta Utilities Corp. Spur FA 69**
Mile 41.8 (South Track) — Extends 7.3 miles westward, switch points face east.
Maximum speed on this spur: 15 miles per hour.
Engines with six wheel trucks must not enter this spur.

(a) **Keephills Thermal Plant Spur Branch FA 64**
Mile 3.8 TransAlta Utilities Corp. Spur — Switch points face east. Extends southerly for approximately 3 miles.

9.5 **TransAlta Utilities Corp. Lead FA 85 —**
Mile 44.8 — Capacity 1210 feet, switch points face east.

(a) **Western Fly Ash Spur FA 87** — Connected on east end off TransAlta Utilities Corp. Lead. 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.

9.6

	Mile	Capacity in Feet	Points Face
Empire Iron Spur FA 89	46.0	270	East
Storage Track FB 01	51.8	3370	EastWest
Storage Track FB 16	68.1	5440	EastWest
M of W Spur FB 45	92.0	750	East
Storage Spur FC 01	115.7	2430	East
Set Off Spur FC 06 (North Track)	126.1	330	West
Pelican Spruce Mills Spur FC 07 (North Track)	127.6	940	East
Ind. Lead	129.3	1010	East
Team Spur FC 61	129.9	750	West
Set Off Spur YA 06 (South Track)	134.3	570	East

9.7 **Dome Petroleum Lead YA 01**
Mile 134.6 (North Track) — Extends westward, switch points face east, capacity 1440 feet.
Movements are restricted to 3 miles per hour through loadout on Tracks YA 02 and YA 03.
During switching, south plant spur is to be used as lead account restricted side clearance on north plant spur.
Switch to Safety Spur must be left lined and locked for Safety Spur when not in use.

(Continued on Page 13)

EDSON SUBDIVISION FOOTNOTES

9.8

	Mile	Capacity in Feet	Points Face
M of W Track YA 20 (North Track)	149.0	1500	EastWest
Set Off Spur YA 21 (North Track)	149.1	440	West
M of W Track YA 25	161.6	1500	EastWest

9.9 **Obed Mountain Coal Co. Ltd. Lead YA 29**
Mile 172.9 — Extends 2.5 miles eastward. Switch points face west.

Train, engine or car movement must not be made under the loading chute unless authorized by the plant loadout personnel.

Movements must not exceed 5 miles per hour over scale located east of loadout.

Crews handling loaded coal trains must ensure the manual load-empty feature on all cars so equipped is set in the LOAD position prior to departure from the loadout. The manual load-empty lever or T-handle bar is mounted at the centre of the car near the control valve and air reservoirs.

9.10

	Mile	Capacity in Feet	Points Face
Set Off Spur YA 30	174.4	440	West
Team Spur YA 39	184.5	620	West
Commercial Track YA 41	184.8	2120	EastWest
M of W Spur YB 02	189.7	540	West
Storage Tracks YB 20/21	201.2	4090	EastWest
Set Off/M of W Spur YB 24 (South Track)	207.3	1440	East
M of W Track YB 27 (South Track)	214.2	1490	EastWest
Set Off/M of W Track YB 29 (North Track)	223.5	1940	EastWest
Rock Pit Spur YB 34 (North Track)	231.4	1330	East

10 SPECIAL DANGEROUS COMMODITIES

10.1 Eastward movements must be inspected at mile 23.8.

Movements must not exceed 35 miles per hour between mile 6.4 and mile 9.0.

WESTWARD TRAINS			Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Switching Zones	*Daily Operating Bulletin	ALBREDA SUBDIVISION	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	EASTWARD TRAINS		
FIRST CLASS							PACIFIC TIME				FIRST CLASS		
....	5 Passenger	1 Passenger									6 Passenger	2 Passenger	....
....	Sunday Tuesday Friday	Sunday Tuesday Friday					STATIONS						
....	1710	1405	....	0.0	....	0.0	.... *JASPER ..... BCY	....			S0715	S1530	....
							0.4						
....	1712	1407	....	0.4	0.4		.. JASPER WEST ..... W	....	CH-4 T-1	CH 82	0705	1520	....
							2.1						
....	....	....	....	2.5			..... WYND ..... WX	....	*011	*211	....	....	....
							6.0						
....	....	....	....	8.5	8.5		..... GEIKIE ..... WX	....			....	....	....
			12.1				9.1						
....	....	....	....	17.6	....		.. YELLOWHEAD X	....			....	....	....
							7.6						
....	....	....	....	25.2	....		... FITZWILLIAM X	....			....	....	....
							6.7						
....	....	....	*34.1	31.9	....		. GRANT BROOK X	....			....	....	....
							9.7						
....	....	....	**38.8	41.6	....		.. MOOSE LAKE X	....	CH-4 T-1	CH 84	....	....	....
							2.1						
....	1813	....	....	43.7	....		.... REDPASS X	....	*012	*212	0604	....	....
							Jct. with Robson Sub.						
							5.9						
....	To Robson Sub.	....	....	49.6	....		..... FOSTER	6180			From Robson Sub.	....	....
			55.2				7.7						
....	....	....	....	57.3	....		..... MOREY	6750			....	....	....
							8.2						
....	....	....	....	65.5	....		.... JACKMAN	6060			....	....	....
							5.1						
....	....	....	....	70.6	....		..... SPICER	....			....	....	....
							South Connecting Track with Robson Sub.						
							1.0		CH-4 T-1	CH 81			
....	....	....	....	71.6	....		.... CHARLES X	....	*013	*213	....	....	....
							Jct. with Robson Sub.						
							1.7						
....	....	....	....	73.3	....		... VON ZUBEN	....			....	....	....
							1.2						
....	....	1611	....	74.5	....		... VALEMOUNT	....			....	1315	....
			75.1				8.1						
....	....	....	....	82.6	....		.. CANOE RIVER	6190			....	....	....
							8.9						
....	....	....	....	91.5	....		.... ALBREDA	6030			....	....	....
			96.0				4.8						
....	....	....	....	96.3	....		.. CLEMINA EAST	....	CH-4 T-1	CH 82	....	....	....
							3.5						
....	....	....	....	99.8	....		.. CLEMINA WEST	....	*014	*214	....	....	....
							6.5						
....	....	....	....	106.3	....		... LEMPRIERE	8030			....	....	....
							7.9						
....	....	....	....	114.2	....		.... PYRAMID	6930			....	....	....
			120.2				8.2						
....	....	....	....	122.4	121.3		. THUNDER RIVER ..... W	6040	CH-4 T-1	CH 84	....	....	....
							9.3						
....	....	....	....	131.7			.BLUE RIVER EAST ..... W	....			....	....	....
							0.6		*015	*215			
....	....	S1755	....	132.3	132.3	132.3	... BLUE RIVER ..... CWY	....			....	1125	....
											Sunday Tuesday Friday	Sunday Tuesday Friday	....
....	5	1									6	2	....

CTC between Jasper West and Blue River.
Main track commences at mile 0.4.
Rule 105 applicable between miles 0.0 and 0.4.

ALBREDA SUBDIVISION FOOTNOTES ON PAGES 15 and 16.

ALBREDA SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **CTC SPECIAL FEATURES**

CLEAR indication on westward signal 415N, and CLEAR TO LIMITED or LIMITED TO CLEAR indications on westward signal 415S at Moose Lake indicate that route is lined to Robson Subdivision.

The following signals are switching signals controlled by the RTC who will, on request, set them to display a "Proceed at restricted speed" indication which will permit switching movements in both directions. RTC must be advised when switching movements have been completed:
Jasper West: Signals 05ND and 05SD.

Track Designations

The "Multitrack" between Jasper West and Redpass, between Charles and Von Zuben and between Clemina East and Clemina West are designated as "South Track" and "North Track".

1.2 **SPECIAL APPLICATIONS**

Rule 5

***Jasper** — The times of No. 1, No. 5, No. 2, and No. 6 are for information only and do not convey any operating authority.

Judgement is to be used by crews to prevent delays to passenger trains.

Rule 48 — applicable.

Rule 83.1(a) — * Edmonton West DOB
* Jasper West DOB
* Kamloops East DOB

Rule 90(a)(vii) — applicable.

Rule 99.1 — applicable.

1.3 **SPECIAL INSTRUCTIONS**

Regional M-3(e) — applicable.

1.4 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 2.5 — applicable at the following public crossing at grade (NTA 1988-R-872):
Mile 0.29 (Hazel Street)

Item 3.2(2) — applicable on entire sub.

Item 6.4(g) — not applicable on sidings Foster, Jackman, Canoe River, Lempriere, Pyramid and Thunder River.

Item 16.1(6) — Blue River .....Track DJ 18

2 GENERAL FOOTNOTES

2.1 **Mile 0.0 to 0.4** (Connecting Track)
Connecting track extends between North Track Jasper East and North Track Jasper West.
Protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43.
CROR Rule 40.1 not applicable.
Item 6.4(g) of General Operating Instructions (Form 696) not applicable.
Refer to diagram as illustrated in Edson Sub General Footnote 2.9.

2.2 **Jasper** — Passenger trains will use Station Track YC 58 unless otherwise directed.
Use of the turntable is prohibited unless authorized by Shop Foreman or delegate.

2.3 **Spicer** — Connecting Track to Lubin on Robson Sub. — 1.4 miles.

2.4 **Blue River** — All movements must contact Clearwater Sub RTC for yarding instructions.

2.5 **Rules for the Protection of Track Units and Track Work.**
Rules 805 and 809 applicable.
Rules 849 to 875 inclusive not applicable.

3 EQUIPMENT RESTRICTIONS

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

4 SPEEDS

NORTH TRACK

4.1 Mile		MILES PER HOUR Passenger	Freight
0.0 to 0.4	Zone	15	15
0.4 to 1.7	Zone	35	30
1.7 to 9.8	Zone	40	35
5.2 to 9.0	.....	35	30
9.8 to 14.9	Zone	60	45
14.9 to 16.3	Zone	45	35
16.3 to 18.9	Zone	40	30
18.9 to 22.1	Zone	45	40
22.1 to 23.1	Zone	45	35
23.1 to 24.4	Zone	40	30
24.4 to 29.3	Zone	50	45
29.3 to 29.7	Zone	40	35
29.7 to 33.5	Zone	45	40
33.5 to 43.7	Zone	55	50
37.2 to 39.6	.....	50	45

SOUTH TRACK

4.1 Mile		MILES PER HOUR Passenger	Freight
0.4 to 1.7	Zone	35	30
1.7 to 9.8	Zone	50	45
5.2 to 7.8	.....	35	30
9.8 to 14.9	Zone	65	60
14.9 to 16.3	Zone	45	40
16.3 to 18.9	Zone	40	30
18.9 to 30.8	Zone	45	35
23.1 to 24.4	.....	40	30
29.3 to 29.7	.....	40	30
30.8 to 33.5	Zone	45	40
33.5 to 43.7	Zone	55	50
37.2 to 39.6	.....	50	45

(Continued on Page 16)

ALBREDA SUBDIVISION FOOTNOTES

	Mile		MILES PER HOUR Passenger	Freight
	43.7 to 47.9	Zone	50	40
	47.9 to 63.8	Zone	35	30
	63.8 to 66.6	Zone	45	35
	66.6 to 72.0	Zone	55	45
	72.0 to 78.7	Zone	65	50
	78.7 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
	96.3 to 99.8	South Track	30	25
	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
4.2	Sidings		15	15

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

5 CONDITIONAL STOPS

5.1 **Valemount** — No. 1 and No. 2 will stop to detrain passengers and on advance notice to entrain passengers.

6 PUBLIC CROSSINGS AT GRADE

6.1 **Mile 0.29** (Highway 93A) Warning Devices. Automatic: Equipped with push buttons. Movements on yard lead proceeding at less than 5 miles per hour must not obstruct crossing until gates are horizontal.

6.2 **Mile 74.22** (Dogwood Avenue) Warning Devices. Automatic: Equipped with push button. Eastward movements proceeding at 10 miles per hour or less within 2150 feet of crossing must not obstruct crossing until protection has been in operation for 20 seconds.

6.3 **Mile 77.40** (Forest Road) Warning Devices. Automatic: Equipped with push button. Eastward 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 AND DRAGGING EQUIPMENT DETECTORS

7.1 * Hot Box and Dragging Equipment Detector located on South Track.

** Hot Box and Dragging Equipment Detector located on North Track.

8 SLIDE DETECTOR FENCES

8.1	Mile	Length
	6.43 to 6.87	2330 feet
	7.32 to 7.36	220 feet
	7.77 to 7.82	260 feet
	52.96 to 53.04	430 feet
	53.28 to 53.31	130 feet
	54.06 to 54.17	580 feet
	55.34 to 55.77	2280 feet

9 TUNNELS

9.1	Mile	Length
	6.6 (North Track)	315 feet
	48.0	1670 feet

10 SNOWSHED

10.1	Mile	Length
	54.9	361 feet

11 SPURS AND OTHER TRACKS

11.1	Mile	Capacity in Feet	Points Face
M of W Track DE 02 (North Track)	2.9	1810	EastWest
Set Off/M of W Track DE 04 (South Track)	8.3	1910	EastWest
Set Off/M of W Track DE 09 (North Track)	17.2	2670	EastWest
Set Off/M of W Track DE 15 (South Track)	27.7	1910	EastWest
M of W Track DE 18 (South Track)	32.5	1450	East
Exchange Track DE 29 (North & South Tracks)	42.5	3790	EastWest
Set Off Spur DE 38	50.0	430	East
Set Off Spur DE 47	70.2	570	East
M of W Track DE 49 (South Track)	72.6	1540	EastWest
Set Off Track DE 51	74.4	650	EastWest
Bell Pole Spur DF 04	77.4	530	East
Consolidated Hydrocarbons DF 06	77.5	570	East
Lumber Spur DF 14	77.9	640	East
Industrial Track DF 17	78.3	2660	EastWest
M of W Track DF 32 (South Track)	96.9	1500	EastWest
M of W Track DF 35	103.2	2520	EastWest

WESTWARD TRAINS	Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Daily Operating Bulletin (Jasper West)	ROBSON SUBDIVISION	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	EASTWARD TRAINS
FIRST CLASS 5 Passenger Sunday Tuesday Friday				STATIONS				FIRST CLASS 6 Passenger
1813	....	0.0	0.0	..... REDPASS ..... X Jct. with Albreda Sub.	....	CH-4 T-1 *012	CH 84 *212	0604
....	....	14.7		14.7 ..... SWIFTWATER	6310			....
1850	....	20.2		5.5 ..... TAVERNA ..... Jct. with Tete Jaune Sub.	....			0536
To Tete Jaune Sub.	....	22.7		2.5 ..... McCABE X	....			From Tete Jaune Sub.
	....	24.6		1.9 ..... PETERSON ..... North Connecting Track with Tete Jaune Sub.	....	CH-4 T-1 *013	CH 81 *213	
	25.0							
....	....	28.1		3.5 ..... LUBIN ..... South Connecting Track with Albreda Sub.	....			....
....	....	29.8	29.8	1.7 ..... CHARLES ..... X Jct. with Albreda Sub.	....			....
								Sunday Tuesday Friday
5				CTC on Robson Subdivision, on North Connecting Track and on South Connecting Track is controlled by RTC at Kamloops.				6

CTC

ROBSON SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **CTC SPECIAL FEATURES**
North Connecting Track and South Connecting Track are signalled tracks. CROR Rules 560-576 inclusive apply.

1.2 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 99.1— applicable.

1.3 **SPECIAL INSTRUCTIONS**
Regional M-3(e) — applicable.

2 GENERAL FOOTNOTES

2.1 **Look out** for fallen rocks between miles 4.0 and 5.2, between miles 10.0 and 13.0 and between miles 16.5 and 20.0.

2.2 **Peterson**— North Connecting Track with Harvey on Tete Jaune Sub. — 4.8 miles.

2.3 **Lubin** — South Connecting Track with Spicer on Albreda Sub. — 1.4 miles.

2.4 **Trains with** lead locomotive dynamic brake equipped should operate in dynamic brake, and when necessary, assisted by the automatic brake with the lightest reduction required, to control train speed.

Whether dynamic brake equipped or not, if through a series of applications, or by an emergency application, the air supply is depleted to the point where a stop and recharge is necessary, then prior to releasing the train brakes, a sufficient number of pressure retaining valves must be set on high pressure (HP) position, to hold the train on the grade during recharge of the system. Field tests have revealed that a minimum of 35 set retainers are required to hold a loaded unit train between miles 0.0 and 20.2.

Retainers may be released when they are no longer required.

2.5 **Rules for the Protection of Track Units and Track Work.**
Rules 805 and 809 applicable.
Rules 849 to 875 inclusive not applicable.

3 EQUIPMENT RESTRICTIONS

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

(Continued on Page 18)

ROBSON SUBDIVISION FOOTNOTES

4 SPEEDS

4.1

Mile			MILES PER HOUR Passenger	Freight
0.0 to 20.2		Zone	35	30
20.2 to 20.6		Zone	50	40
20.6 to 28.4		Zone	65	50
28.4 to 29.8		Zone	60	45
North Connecting Track				
0.0 to	1.4	Zone	45	35
1.4 to	4.8	Zone	65	50
South Connecting Track				
0.0 to	1.4	Zone	45	35

4.2 Sidings 15 15

5 SLIDE DETECTOR FENCES

5.1

Mile	Length
9.82 to 9.84	65 feet
11.89 to 12.05	800 feet
12.17 to 12.27	645 feet

6 TUNNEL

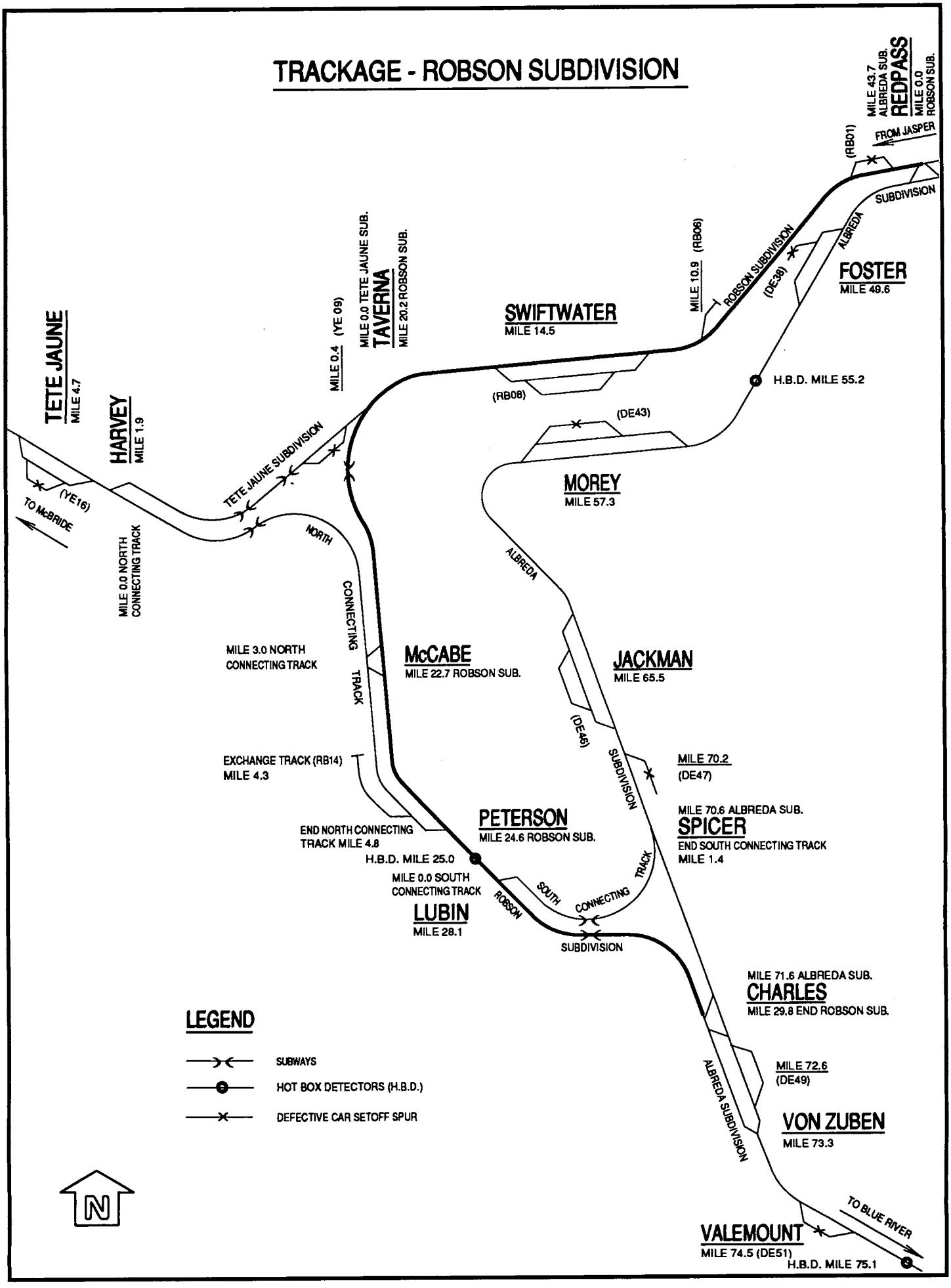
6.1

Mile	Length
19.6	332 feet

7 SPURS AND OTHER TRACKS

7.1

	Mile	Capacity in Feet	Points Face
Set Off/M of W Track RB 01	0.4	1880	EastWest
Transmountain Spur RB 06.	10.9	320	West
Exchange Spur RB 14 (North Connecting Track) .	4.3	2010	West


TRACKAGE - ROBSON SUBDIVISION
TETE JAUNE
MILE 4.7
HARVEY
MILE 1.9
(YE16)
TO McBRIDE
TETE JAUNE SUBDIVISION
MILE 0.0 NORTH CONNECTING TRACK
MILE 0.4 (YE 09)
MILE 0.0 TETE JAUNE SUB.
TAVERNA
MILE 20.2 ROBSON SUB.
SWIFTWATER
MILE 14.5
MILE 10.9 (RB06)
ROBSON SUBDIVISION
(DE38)
ALBREDA SUBDIVISION
FOSTER
MILE 49.6
(RB01)
FROM JASPER
MILE 43.7 ALBREDA SUB.
REDPASS
MILE 0.0 ROBSON SUB.
H.B.D. MILE 55.2
(RB08)
(DE43)
MOREY
MILE 57.3
NORTH CONNECTING TRACK
MILE 3.0 NORTH CONNECTING TRACK
McCABE
MILE 22.7 ROBSON SUB.
ALBREDA SUBDIVISION
JACKMAN
MILE 65.5
(DE46)
MILE 70.2
(DE47)
EXCHANGE TRACK (RB14)
MILE 4.3
END NORTH CONNECTING TRACK MILE 4.8
PETERSON
MILE 24.6 ROBSON SUB.
MILE 70.6 ALBREDA SUB.
SPICER
END SOUTH CONNECTING TRACK
MILE 1.4
H.B.D. MILE 25.0
MILE 0.0 SOUTH CONNECTING TRACK
LUBIN
MILE 28.1
ROBSON SOUTH CONNECTING TRACK
SUBDIVISION
MILE 71.6 ALBREDA SUB.
CHARLES
MILE 29.8 END ROBSON SUB.
LEGEND
SUBWAYS
HOT BOX DETECTORS (H.B.D.)
DEFECTIVE CAR SETOFF SPUR
MILE 72.6
(DE49)
VON ZUBEN
MILE 73.3
ALBREDA SUBDIVISION
TO BLUE RIVER
VALEMOUNT
MILE 74.5 (DE51)
H.B.D. MILE 75.1
N

WESTWARD TRAINS		Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Switching Zones	*Daily Operating Bulletin	CLEARWATER SUBDIVISION	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	EASTWARD TRAINS
FIRST CLASS										FIRST CLASS
....	1 Passenger									2 Passenger ....
....	Sunday Tuesday Friday					STATIONS				
....	1810	....	0.0		0.0	..... BLUE RIVER ..... CWY	....			S1110 ....
						1.2				
....	....	....	1.2			Multitrack . BLUE RIVER WEST .... WX	....			....
						1.3				
....	....	....	2.5			Multitrack ..... EWASIUK .....W	....	CH-2 T-1	CH 81	....
						5.5				
....	....	....	8.0	8.0		Multitrack .... WOLFENDEN .....W	....	*021	*221	....
						5.3				
....	....	....	13.3	....		Multitrack .. MESSITER EAST	....			....
						2.7				
....	....	....	16.0	....		Multitrack .. MESSITER WEST	....			....
		17.0				6.2				
....	....	....	22.2	....		Multitrack .... AVOLA EAST	....			....
						4.1				
....	....	....	26.3	....		Multitrack ....AVOLA WEST.....	....	CH-2 T-1	CH 82	....
						8.2				
....	....	....	34.5	....		..... McMURPHY	6610	*022	*222	....
						6.7				
....	....	....	41.2	....		..... WABRON	6030			....
		45.9				5.9				
....	....	....	47.1	....		.....IRVINE	5870			....
						5.9				
....	....	....	53.0	....		..... VAVENBY	6330			....
						8.6				
....	....	....	61.6	....		CTC .... BIRCH ISLAND .....Y	6290	CH-2 T-1	CH 84	....
						6.1				
....	2016	....	67.7	....		.... CLEARWATER	....	*023	*223	0858 ....
		71.1				6.1				
....	....	....	73.8	....		..... BLACKPOOL	7950			....
						9.2				
....	....	....	83.0	....		..... BOULDER	6030			....
						7.9				
....	....	....	90.9	....		..... CHU CHUA	6060			....
		94.4				7.2		CH-2 T-1	CH 81	
....	....	....	98.1	....		... CHINOOK COVE	6390			....
						6.3		*024	*224	
....	....	....	104.4	....		..... BARRIERE	6260			....
						3.8				
....	....	....	108.2	....		..... EXLOU	6240			....
						7.6				
....	....	....	115.8	....		..... McLURE	7750			....
		120.8				7.9				
....	....	....	123.7	....		Multitrack ..... VINSULLA	....			....
						10.6				
....	....	....	134.3	134.3		Multitrack .... MACKENZIE .....WX	....	CH-2 T-1	CH 84	....
						1.5				
....	....	....	135.8			Multitrack .... BATCHELOR .....WX	....	*025	*225	....
						1.6				
....	2200	....	137.4	137.4		Multitrack ..... CHAPMAN .....W	....			0715 ....
						2.0				
....	S2215	....	139.4	....	139.4	..... *KAMLOOPS..... BCY	....			0705 ....
						Jct. with Okanagan Sub.				
										Sunday Tuesday Friday ....
....	1									2 ....

CTC between Blue River and Chapman.
Main track ends at mile 137.4.
Rule 105 applicable between miles 137.4 and 139.4.

CLEARWATER SUBDIVISION FOOTNOTES ON PAGES 21 and 22.

CLEARWATER SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **CTC SPECIAL FEATURES**

The following signals are switching signals controlled by the RTC who will, on request, set them to display a "Proceed at restricted speed" indication which will permit switching movements in both directions. RTC must be advised when switching movements have been completed:

Blue River West: Signals 11S, 12N and 12S.

Track Designations

The "Multitrack" between Blue River West and Wolfenden, between Messiter East and Messiter West, between Avola East and Avola West and between Vinsulla and Chapman are designated as "South Track" and "North Track".

IRVINE, CHINOOK COVE and EXLOU sidings are signalled sidings. CROR Rules 560-576 inclusive apply.

1.2 **SPECIAL APPLICATIONS**

Rule 5 — *Kamloops — The times of No. 1, and No. 2 are for information only and do not convey any operating authority.

Judgement is to be used by crews to prevent delays to passenger trains.

Rule 48 — applicable.

Rule 83.1(a) — * Jasper West DOB
* Kamloops East DOB
* Kamloops West DOB

Rule 90(a)(vii) — applicable.

Rule 99.1 — applicable.

1.3 **SPECIAL INSTRUCTIONS**

Regional M-3(e) — applicable.

1.4 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 2.5 — applicable at the following public crossings at grade (R-38721):
Mile 133.70 (Puett Ranch Road)
Mile 134.12 (Mattock-McKeague Road)

Item 3.2(2) — applicable on entire sub.

Item 6.4(g) — not applicable on any siding except Wabron, Vavenby, Blackpool and Boulder.

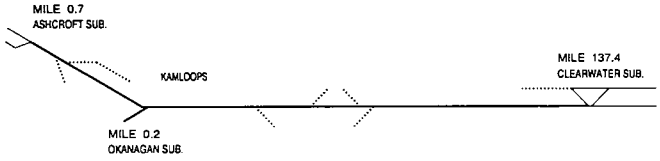
Item 16.1(6) — Blue River . . . . . .Track DJ 18

2 GENERAL FOOTNOTES

2.1 **Blue River** — All movements must contact RTC for yarding instructions.

2.2 **Look out** for fallen rock between miles 19.8 and 21.8.

2.3 **Mile 137.4 to 139.4** (Connecting Track)
Connecting track extends between South Track Chapman and Mann.
Protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43.
CROR Rule 40.1 not applicable.
Item 6.4(g) of General Operating Instructions (Form 696) not applicable.
In the following diagram, trackage on which CROR Rule 83.1 (a) is applicable and on which protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43 is indicated by a solid line, other trackage is indicated by a broken line. This diagram does not necessarily show all other trackage.



2.4 **Rules for the Protection of Track Units and Track Work.**
Rules 805 and 809 applicable.
Rules 849 to 875 inclusive not applicable.

3 EQUIPMENT RESTRICTIONS

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

4 SPEEDS

4.1

Mile			MILES PER HOUR Passenger	Freight
0.0 to	1.1	Zone	20	20
1.1 to	8.9	Zone	45	40
8.9 to	12.3	Zone	45	35
12.3 to	20.4	Zone	35	25
13.3 to	16.0	. . . North Track . . .	30	25
20.4 to	23.3	Zone	35	30
22.2 to	23.3	. . . South Track . . .	30	25
23.3 to	30.3	Zone	50	40
23.3 to	26.3	. . . South Track . . .	30	25
30.3 to	33.7	Zone	45	35
33.7 to	54.8	Zone	35	30
43.0 to	52.4	. . . . .	35	25
Irvine Siding		. . . . .	30	25
54.8 to	57.1	Zone	45	35
57.1 to	66.7	Zone	50	40
61.7 to	62.3	. . . . .	45	35
66.7 to	69.3	Zone	45	35
69.3 to	69.9	Zone	40	30
69.9 to	79.4	Zone	50	40
74.7 to	75.3	. . . . .	40	30
79.4 to	85.8	Zone	40	30
81.4 to	84.6	. . . . .	35	25
85.8 to	90.6	Zone	45	35
90.6 to	99.4	Zone	50	40
Chinook Cove Siding		. . . . .	30	25
99.4 to	113.2	Zone	45	35
Exlou Siding		. . . . .	30	25
102.7 to	102.9	. . . . .	40	30
106.0 to	106.2	. . . . .	40	30
109.4 to	110.7	. . . . .	40	30
113.2 to	114.3	Zone	55	45
114.3 to	124.5	Zone	65	50
117.5 to	118.8	. . . . .	45	35
124.5 to	125.5	Zone	50	40
125.5 to	129.1	Zone	45	35
126.8 to	127.4	. . . . .	40	30
129.1 to	132.6	Zone	55	45
132.6 to	137.4	Zone	65	50
133.0 to	135.0	. . . . .	. .	40
137.4 to	139.4	Zone	20	20

4.2 Sidings unless otherwise provided . 15 15

CONDITIONAL SPEEDS

4.3 **Mile 33.7** (Forestry Road)

Westward movements approaching within 1175 feet of crossing and until crossing occupied	35	. .
Eastward movements approaching within 1025 feet of crossing and until crossing occupied	30	. .

(Continued on Page 22)

CLEARWATER SUBDIVISION FOOTNOTES

		MILES PER HOUR Passenger	Freight
4.4	**Mile 129.1** (Heffley Station Road) Westward movements approaching within 1225 feet of crossing and until crossing occupied	35	..
	Eastward movements approaching within 1550 feet of crossing and until crossing occupied	45	..
4.5	**Mile 133.7** (Puette Ranch Road) Movements approaching within 1725 feet of crossing and until crossing occupied	50	..
4.6	**Mile 134.1** (Mattock McKeague Road) Movements approaching within 1725 feet of crossing and until crossing occupied	50	..

5 CONDITIONAL STOP

5.1 **Clearwater** — No. 1 and No. 2 will stop to detrain passengers and on advance notice to entrain passengers.

6 PUBLIC CROSSING AT GRADE

6.1 **Mile 116.4** (McLure Ferry Road) Warning Devices. Automatic: Equipped with push buttons.

7 SLIDE DETECTOR FENCES

7.1	Mile	Length
	17.50 to 17.72	1150 feet
	19.23 to 19.31	450 feet
	20.03 to 20.14	600 feet

8 TUNNEL

8.1	Mile	Length
	12.4	135 feet

9 SPURS AND OTHER TRACKS

9.1		Mile	Capacity in Feet	Points Face
	M of W Track CF 05	8.4	2570	East
	M of W Track CF 07 (North Track)	13.6	620	West
	Storage Track CF 09	18.7	1150	East
	M of W Track CF 13 (South Track)	24.8	1160	EastWest
	Storage Tracks CF 23/24	29.8	2680	EastWest
	Weyco Lumber CF 46/47	55.2	5770	EastWest
	Pacific Petroleum Spur CF 61	67.4	320	East
	Storage Track CF 63	67.7	2480	East
	Rock Pit Spur CG 04	81.6	2120	East
	M of W Spur CG 16	98.1	1090	West
	Industrial Track CG 18	103.0	990	EastWest
	Lumber Spur CG 22	104.0	700	East
	Team Spur CG 24	104.6	310	East
	Canfor Tracks CG 28/29	106.5	1420	EastWest
	Storage Spur CG 33	108.5	2020	West
	M of W Track CG 37	123.0	1590	EastWest
	Rock Pit Spur CG 42 (South Track)	128.7	970	West
	Canfor Spur CG 46 (South Track)	130.1	860	East
	Canfor Spurs CG 48 (South Track)	130.1	1560	East

10 SPECIAL DANGEROUS COMMODITIES

10.1 Westward movements, unless inspected at mile 120.8, must not exceed 35 miles per hour between mile 131.0 and mile 137.4.

WESTWARD TRAINS		Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Switching Zones	*Daily Operating Bulletin	ASHCROFT SUBDIVISION	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	EASTWARD TRAINS
FIRST CLASS										FIRST CLASS
.... 1 Passenger										2 Passenger ....
.... Sunday Tuesday Friday						STATIONS				
....	2245	....	0.0	....	0.0	*KAMLOOPS ..... BCY	....			S0635 ....
						Jct. with Okanagan Sub.				
						0.7				
....	2250	....	0.7	0.7		Multitrack MANN ..... W	....	CH-4 T-1	CH 81	0630 ....
						8.6				
....	....	....	9.3	9.3		Multitrack KISSICK ..... W	....	*031	*231	....
						4.5				
....	....	....	13.8	....		FREDERICK	6780			....
		14.8				5.6				
....	....	....	19.4	....		JALESLIE	7190			....
						6.3				
....	....	....	25.7	....		SAVONA	6540			....
		28.3				6.9				
....	....	....	32.6	....		WALHACHIN	6070			....
						7.4		CH-4 T-1	CH 82	
....	....	....	40.0	....		McABEE	6090			....
						8.7		*032	*232	
....	F0020	....	48.7	....		ASHCROFT	6640			F0455 ....
		50.6				9.7				
....	....	....	58.4	....		BASQUE	6340			....
						10.0				
....	....	....	68.4	....		MARTEL	6290			....
		71.1				6.4		CH-4 T-1	CH 84	
....	....	....	74.8	....		CTC SPENCES BRIDGE ..... Y	7970			....
						8.0		*033	*233	
....	....	....	82.8	....		SEDDALL	6040			....
						6.7				
....	....	....	89.5	....		PITQUAH	6500			....
		91.6				7.0				
....	....	....	96.5	....		LASHA	6580			....
						4.5		CH-4 T-1	CH 82	
....	....	....	101.0	....		CISCO	6210			....
						4.7		*034	*234	
....	....	....	105.7	....		CONRAD	6430			....
						4.5				
....	....	....	110.2	....		FALLS CREEK	6410			....
		112.2				5.1				
....	....	....	115.3	....		INKITSAPH	6690			....
						6.2				
....	....	....	121.5	121.5		Multitrack MARTINSON ..... W	....			....
						2.5		CH-4 T-1	CH 84	
....	....	....	124.0			Multitrack BUNGALOW R ..... W	....			....
						1.3		*035	*235	
....	....	....	125.3			BOSTON BAR EAST .... WX	....			....
						0.2				
....	S0250	....	125.5		125.5	.... BOSTON BAR ..... CW	....			0225 ....
										Sunday Tuesday Friday ....
....	1									2 ....

CTC between Mann and Boston Bar.
Main track begins at mile 0.7.
Rule 105 applicable between miles 0.0 and 0.7.

ASHCROFT SUBDIVISION FOOTNOTES ON PAGES 24 and 25.

ASHCROFT SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **CTC SPECIAL FEATURES**

Westward block signal 03 at yard west switch Kamloops is the approach to CTC. Westward trains must obtain RTC's permission before proceeding on CLEAR TO STOP or RESTRICTING indication.

The following signals are switching signals controlled by the RTC who will, on request, set them to display a "Proceed at restricted speed" indication which will permit switching movements in both directions. RTC must be advised when switching movements have been completed:

Boston Bar East: Signals 1253N, 1253S and 1254N.

Track Designations

The "Multitrack" between Mann and Kissick and between Martinson and Boston Bar East are designated as "South Track" and "North Track".

JALESLIE, LASHA and CONRAD sidings are signalled sidings. CROR Rules 560-576 inclusive apply.

1.2 **SPECIAL APPLICATIONS**

Rule 5

***Kamloops** — The times of No. 1 and No. 2 are for information only and do not convey any operating authority. Judgement is to be used by crews to prevent delays to passenger trains.

Rule 48 — applicable.

Rule 83.1(a) — * Kamloops East DOB
* Kamloops West DOB
* Vancouver East DOB

Rule 90(a)(vii) — applicable.

Rule 99.1 — applicable.

1.3 **SPECIAL INSTRUCTIONS**

Regional M-3(e) — applicable.

1.4 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 2.5 — applicable at the following public crossings at grade: (RTC-R 38721):

Mile 1.82 (Singh Street)
Mile 2.98 (McLean Street)
Mile 3.89 (Farm Road)
Mile 125.49 (Boston Bar Station Road)

Item 3.2(2) — applicable on entire sub.

Item 6.4(g) — not applicable on any siding except Frederick, Cisco and Inkitsaph.

Item 16.1(6) — Boston Bar ..... Tracks HC 08 and 22

2 GENERAL FOOTNOTES

2.1 **Mile 0.0 to 0.7** — (Connecting Track)
Connecting track extends between South Track Chapman and Mann.
Protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43.
CROR Rule 40.1 not applicable.
Item 6.4(g) of General Operating Instructions (Form 696) not applicable.
Refer to diagram as illustrated in Clearwater Sub General Footnote 2.3.

2.2 **Ashcroft** — Trains handling dimensional loads of D-4 classification or greater must not use siding.
Dimensional loads must not be set off in Tracks HA 33 or HA 35.

2.3 **Basque** — Farm Crossing at Grade Mile 58.6.
Between 0900 and 1800, train crews must cut and clear this crossing when it is known that the crossing will be blocked in excess of 30 minutes. The crossing must be left clear until the stopped movement is ready to proceed. (WDR 1987-187)

2.4 **Boston Bar** — All movements must contact Yale Sub RTC for yarding instructions.

2.5 **Rules for the Protection of Track Units and Track Work.**
Rules 805 and 809 applicable.
Rules 849 to 875 inclusive not applicable.

3 EQUIPMENT RESTRICTIONS

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

4 SPEEDS

4.1

Mile			MILES PER HOUR Passenger	Freight
0.0 to	0.7	Zone	20	20
0.7 to	5.2	Zone	50	50
0.7 to	4.0	... North Track	..	20
5.2 to	6.9	Zone	50	40
6.9 to	7.3	Zone	40	35
7.3 to	10.4	Zone	35	35
10.4 to	22.0	Zone	35	30
Jaleslie siding		.....	30	30
22.0 to	23.9	Zone	35	35
23.9 to	27.1	Zone	35	30
27.1 to	30.7	Zone	35	35
30.7 to	35.7	Zone	40	40
32.8 to	33.6	.....	30	30
35.7 to	45.6	Zone	40	35
40.0 to	40.4	.....	30	30
45.6 to	61.0	Zone	40	30
61.0 to	66.7	Zone	40	35
66.7 to	72.6	Zone	35	30
72.6 to	75.4	Zone	40	40
75.4 to	85.0	Zone	40	35
76.5 to	77.0	.....	35	30
78.8 to	80.7	.....	35	25
85.0 to	87.5	Zone	35	30
87.5 to	91.0	Zone	35	35
89.5 to	90.1	.....	..	30
91.0 to	98.6	Zone	35	25
Lasha siding		.....	30	25
98.6 to	101.4	Zone	35	35
101.4 to	107.3	Zone	35	30
Conrad siding		.....	30	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	117.6	Zone	35	35
117.6 to	120.7	Zone	35	25
120.7 to	125.3	Zone	40	30
125.3 to	125.5	Zone	30	30

4.2 Sidings unless otherwise provided . 15 15

CONDITIONAL SPEEDS

4.3 **Mile 125.49**
(Boston Bar Station Road)
Eastward movements approaching within 450 feet of crossing and until crossing occupied 10 10

(Continued on Page 25)

ASHCROFT SUBDIVISION FOOTNOTES

5 CROSSOVERS (not otherwise indicated)

5.1 **Mile 3.3** — One crossover.

6 PUBLIC CROSSINGS AT GRADE

6.1 **Mile 97.54** (Highway 12) Warning Devices. Automatic: STOP signs on other than main track.

6.2 **Mile 125.49** (Boston Bar Station Road) — Warning Devices. Automatic: Crossing circuit sign governing eastward movements from tracks HC 02, HC 03 and HC 04 is located to the left of track HC 04.

Eastward movements proceeding on yard east lead must not obstruct crossing until warning devices have been operating for at least 20 seconds.

7 SLIDE DETECTOR FENCES

7.1

Mile	Length
9.62 to 9.83	1120 feet
10.41 to 10.74	1706 feet
11.48 to 11.80	1700 feet
38.46 to 38.97	2700 feet
51.60 to 52.90	7200 feet
80.18 to 80.22	225 feet
80.26 to 80.29	150 feet
80.38 to 80.41	174 feet
80.50 to 80.61	550 feet
86.58 to 87.51	4870 feet
93.23 to 93.85	3305 feet
94.02 to 94.70	3671 feet
107.40 to 107.52	616 feet
109.00 to 109.64	3170 feet
118.62 to 118.91	1560 feet

8 TUNNELS

8.1

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

9 ROCK SHEDS

9.1

Mile	Length
80.3	200 feet
91.4	44 feet
93.7	43 feet
93.8	51 feet
93.9	43 feet
94.3	24 feet
94.4	36 feet
109.4	60 feet

10 SPURS AND OTHER TRACKS

10.1

	Mile	Capacity in Feet	Points Face
Reichold Chemicals Spur KN 10 (South Track)	0.9	440	West
Kamloops Salvage Spur KN 16 (North Track)	1.2	170	West
B & B Spur KN 15 (South Track)	1.6	1960	West
Peter Kiewet & Sons Spur KN 17 (North Track)	2.2	290	East

10.2 **Gulf Oil Co. Lead —**
Mile 3.4 (South Track) — Capacity 3770 feet. Switch points face east.

PUBLIC CROSSING AT GRADE

Mile 0.5 (Tranquille Road) Movements over this crossing must be manually protected.

10.3

	Mile	Capacity in Feet	Points Face
M of W Track HA 03 (North Track)	7.8	1500	EastWest
Rock Spur HA 09	19.9	1040	East
Storage Tracks HA 11/12	20.8	3700	EastWest
Team Spur HA 16	25.7	1120	East

10.4 **Ballast Pit HA 27**
Mile 40.0 —
Movements must not exceed 5 miles per hour over track scale when weighing cars.

No part of siding may be occupied by movements without prior consent of the RTC.

10.5 **Industrial Track HA 36 —**
Mile 48.7 — Capacity 2170 feet. Switch points face east and west.

Scales installed on this track. Engines and cars other than gondola cars must not go within 20 feet of loading facility.

10.6

	Mile	Capacity in Feet	Points Face
Connection to CP Rail Thompson Sub. HB 90	57.0	....	East
Storage Track HB 22	79.1	4980	EastWest
Ballast Spur HB 26	86.0	1300	West
Team Spur HB 42	97.5	100	West
M of W Tracks HB 40/41	97.6	2970	EastWest
M of W Spur HB 52	104.0	1270	East
Connection to CP Rail Thompson Sub. HB 53	104.4	6400	West
Storage Track HB 60	119.2	2610	EastWest

11 RADIO SYSTEMS

11.1 Calling Yale Sub RTC east of Boston Bar: Use Channel 4 Tone 2.

12 SPECIAL DANGEROUS COMMODITIES

12.1 Eastward movements, unless inspected at mile 14.8, must not exceed 35 miles per hour between mile 4.0 and mile 0.7.

YALE SUBDIVISION

WESTWARD TRAINS		Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Switching Zones	*Daily Operating Bulletin	STATIONS	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	EASTWARD TRAINS
FIRST CLASS										FIRST CLASS
....	1 Passenger									2 Passenger ....
....	Monday Wednesday Saturday									
....	0305	....	0.0		0.0	.. BOSTON BAR ..... CW	....	CH-2 T-1 *041	CH 81 *241	S0210 ....
						3.1				
....	....	....	3.1			..... HICKS ..... W	6060			....
				3.7		7.1				
....	....	....	10.2	....		..... KOMO	6040			....
		13.8				8.1				
....	....	....	18.3	....		..... STOUT	6810			....
						8.4				
....	....	....	26.7	....		..... YALE	6030	CH-2 T-1 *042	CH 82 *242	....
						9.3				
....	....	....	36.0	....		... TRAFALGAR	6050			....
		39.8				4.2				
....	F0433	....	40.2	....		..... HOPE ..... Y	....			F0047 ....
						3.8				
....	....	....	44.0	....		..... FLOODS	6030			....
						10.1				
....	....	....	54.1	....		.. CHEAM VIEW	6360			....
		58.2				11.8				
....	....	....	65.9	....		... ROSEDALE	5930	CH-2 T-1 *043	CH 81 *243	....
						5.9				
....	S0523	....	71.8	....		... CHILLIWACK	3070			S2358 ....
						4.7				
....	....	....	76.5	....		..... ARNOLD	6040			....
		84.9				10.2				
....	....	....	86.7	....		Multitrack ... SUMAS MTN	....			....
						0.7				
....	S0558	....	87.4	....		Multitrack .... MATSQUI	....			S2328 ....
						0.5				
....	0600	....	87.9	....		Multitrack .. MATSQUI JCT. ..... Connection with CP Rail	....			2325 ....
						1.9				
....	To CP Rail Mission Sub.	....	89.8	....		Multitrack ..... PAGE ..... Jct. with CP Rail	....			From CP Rail Mission Sub. ....
						1.1				
....		....	90.9	....		Multitrack .. ABRAHAMSON	....		CH 82	....
						3.6			*244	
....	....	....	94.5	....		Multitrack .. GLEN VALLEY	....	CH-2 T-1		....
						7.2				
....	....	....	101.7	....		Multitrack ..... HYDRO ..... X Jct. with Rawlison Sub.	....	*044		....
		105.1				9.0				
....	....	....	110.7	110.7		Multitrack .... HAMPTON ..... WX	....			....
						1.9				
....	....	....	112.6			Multitrack .DOUGLAS ISLAND .... WX	....			....
						1.2				
....	....	....	113.8	113.8	113.8	CTC .. BUNGALOW Y. ..... W	....			....
						2.2				
....	....	....	116.0	....		.THORNTON YARD .. BCD	....			....
						2.2			CH 81 *245	
....	....	....	118.2	....		FRASER RIVER JCT. ..... P Jct. with B.N. Rly.	....			....

12.9

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.

....	....	....	131.1	....		.VANCOUVER JCT. ..... Jct. with B.N. Rly.	....			....	....
						0.7					
....	....	....	131.8	....		... VANCOUVER ..... BY	....			....	....
		CTC between Boston Bar and Bungalow Y. Main Track ends at mile 113.8. Rule 105 applicable between miles 113.8 and 118.2 and between miles 131.1 and 131.8.								Monday Thursday Saturday	
....	1									2	....

YALE SUBDIVISION FOOTNOTES ON PAGES 27, 28, 29 and 30.

YALE SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 CTC SPECIAL FEATURES

The following signals are switching signals controlled by the RTC who will, on request, set them to display a "Proceed at restricted speed" indication which will permit switching movements in both directions. RTC must be advised when switching movements have been completed:
Douglas Island: Signals 1125S, 1125D and 1126D.

Track Designations

The "Multitrack" between Sumas Mtn and Abrahamson and between Glen Valley and Douglas Island are designated as "South Track" and "North Track".

Chilliwack siding — Switch leading to interchange track at west end of siding Chilliwack must not be lined for movement to or from the interchange until permission has been obtained from the RTC. When the switch is lined for movement to or from the interchange track, signal 719D will display a restricting indication continuously. This switch must remain lined for the interchange track while any portion of the movement is occupying the track between signal 719D and the "Block Clearance Point" sign or "Block End" sign located on the interchange track. Movements from interchange track to siding must not pass "Block Clearance Point" sign until the hand operated switch has been properly lined.

1.2 SPECIAL APPLICATIONS

Rule 48 — applicable.

Rule 83.1 — Boston Bar — No. 1 and passenger extra trains to Vancouver via CP Rail Mission, Cascade and Westminster Subdivisions must obtain CP Rail Vancouver Terminal DOB and GBO at Boston Bar. In addition to these requirements No. 1 and passenger extra trains to Vancouver via BN Rly Pacific Division Ninth Subdivision must obtain BN Rly track warrant and track bulletin at Boston Bar.

Trains destined Roberts Bank: See Rawlison Subdivision footnotes.

Thornton Yard — Movements from Thornton Yard to BN Rly Pacific Division Ninth Subdivision must obtain BN Rly track warrant and track bulletin at Thornton Yard.

Trains originating on BC Rail Port Subdivision and/or CP Rail Page Subdivision: See Rawlison Subdivision footnotes.

Vancouver — No. 2 and passenger extra trains must obtain CP Rail Vancouver Terminal DOB and GBO at Vancouver and must obtain CP Rail clearance from CP Rail Cascade Subdivision RTC at Vancouver.

Rule 83.1(a) — * Kamloops West DOB
* Vancouver East DOB

CP Rail trains in possession of current ROBERTS BANK ROUTE JOINT DOB need not be in possession of current VANCOUVER EAST DOB while operating between Page and Hydro.

Rule 83.1(b) CN RTC will extend DOB and may cancel a specific item of the ROBERTS BANK ROUTE JOINT DOB between Page and Hydro only.

Rule 90(a)(vii) — applicable.

Rule 99.1 — applicable.

1.3 SPECIAL INSTRUCTIONS

Regional M-3(e) — applicable.

1.4 GENERAL OPERATING INSTRUCTIONS — Form 696

Item 2.3 — applicable to yard locomotive engineers 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.

Item 2.5 — applicable at the following public crossings at grade (RTC R-37640; NTA 1988-R-268):
Mile 70.33 (Prest Road)
Mile 71.13 (Broadway Street)
Mile 71.94 (Young Road)
Mile 72.24 (Yale Road West)
Mile 102.92 (Glover Road)
Mile 103.55 (96th Avenue)

Item 3.2(2) — applicable on entire sub.

Item 6.4(g) — not applicable on any siding except Chilliwack.

Item 12.9(a) — applicable between Thornton Yard and North Shore Industrial Line.

Item 16.1(6) — Boston Bar . . . . . Tracks HC 08 and 22

2 GENERAL FOOTNOTES

2.1 **Boston Bar** — All movements must contact RTC for yarding instructions.

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.

No part of siding may be occupied by movements without prior consent of the RTC.

2.3 **Thornton Yard —**

(a) Two Thornton bypass tracks extend from mile 114.3 to mile 118.1. The southernmost track is designated as South Bypass Track and the northernmost track is designated as North Bypass Track.

Unless otherwise directed by the Yardmaster at Thornton Yard, eastward movements will use the South Bypass Track and westward movements will use the North Bypass Track.

CROR Rule 40.1 not applicable.

Item 6.4(g) of General Operating Instructions (Form 696) not applicable.

MAXIMUM SPEED

Mile	MILES PER HOUR
114.3 to 118.1	20

(b) Spring switches located on Bypass Tracks at miles: 114.7, 116.0, 116.1, 116.3, 116.5, 116.6, 116.7, 116.8 and 118.1.

Low color light signal protects facing point movements over each spring switch at miles 114.7, 116.0, 116.1, 116.3, 116.5, 116.6, 116.7 and 116.8. 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 104.1 before proceeding over the spring switch. All trains or engines approaching these signals must do so prepared to stop.

The requirements that both switches of a crossover must be open before a train or engine starts to make a crossover movement does not apply to eastward movements at spring switches miles 114.7, 116.1, 116.3 and 116.7.

(Continued on Page 28)

YALE SUBDIVISION FOOTNOTES

(c) To prevent derailments, movements handling bi and tri level cars must minimize the use of crossovers and must not use the No. 1 Lead Pocket or connecting track (old by-pass) from No. 1 Lead to North Bypass track between Sullivan Street and the booking-in room. If stop is made with trainline brakes, all cars must be stretched and stop made with automatic brake valve. A reverse movement must not be made until brakes fully released. Extreme care must be taken to avoid excessive slack action through use of engine brakes.

(d) Westward movements which are to operate on the Fraser River Bridge must not leave Thornton Yard until the bridge signalman has been notified of their approximate arrival time at the bridge.

Westward movements which are to operate on BN Rly west of the Fraser River Bridge must not leave Thornton Yard until permission has been received from the BN Rly RTC at New Westminster.

2.4 **Vancouver**

(a) Account restricted overhead clearances, bi-level, tri-level, auto transporter (CN720000-730000 series) and cars loaded with piggy-backs must not be moved under shelters on any tracks nor at repair pits in the Coach Yard. Bi-level and tri-level cars are not to be moved through the wash racks located on the south entry track into the Coach Yard.

(b) Trackage between Vancouver Jct. and Vancouver is used by VIA trains 1 and 2. These trains are due as follows:

No. 1 — Vancouver Jct. 0814, Vancouver 0825

No. 2 — Vancouver 2130

Judgement is to be used by crews to prevent delays to passenger trains.

(c) Units in group G (GF-636: 5400-5459 and GF-638: 5500-5599) must not operate under canopy at station tracks Vancouver.

(d) Between 0700 and 2300 Monday to Saturday and between 0700 and 1500 Sunday, movements entering the limits of the Vancouver Maintenance Centre (VMC) Coach Yard must obtain permission, either by radio communication or personal contact, from the Via Controller. When requesting permission to enter the limits of the VMC Coach Yard the movement identification and the route to be used must be communicated to the Via Controller. Trains departing Vancouver Station must obtain permission from the Via Controller before commencing movement. All movements must report clear when leaving the limits of the VMC Coach Yard. The standby channel of the Via Controller is BN/CN channel 8. Stop signs in addition to Coach Yard limit signs have been placed at the entrance to the limits of the VMC Coach Yard.

2.5 **Rules for the Protection of Track Units and Track Work.**

Rules 805 and 809 applicable.

Rules 849 to 875 inclusive not applicable.

3 INTERLOCKINGS

3.1 **Railway Crossing At Grade**

CP Rail ..... Mile 88.1 (Multitrack) ..... Automatic

If necessary to pass an interlocking signal indicating STOP in accordance with Rule 611, the requirements of Rule 564 must be observed.

RTC must be contacted before opening the switch in the box marked "Switches".

Maximum speed . . . . . 35 MPH.

3.2 **Drawbridge**

Fraser River .... New Westminster .... Locally-Controlled.

Drawbridge is controlled by employees of the Department of Public Works Canada and all movements over the bridge are governed by interlocking rules and the following instructions:

(a) All movements approaching bridge will use radio to contact bridge control.

(b) All movements must not exceed 6 miles per hour approaching and within interlocking limits (R-22790).

(c) Engine bell must be rung continuously approaching and within interlocking limits.

(d) Trains, in tandem, must not exceed 100 cars and must not disconnect while any portion of the train is within interlocking limits.

(e) Westward interlocking signal governing westward movements on South Bypass Track is located to the left of the track it governs. As there is no approach signal, westward movements on South Bypass Track must approach governing interlocking signal prepared to stop and then be governed by indication displayed or instructions of bridge operator.

(f) Except in case of emergency, eastward movements must avoid stopping on Fraser River bridge.

(g) All movements must monitor Channel 8 until clear of the drawbridge.

4 EQUIPMENT RESTRICTION

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

(Continued on Page 29)

YALE SUBDIVISION FOOTNOTES

5 SPEEDS

5.1 Mile			MILES PER HOUR Passenger	Freight
0.0 to	10.9	Zone	30	25
10.9 to	15.6	Zone	40	30
15.6 to	24.9	Zone	35	25
24.9 to	26.7	Zone	40	30
26.7 to	27.0	Zone	40	35
27.0 to	33.7	Zone	50	40
30.5 to	30.7	.....	45	..
33.7 to	41.0	Zone	40	35
41.0 to	45.7	Zone	55	45
45.7 to	52.2	Zone	55	50
52.2 to	53.1	Zone	50	40
53.1 to	57.1	Zone	40	35
57.1 to	61.5	Zone	50	40
61.5 to	63.3	Zone	45	40
61.5 to	61.7	.....	35	30
63.3 to	78.3	Zone	70	60
78.3 to	80.0	Zone	50	40
80.0 to	81.6	Zone	35	30
81.6 to	84.6	Zone	45	35
84.6 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	100.0	Zone	65	55
100.0 to	101.0	Zone	50	40
101.0 to	113.8	Zone	50	50

5.2 Sidings 15 15

CONDITIONAL SPEEDS

5.3 **Boston Bar** (Boston Bar Station Road) Mile 125.49 Ashcroft Sub. Eastward movements approaching within 450 feet of crossing and until crossing occupied 10 10

5.4 **Mile 89.8** (Page) Entering and leaving turnout until entire train is through turnout 25 25

6 CROSSOVERS (not otherwise indicated)

6.1 **Mile 106.3** — One crossover.

7 PUBLIC CROSSINGS AT GRADE

7.1 **Mile 43.9** (Airport Road) — Warning Devices. Automatic: Push button device to de-activate and restart warning devices 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.

7.2 **Mile 47.75** (St. Elmo Road) — Warning Devices. Automatic: Movements proceeding at 10 miles per hour or less within 2470 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.

7.3 **Mile 65.32** (Nevin Road) — Warning Devices. Automatic: Regional Special Instruction M-1 applicable to westward movements.

7.4 **Mile 71.94** (Young Street) — Warning Devices. Automatic: Westward movements stopping at signal 719 must stop at least 150 feet east of signal.

8 SLIDE DETECTOR FENCES

8.1 Mile		Length
5.25 to	5.40	800 feet
6.95 to	7.11	850 feet
8.10 to	8.25	780 feet
8.51 to	8.70	1025 feet
8.88 to	8.92	210 feet
11.24 to	11.35	600 feet
21.45 to	21.50	250 feet
22.49 to	22.59	500 feet
23.44 to	23.70	1040 feet

9 TUNNELS

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

10 SPURS AND OTHER TRACKS

10.1	Mile	Capacity in Feet	Points Face
M of W Tracks YF 07/08	12.7	2120	EastWest
Rock Pit Spur YF 13	22.5	860	West
M of W Spur YF 18	31.5	1180	West
Yard YF 22/23/24	40.2	4050	EastWest
M of W Track YF 35	49.6	1120	West
M of W/Team Spurs YF 45/46	60.8	1230	West
M of W Spur YH 10	83.2	1130	West
M of W Track YH 15 (South Track)	87.4	1020	EastWest
Connection to CP Rail Mission Sub. (North Track)	87.9	1570	East
M of W Track YH 20 (South Track)	97.9	1600	East
E.W.E. Holdings Ltd. YH 22 (North Track)	98.9	310	East
OCS Spur YH 25 (South Track)	103.0	490	East
M of W Track YH 24 (North Track)	103.2	1590	EastWest

10.2 **McDonald Cedar Spur YH 26**
Mile 103.2 (North Track) — Capacity 200 feet. Points face west.

Movement of cars detached from engine is prohibited.

All movements on this spur must be made with air brakes cut in and operative.

10.3	Mile	Capacity in Feet	Points Face
Texada Lime Ltd. Lead YH 29 (North Track)	106.4	4050	East
Chevron Spur YH 35 (North Track)	106.8	450	East
M of W Track YH 32 (North Track)	107.2	1560	EastWest

(Continued on Page 30)

YALE SUBDIVISION FOOTNOTES

10.4 **Langley Industrial Park Lead — Mile 107.5 (South Track)** — Extends 5980 feet southward. Switch points face east.

PUBLIC CROSSINGS AT GRADE

Mile 0.44 (96th Avenue)
Mile 1.14 (92A Avenue)

STOP signs erected at the crossing. Movements over these crossings must be manually protected.

10.5

	Mile	Capacity in Feet	Points Face
Parker Cedar Products Spur YH 59 (North Track)	108.2	810	West
S & R Lumber Spur YH 62 (North Track)	108.4	280	East
Teal Cedar Spur YH 70 (North Track)	109.8	100	East

11 SPECIAL DANGEROUS COMMODITIES

11.1 Westward movements must be inspected at mile 84.9 and mile 105.1.

Movements must not exceed 35 miles per hour between mile 97.0 and mile 113.8.

Westward movements, unless inspected at mile 58.2, must not exceed 35 miles per hour between mile 66.0 and mile 79.0.

Eastward movements, unless inspected at mile 105.1, must not exceed 35 miles per hour between mile 90.0 and mile 85.0.

Eastward movements, unless inspected at mile 84.9, must not exceed 35 miles per hour between mile 79.0 and mile 66.0.

GREATER VANCOUVER TERMINALS

1 GENERAL

Crews operating to CP Rail trackage may obtain CP Rail Daily Operating Bulletin (DOB) at the following locations:

Vancouver Main Yard
Waterfront
Vancouver VIA booking-in room
Lynn Creek
Lulu Island
Thornton Yard

When semi-automatic switches are in use on a crossover, either both switches must be left normal or both switches lined for the crossover. When a crew lines a crossover switch for their movement, they will be responsible for also lining the other switch to comply with these instructions.

Engine bell must be rung continuously when engine is moving within the following sites: Lynn Terminal, Seaboard, Neptune Terminals, Centennial, Ballantyne and Vanterm.

SPEEDS

Unless otherwise specified, the maximum speed on the Brownsville Industrial Line; all yard tracks at Lynn Creek except Lynn Term and the Seymour Industrial Branch; Thornton Yard tracks PF 00 to PF 47, PC 71 to PC 83, River Lead, Middle Lead, CE 01 and PA 00 to PA 13 is 15 MPH.

2 NORTH SHORE INDUSTRIAL LINE (N.S.I.L.)

Mile 151.8 BN Rly. Pacific Division Ninth Subdivision. Extends north-westerly for 6.0 miles from Willingdon Jct. to East boundary of Chesterfield Ave., where it connects with BC Rail.

2.1 **CTC SPECIAL FEATURES**

CTC in service between Willingdon Jct. and mile 3.4 and is controlled by the BN Rly RTC between Willingdon Jct. and Egan and by the Control Operator at Second Narrows Bridge between Egan and mile 3.4. CROR Rules 560-576 inclusive applicable.

Telephones are located in the vicinity of signals 13D (in the tunnel), 25D and 29D (near each end of bridge) and at Egan.

Rule 27 — Signals 12D and 13D, within Thornton Tunnel at mile 1.3, are incapable of displaying a "STOP" indication. If either of these signals is imperfectly displayed, it will indicate "Proceed at restricted speed".

Northward movements failing to receive a signal indication to proceed from Willingdon Jct. to North Shore Industrial Line must obtain permission to pass the signal from Control Operator at Second Narrows Bridge and from B.N. Rly. RTC at New Westminster.

Southward movements destined beyond Egan must receive B.N. Rly. clearance from Control Operator at Second Narrows Bridge and will be governed by B.N. Rly. time table, rules and regulations at Egan. Permission to pass southward signal at Egan in STOP indication must be obtained from RTC at New Westminster.

2.2 **SPECIAL APPLICATIONS**

Rule 40.1 — not applicable.

2.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 2.5 — applies at Neptune Terminals Access Road public crossing at grade, mile 4.34 (RTC R-37688).

Item 6.4(g) — not applicable.

Item 12.9(a) — applicable.

Item 16.1(6) — Lynn Creek..... Tracks NF 34 and 35

2.4 **INTERLOCKINGS**

Second Narrows Bridge (Lift Span), mile 2.7 — Locally-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 CROR Rule 564, the requirements of CROR Rule 609 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.

2.5 **SPEEDS**

Mile	MILES PER HOUR
0.0 to 2.5	30
2.5 to 2.9 (Second Narrows Bridge)	20
2.9 to 6.0	15
Through crossovers	10
Through Lonsdale Tunnel	10

2.6 PUBLIC CROSSING AT GRADE

Mile 4.34 (Neptune Terminals Access Road) — Warning Devices. Automatic:

Cars must not be left within 150 feet of crossing.

Movements must not obstruct this crossing between 0740 and 0755 daily.

2.7 **TUNNELS**

Mile	Length
0.36 (Thornton Tunnel)	11,235 feet
5.60 (Lonsdale Tunnel)	1,584 feet

Thornton Tunnel is equipped with a radio repeater system to ensure communication with Second Narrows Bridge CTC Control Operator. Movements within the tunnel will use Channel 1 to contact Control Operator. Employees not equipped with Channel 1 will use Channel 5, but must, before entering tunnel, advise the Control Operator accordingly.

At Lonsdale Tunnel, single aspect color light signal 55 located 460 feet east of tunnel east portal and single aspect color light signal 58 located 30 feet 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 feet. 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.

(Continued on Page 32)

GREATER VANCOUVER TERMINALS

2.8 **RESTRICTED CLEARANCES**
Neptune Terminals
Restricted clearance inside potash unloading shed.

Awnings and wind deflectors on locomotives, when extended, will not clear coal dumper.

2.9 **SASKATCHEWAN WHEAT POOL (S.W.P.)**
Tracks N304, N306, N308, N310 and N312
To clear derail, remove switch lock and keeper to allow operating lever to rise $^1/_2$ inch. Illuminated white light on housing indicates lever is released and derail can be cleared. Clearing one derail cancels locking features on other derails in same group. Derails in one group, however, must be returned to derailing position with keeper in place and locked before electronic interlock will allow any release of derails in the other group. After switching last group, replace derails and lock.

Standard delay before release of derail is 30 seconds (variable). If S.W.P. personnel activate their override emergency button prior to 30 seconds, red flashing lights on face of trainshed will so indicate. Once extinguished, derails can be cleared and switching may commence. If emergency button is pressed after 30 seconds, red flashing lights and horn will be activated. Rail movement must then **stop** at once and remain so until cleared by S.W.P. personnel. Car puller outside of track shed between tracks N306 and N308 is automatically deactivated when any derails are released.

2.10 **SIGNALLED TRACK NF 31**
Single aspect dwarf signal 49D at mile 5.0 and single aspect dwarf signal 52D at mile 5.2 will govern the use of Track NF 31 between these two miles.

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 opposite signal to stop opposing movements.

Other movements must not enter Track NF 31 through the two crossovers located between signals 49D and 52D until it has been ascertained that there are no conflicting movements on track NF 31.

2.11 **CN-BCR INTERCHANGE**
Extends north-westerly from East boundary of Chesterfield Ave. (Mile 0.0 BC Rail Squamish Sub).

GENERAL OPERATING INSTRUCTIONS — Form 696

Item 2.5 — applicable at the following public crossing at grade:
Mile 0.0 BC Rail Squamish Sub (Chesterfield Ave.).

PUBLIC CROSSING AT GRADE

Mile 1.1 (Two Tracks) (Pemberton Avenue) — Warning Devices. Automatic:

Movements entering these tracks within 800 feet of the crossing must not occupy the crossing until crossing protection gates are observed to be in the horizontal position, or unless protected as prescribed by CROR Rule 103(f).

3 SEYMOUR INDUSTRIAL BRANCH

Diverges from track NF 50 at mile 3.7 (N.S.I.L.) and extends easterly for 1.6 miles.

Units in groups E (9302-9667) and G prohibited.

3.1 PUBLIC CROSSING AT GRADE

Mile 0.77 (Riverside Drive) — Warning Devices. Automatic: STOP signs located at crossing. (WDR 1987-152).

4 VANCOUVER MAIN YARD

Mile 155.3 BN Rly Pacific Division Ninth Subdivision:

Extends northwesterly for 1.1 miles from CN Jct. to Station Street.

4.1 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 16.1(6) — Tracks M 08 and 09.

5 BURRARD INLET (BI) LINE

Mile 155.6 BN Rly. Pacific Division Ninth Subdivision. Extends northerly to the waterfront.

5.1 **RAILWAY CROSSING AT GRADE**
CP Rail ..... Waterfront ..... Semi-Automatic. Equipped with gates. Normal position of gates is stop for BN/CN movements. Instructions for operating key controller are posted in the key controller box.

BN/CN movements shall stop clear of Powell Street until gates are opened and the way is clear for movement across CP Rail tracks to avoid blocking traffic on Powell Street. Crossing signals governing traffic on Powell Street are manually controlled by handle of electric gate lock.

BN/CN movements over the interlocking are governed by manually operated gates on both sides of the CP Rail tracks, electrically locked under control of CP Rail CTC control operator at Coquitlam.

Authority to release the gate lock must be obtained from CP Rail control operator. CP Rail telephone is attached to side of bungalow about 100 feet east of crossing.

Authority to break seal on emergency release must first be obtained from CP control operator. Employees will then be governed by instructions from the control operator and instructions posted at the box.

If seal on emergency release is found broken or missing, report must be made promptly to CP control operator and CN yardmaster so that BN signal maintainer can be notified to reset the emergency release.

6 BROWNSVILLE INDUSTRIAL LINE

Mile 117.6 Yale Sub. — extends westerly for 2.4 miles to Fraser Surrey Dock.

Units in groups E (9302-9667) and G prohibited.

6.1 **RAILWAY CROSSING AT GRADE**
Southern Railway
of BC ..... mile 1.2 ..... non-interlocked.

6.2 PUBLIC CROSSING AT GRADE
Mile 1.21 (Timberland Road) — Warning Devices. Automatic: STOP signs located at crossing.

(Continued on Page 33)

GREATER VANCOUVER TERMINALS

7 TILBURY ISLAND LINE

Extends westerly from BN Joint Section at Townsend for 4.1 miles.

Units in groups E (9302-9667) and G prohibited.

8 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 mile 17.2.

Units in groups E (9302-9667) and G prohibited.

8.1 **CANADIAN RAIL OPERATING RULES**

There is no advance signal for eastward movements to Fraser River drawbridge at New Westminster. Movements must approach eastward governing interlocking signal prepared to stop and there be governed by indication displayed or instructions of bridge operator.

8.2 **RAILWAY CROSSING AT GRADE**

Southern Railway of BC ..... mile 1.99 ..... non-interlocked (Rayonier Spur)

8.3 **DRAWBRIDGE**

Swing Span Bridge mile 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 operator.

Bridge operator's standby channel 26. All movements must monitor this channel until clear of the drawbridge.

8.4 PUBLIC CROSSINGS AT GRADE

Mile 9.05 (No. 6 Road) — Warning Devices. Automatic: Equipped with STOP-START pushbutton.

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

8.5 **MAXIMUM SPEED**

Mile	MILES PER HOUR
0.0 to 15.6	15
(14th Street)	10
4.88 Swing Span Bridge	10
10.12 (No 5 Road) Eastward movements, until crossing occupied	10

8.6 Signal 15 at mile 1.6 and signal 18D at mile 1.8 govern the use of trackage between these two miles.

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

When a STOP indication 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 Southern Railway of BC trackage at either end, but only indicates occupancy between the signals.

Crews must be sure that Southern Railway of BC movements are clear and switch properly lined before accepting signal.

8.7 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Lulu Island ..... Track DF 25

9 SUSSEX AVENUE INDUSTRIAL BRANCH

Mile 4.4 Lulu Island Industrial Line — Diverges on North Arm of Fraser River and extends westerly for 1.0 miles.

10 EWEN INDUSTRIAL BRANCH

Mile 5.3 Lulu Island Industrial Line — Extends southerly for 1.6 miles to LaFarge Cement Co.

11 CRESTWOOD INDUSTRIAL BRANCH

Mile 9.1 Lulu Island Industrial Line — extends southerly for 1.1 miles.

11.1 PUBLIC CROSSINGS AT GRADE

Mile 0.07 (Vulcan Way) — All movements over crossing must be manually protected.

Mile 0.51 (Bridgeport Road) — All movements must stop before occupying crossing.

12 JOHNSTON TERMINALS INDUSTRIAL LEAD

Extends from mile 0.5 Crestwood Industrial Branch.

12.1 PUBLIC CROSSING AT GRADE

Mile 0.16 (Viking Way) — All movements must stop before occupying crossing.

13 STEVESTON INDUSTRIAL BRANCH

Mile 15.6 Lulu Island Industrial Line — extends westerly for 1.2 miles to Fletcher Challenge Co.

14 FRASER MILLS LEAD

Mile 144.1 BN Rly Pacific Division Ninth Subdivision: On the Joint section, access to the Fraser Mills Lead is through the Cumberland Street crossover at mile 144.1, thence eastward (northward) for 1600 feet on the CP Rail Westminster Subdivision and onto Fraser Mils Lead through a hand operated switch.

Electrically-locked switches on both BN and CP tracks at Cumberland Street are under control of BN RTC at New Westminster and permission to use them mut be obtained from the RTC for movement in both directions.

Normal position for switches on CP tracks at Cumberland Street and Fraser Mills Lead is for CP main track and will be restored to normal position as soon as movement over them is completed.

Before fouling Spruce Street when ready to leave Fraser Mills, permission to enter BN main track at Cumberland Street must be obtained from BN RTC at New Westminster. All movements must stop before occupying Spruce Street crossing on Fraser Mills Lead.

(Continued on Page 34)

GREATER VANCOUVER TERMINALS

15 CN-CP EXCHANGE YARD

CP Jct. mile 145.3 B.N. Rly. Pacific Division Ninth Subdivision:

Extends North on West leg of wye to Sapperton mile 5.6 CP Rail Westminster Subdivision then to mile 3.7 Westminster Subdivision (just North of Freeway overpass).

Maximum Speed . . . . . 10 MPH.

CROR Rules 560 to 576 inclusive apply between Signal 1123 Cascade Subdivision and Northward Signals 55E and 55W, mile 5.6 Westminster Subdivision at Sapperton. CTC is controlled by Operator at Coquitlam Yard. Crossover switches at Sapperton, mile 5.6 are dual control.

Do not exceed 5 miles per hour on West leg of wye.

Do not exceed 10 miles per hour on new Fraser Mills Exchange yard and lead to CN connection track.

King Edward Ave. crossing mile 4.9 must not be blocked by switching movements or standing trains between 0730 and 0745 or between 1600 and 1615. To avoid blocking this crossing, in case of delay, movements from exchange yard enroute BN Rly. tracks must call BN Rly. RTC New Westminster before leaving and be govemed by instructions received.

16 WATERFRONT YARD

Extends 0.5 miles westward and 0.7 miles eastward from connection with Burrard Inlet (BI) Line.

Units in groups E (9302-9667) and G prohibited.

16.1 **Centerm —**
Push button warning device located on side of overhead catwalk located north side of tracks W007, W008 and W009. This button must be pressed prior to any switching movements in these tracks. Alarm must be deactivated upon completion of switching.

16.2 **Vanterm Dock —**
Entrance gate equipped with push button warning device, located on lamp post immediately east of gate to wam Vanterm Dock employees of approaching movement. This button must be pressed to sound alarm each time before a movement enters tracks WO61, WO62, WO63, WO64, WO65 and WO66. Alarm will shut off automatically.

16.3 **Pacific Elevators —**
Alert button must be activated at the following locations:
(a) on building adjacent to track W079 when switching W079 through W081. (House 1)
(b) on building adjacent to track W076 when switching W076. (Warehouse Track)
(c) on fence adjacent to track W072 when switching W072 through W074. (House 3)

A blue strobe light and audible horn on poles located southwest of House 3 may be activated by elevator personnel. STOP movement at once when observed.

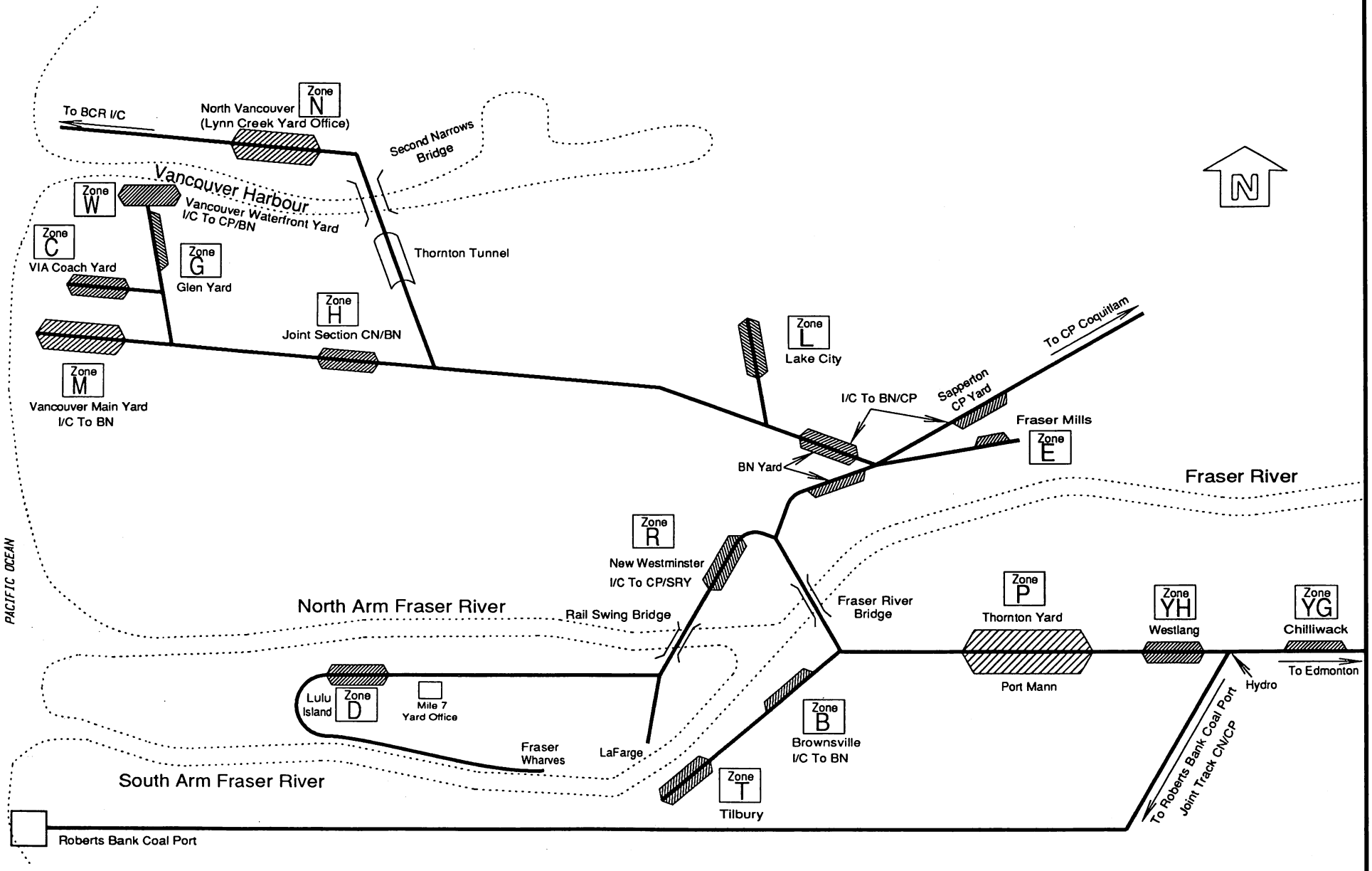
Cars spotted on House 3 must be left north of crossing.

16.4 Due to track curvature, movements to/from Waterfront yard over the BI Line must be marshalled by car length as follows:
(a) 80 feet and over, on rear of movement;
(b) 63 feet and under, on head end; and
(c) between 64 and 79 feet, anywhere in the movement.

16.5 **Ballantyne Pier —**
Account structural weakness in the pier supports, no cars are to occupy tracks for a distance of 50 feet from end of Tracks WO 45, 46 and 47.

16.6 **GENERAL OPERATING INSTRUCTIONS — Form 696 Item 16.1(6)** — Track WF 03

Greater Vancouver Terminal



RAWLISON SUBDIVISION

WESTWARD TRAINS	Miles	Daily Operating Bulletin (Vancouver East)	STATIONS	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	EASTWARD TRAINS
	0.0	0.0	CTC — **HYDRO** — Jct. with Yale Sub.	....			
			1.6				
	1.6		**RAWLISON**	7860	CH-2 T-1	CH 82	
			0.8				
	2.4		**HOPEWELL**	....	✶044	✶244	
			0.1				
	2.5	2.5	**LIVINGSTONE** — Jct. with CP Rail and Southern Railway of BC	....			

Trains and Engines between Livingstone and Pratt will be governed by CP Rail Time Table, Rules and Regulations.

7.5

....		**PRATT** — Jct. with BC Rail, CP Rail and Southern Railway of BC	....	

Trains and Engines between Pratt and Roberts Bank will be governed by BC Rail Time Table, Rules and Regulations.

23.2

....		**ROBERTS BANK** — BC Rail	....	

RAWLISON SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **CTC SPECIAL FEATURES**

Signal 00 at Hydro, signals 07, 08 and 08D at siding east switch Rawlison are controlled by CN RTC at Kamloops.

Signals at siding west switch Rawlison and at Livingstone are controlled by BC Rail RTC at North Vancouver.

RAWLISON siding is a signalled siding. CROR Rules 560-576 inclusive apply.

1.2 **SPECIAL APPLICATIONS**

Rule 48 — applicable.

Rule 99.1 — applicable.

1.3 **SPECIAL INSTRUCTIONS**

Regional M-3(e) — applicable.

1.4 **GENERAL OPERATING INSTRUCTIONS — Form 696 Item 6.4(g)** — not applicable on siding Rawlison.

2 GENERAL FOOTNOTES

2.1 Trains on CP Rail Page Sub between Livingstone and Pratt and on BC Rail Port Sub between Pratt and Roberts Bank must be in possession of current "ROBERTS BANK ROUTE JOINT DOB". In the application of Rule 83.1(b), Southern Railway of BC RTC will extend DOB and may cancel a specific item of the DOB between Livingstone and Pratt only and BC Rail RTC will extend DOB and may cancel a specific item of the DOB between Pratt and Roberts Bank only. CP Rail trains in possession of current ROBERTS BANK ROUTE JOINT DOB need not be in possession of current VANCOUVER EAST DOB while operating between Hydro and Livingstone. In the application of Rule 83.1(b) CN Rail RTC will extend DOB and may cancel a specific item of the ROBERTS BANK ROUTE JOINT DOB between Hydro and Livingstone only.

2.2 Locomotive engineers on loaded coal trains arriving at Roberts Bank will arrange to deliver copy of Schedule "A" to the BC Rail Operator, who will attach this copy to the Daily Operating Bulletin of the outgoing locomotive engineer.

3 EQUIPMENT RESTRICTION

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

4 SPEEDS

4.1

Mile		MILES PER HOUR All Trains
0.0 to 2.5	Zone	45
Rawlison Siding		30

5 PUBLIC CROSSING AT GRADE

5.1 **Mile 0.17** (River Road) — Warning Devices. Automatic: 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 CN RTC located adjacent to push button control.

NORTHWARD TRAINS

SOUTHWARD TRAINS

OKANAGAN SUBDIVISION

Miles	Cautionary Limits	*Daily Operating Bulletin		STATIONS	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes
118.9	↓	118.9		KELOWNA ..... CDU	....	
	116.0			5.2		
113.7	....			RUTLAND	2200	CH-6 T-2
				4.2		
109.5	....			POSTILL	....	#255
				3.6		
105.9	....		OCS	WINFIELD	1360	
				6.7		
99.2	....			OYAMA	....	
				6.9		
92.3	....			KALAMALKA	....	CH-7 T-2
				4.7		
87.6	88.6 ↑			LUMBY JCT. ..... DU	....	#254
				Jct. with Lumby Sub.		
				2.1		
85.5				VERNON ..... U	....	

Trains and Engines between Vernon and Armstrong will be governed by CP Rail Time Table, Rules and Regulations.

14.7

70.8	....			ARMSTRONG ..... D	....	CH-7 T-2
				9.3		
61.5	....			O'KEEFE	....	#254
				9.1		
52.4	....			SWEETSBRIDGE	....	CH-6 T-2
				5.1		
47.3	....			FALKLAND	1520	#253
				9.5		
37.8	....		OCS	WESTWOLD	1220	
				6.9		
30.9	....			MONTE LAKE	3000	
				4.4		
26.5	....			DUCKS MEADOW	....	CH-7 T-2
				7.6		
18.9	....			ROBBINS	....	#252
				4.5		
14.4	....			CAMPBELL CREEK ..... D	....	

Trains and Engines between Campbell Creek and Can. Pac. Jct. will be governed by CP Rail Time Table, Rules and Regulations.

10.9

3.5	3.5 ↕	↕		CAN. PAC. JCT. ..... U	....	CH-6 T-2
				3.5		
				Jct. with Ashcroft Sub.		
0.0	0.2	0.0		KAMLOOPS ..... CUY	....	#251

Main track begins at mile 0.2.
Rule 105 applicable between mile 0.0 and 0.2.

OKANAGAN SUBDIVISION FOOTNOTES ON PAGES 38 and 39.

OKANAGAN SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 83.1(a) — * Kamloops East DOB
* Kamloops West DOB
Rule 99.1 — applicable.

1.2 **SPECIAL INSTRUCTIONS**
Regional M-3(c) and (e) — applicable.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Kelowna . . . . . Track OE 52
Vernon . . . . . Track OC 88
Item 17.2(14) a running brake test must be made by northward trains prior to passing Ducks Meadow.
Item 17.9(1) applicable to northward freight trains between Ducks Meadow and Campbell Creek.

2 GENERAL FOOTNOTES

2.1 **Mile 0.0 to 0.2**
Protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43.
CROR Rule 40.1 not applicable.
Refer to diagram as illustrated in Clearwater Sub General Footnote 2.3.

2.2 **Derail** installed on main track at mile 14.4.

2.3 **When pressure** retaining valves are used, stop must be made at Robbins for inspection 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.

2.4 **Vernon** — CP Rail siding at Vernon is located immediately west of the main track and extends from a point just south of 41st Ave., CP Rail time table mile 45.6 to a point just north of 32nd Ave., CP Rail time table mile 46.2.

2.5 **Look out** for fallen rocks between miles 89.0 and 94.9.

2.6 **Block Indicators** are located on CP Rail main track at Campbell Creek and mile 127.1 CP Rail Shuswap Sub.

3 EQUIPMENT RESTRICTIONS

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

3.2 **Kelowna** — Engines must not operate over scale on Fletcher Challenge Ltd. chip and log spur. If necessary to switch this track, sufficient reachers must be used.

4 SPEEDS

4.1 Mile			MILES PER HOUR All Trains
0.0 to	2.7	Zone	20
2.7 to	3.5	Zone	15
14.4 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
32.0 to	33.5	. . . . .	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

CONDITIONAL SPEEDS

4.2 **Mile 3.3** (Lorne Street)
Approaching within 500 feet of crossing and until crossing occupied 10

4.3 **Miles**
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 **Mile 118.0** (High Road)
Northward movements approaching within 1350 feet of crossing and until crossing occupied. 30

4.5 **Mile 118.17** (Gordon Drive)
Approaching within 500 feet of crossing and until crossing occupied 15

4.6 **Mile 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 **Mile 113.2** (Sexsmith Road) — Warning Devices. Automatic: 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.

5.2 **Mile 118.0** (High Road) — Warning Devices. Automatic: Equipped with push button.

5.3 **Mile 118.9** (Ellis Street) — Warning Devices. Automatic: Equipped with push button.

6 TUNNEL

6.1 Mile	Length
20.4	475 feet

(Continued on Page 39)

OKANAGAN SUBDIVISION FOOTNOTES

7 SPURS AND OTHER TRACKS

7.2 **Track KS51**
Mile 3.2 — Capacity 1390 feet, switch points face south. Ballast Car Cleaning Facility located 640 feet from main track switch. Engines must not be operated beyond the structure due to restricted clearance.

7.2	Mile	Capacity in Feet	Points Face
Storage Track OC 01	14.5	1430	NorthSouth

7.3 **Campbell Creek Industrial Park Lead OC 02 —**
Mile 15.3 — Capacity 3680 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.

7.4	Mile	Capacity in Feet	Points Face
Ducks Meadow OC 12	26.5	1350	South
Falkland OC 21	47.3	1790	NorthSouth
Sweetsbridge OC 25	52.4	1320	South
O'Keefe	61.5	1390	North
Kalamalka OD 09.....	92.3	1790	South
Ballast Pit OD 16	99.7	1920	NorthSouth
Winfield OD 24	105.9	300	North

7.5 **Hiram Walker and Sons Ltd. OD 26 —**
Mile 107.2 — Capacity 7200 feet. Switch points face south.
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.

7.6	Mile	Capacity in Feet	Points Face
Spur OD 27	109.5	680	South
Hawkeye Holdings OD 30	112.9	1470	North
Pacific Petroleums OD 37	113.7	1030	North
Rock Propane OD 43	114.5	1740	NorthSouth

7.7 **Kelowna Loop Track OE 13**
Mile 118.0 —
PUBLIC CROSSINGS AT GRADE
Mile 0.73 (Richter Street)
Mile 0.96 (Ellis Street)
Movements over these crossings must be manually protected. (WDR 1983-000169)

8 RADIO SYSTEMS

8.1 On CP Rail trackage between CAN. PAC. JCT. and CAMPBELL CREEK, trains will monitor CH CP-5 (CN Position 7). To call CP Rail RTC, switch to CH CP-6 (CN Position 8) and press the "Push-to-Talk" button 3 times. After hearing answerback tone, switch to CH CP-5. Wait for the RTC to respond.

8.2 On CP Rail trackage between ARMSTRONG and VERNON, trains will monitor CH CP-4 (CN Position 5). To call CP Rail RTC, switch to CH CP-6 (CN Position 8) and press the "Push-to-Talk" button 4 times. After hearing answerback tone, switch to CH CP-4. Wait for the RTC to respond. CP Vernon station standby channel CH CP-4 (CN Position 5).

8.3 EMERGENCY CALL TO CP RAIL RTC: Follow procedure in Footnotes 8.1 or 8.2 EXCEPT that after hearing answerback tone, voice call RTC on the "call-in" channel with your emergency message. RTC will respond on "call-in" channel.

9 SPECIAL DANGEROUS COMMODITIES

9.1 Southward movements must be inspected at mile 38.5 CP Rail Okanagan Sub. and at mile 99.2.
Northward movements must be inspected at mile 92.3.
Movements towards Kamloops must be inspected at mile 26.5 and at mile 118.5 CP Rail Shuswap Sub.

WESTWARD TRAINS

LUMBY SUBDIVISION

EASTWARD TRAINS

Miles	Cautionary Limits	Daily Operating Bulletin (Kamloops East)	STATIONS	RTC Standby Channels, Tones and DTMF Tower Codes
14.4	↓	14.4	LUMBY ..... UY	
	10.8	↑	6.5	
7.9	....	↓	LAVINGTON	CH-7
			3.8	T-2
4.1	....		COLDSTREAM	#254
			4.1	
0.0	....	0.0	LUMBY JCT.	
			Jct. with Okanagan Sub.	

OCS

LUMBY SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 99.1 — applicable.

1.2 **SPECIAL INSTRUCTIONS**
Regional M-3(c) and (e) — applicable.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 17.2(14) a running brake test must be made by westward trains prior to passing Coldstream.
Item 17.9(1) applicable to westward trains between Coldstream and Lumby Jct.

2 EQUIPMENT RESTRICTIONS

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

2.2 Units in group E prohibited.

3 SPEEDS

	Mile		MILES PER HOUR All Trains
3.1	0.0 to 14.4	Zone	25
	0.1 bridge	.....	10
3.2	Mile 0.0 to 14.4 Units in group D	.....	15
3.3	Movements handling cars having gross weight over 220,000 lbs	.....	15

4 PUBLIC CROSSING AT GRADE

4.1 **Mile 14.34** (Shuswap Avenue) Warning Devices. Automatic: STOP signs located on each side of crossing.

5 SPURS AND OTHER TRACKS

5.1

	Mile	Capacity in Feet	Points Face
Industrial Spur LE 05	4.1	1520	EastWest
Lavington Planer Mills LE 07 .	7.9	2680	EastWest

5.2 **Consumers Glass Co.**
Mile 8.6 — Capacity 1710 feet. Switch points face east.
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.

5.3

	Mile	Capacity in Feet	Points Face
Riverside Forest LE 13	10.9	850	West
Riverside Forest LE 14	11.1	760	West
Gorman Bros. LE 18	12.0	400	East

NORTHWARD TRAINS

SOUTHWARD TRAINS

CAMROSE SUBDIVISION

Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Switching Zones	Cautionary Limits	*Daily Operating Bulletin		STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
....	95.1	....	↓	95.1			....	
			93.0	↑		10.8		
....	84.3	....	....			MIRROR ..... BCDUY	....	
						8.5		
....	75.8	....	....			BASHAW	1920	
73.0						5.2		
....	70.6	....	....			DORENLEE	2120	
						7.5		
....	63.1	....	....			FERINTOSH	2060	
						3.3		
....	59.8	....	....			NEW NORWAY	2020	
						5.5		
....	54.3	....	....			DUHAMEL	2090	
						5.7		
....	48.6	....	49.0			FERLOW JCT.	....	
			↑			Jct. with Stettler Sub.		
....	48.1	....			OCS	ALLIANCE JCT. ..... U	....	
						0.5		
....	47.4	....				CAMROSE ..... U	3170	CH-3 T-2
						0.7		
....	46.4	....	46.4			CAMROSE JCT. ..... UY	....	
			↓			Jct. with Demay Sub.		
....	38.3	....	....			1.0		
						BARLEE ..... U	....	
....	31.3	....	....			8.1		
						ARMENA	1560	
....	24.7	....	....			7.0		
						HAY LAKES	1880	
....	17.0	....	....			6.6		
						NEW SAREPTA	6340	
13.5						7.7		
....	4.5	4.8	....			LOOMA	....	
		↑				12.5		
....	2.2		....		CTC	STRATHCONA ..... *DW	....	
						2.3		
....	0.0		....	0.0		EAST EDMONTON ..... W	9020	
				↓		2.2		
						BRETVILLE JCT. ..... WY	....	
						Jct. with Wainwright Sub.		

CTC between Bretville Jct. and mile 4.8.
Rules 301-313 applicable between mile 4.8 and Mirror.

CAMROSE SUBDIVISION FOOTNOTES ON PAGES 42, 43 and 44.

CAMROSE SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **CTC SPECIAL FEATURES**

No train or engine shall clear the main track at the following switches (BTC 111578, R-12464, R-23195):

Miles 1.26, 1.61, 2.5 and 4.4.

At East Edmonton, movements entering the main track through crossover mile 1.7 must obtain RTC's permission before reversing crossover south switch.

1.2 **SPECIAL APPLICATIONS**

Rule 6 — Strathcona — * Southward trains report only.

Rule 48 — applicable.

Rule 83.1(a) — * Edmonton Terminals DOB
* Edmonton South DOB

Rule 99.1 — applicable.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Mirror ..... Tracks OR 10 and 11

2 GENERAL FOOTNOTES

2.1 **East Edmonton** — Southward one mile sign governing the approach to Interlocked CP Rail crossing at grade mile 2.6 is located to left of main track.

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

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

2.3 **Rules for the Protection of Track Units and Track Work.**

Rules 805 and 809 applicable.

Rules 849 to 875 inclusive not applicable.

3 INTERLOCKINGS

3.1 **Railway Crossing at Grade**
CP Rail ..... Mile 2.6 ..... Automatic
If necessary to pass an interlocking signal indicating STOP in accordance with Rule 611, the requirements of Rule 564 must also be observed.
Maximum speed ..... 35 MPH.

3.2 **Railway Crossing at Grade**
CP Rail ..... Mile 47.7 ..... Automatic
Southward movements entering Camrose Sub. at Camrose Jct. must approach southward interlocking signal 476 at mile 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.
Maximum speed ..... 15 MPH.

4 EQUIPMENT RESTRICTIONS

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

4.2 Units in groups F and G must not be operated on the Alberta Wheat Pool Seed Division spur at Camrose.

5 SPEEDS

5.1 Mile		MILES PER HOUR All Trains
0.0 to 95.1	Zone	40
47.1 to 48.1	.....	15
49.2 to 54.3	.....	30
54.3 to 54.6	.....	15
57.6 to 58.4	.....	30

CONDITIONAL SPEEDS

5.2 **Miles 0.0 to 95.1**
Trains handling ballast and ore 35

5.3 **Mile 1.6**
Northward movements while passing block signal 16 35

5.4 **Mirror Yard** (Highway 50)
Mile 0.16 Three Hills Sub. Southward movements approaching within 400 feet of crossing and until crossing occupied 10

6 SPRING SWITCH

6.1 Station	Location
East Edmonton	South End

7 PUBLIC CROSSINGS AT GRADE

7.1 **Mile 0.75** (Strathcona Science Park Access Road) Warning Devices. Automatic: Equipped with push button.

Northward main track movements proceeding at 10 miles per hour or less within 1400 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.

Northward movements must stop south of crossing unless signal indication authorizes them to proceed.

7.2 **Mile 2.51** (Railway St.) Warning Devices. Automatic: STOP signs erected on other than the main track.

Regional Special Instruction M-1 applicable to southward movements.

7.3 **Mile 47.48** (39th Street) Warning Devices. Automatic: Equipped with push button.

Movements proceeding at 10 miles per hour or less within 825 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.

7.4 **Mile 47.8** (51st Avenue) Warning Devices. Automatic: Equipped with push button.

Movements proceeding at 10 miles per hour or less within 575 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.

(Continued on Page 43)

CAMROSE SUBDIVISION FOOTNOTES

8 SPURS AND OTHER TRACKS

8.1 **Petro Canada Refinery**
Mile 0.7 — Extends eastward, switch points face north and south.

(a) **North leg of wye**
Mile 0.5 — switch points face north.
PUBLIC CROSSING AT GRADE
Mile 0.12 (17th Street) — Warning Devices. Automatic: STOP signs on both sides of crossing.

(b) **South leg of wye**
Mile 0.8 — switch points face south.
PUBLIC CROSSING AT GRADE
Mile 0.06 (17th Street) — Warning Devices. Automatic: STOP signs on both sides of crossing. Movements entering main track must obtain RTC's authority to open electric lock before entering bonded section of crossing.

8.2 **Imperial Oil Ltd. Strathcona Refinery**
Mile 1.8 — extends westward off siding, switch points face north.

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.

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 switching empties into tracks D210, 211, 212, 213, 216, 217, 222, 223 and 224, a minimum of two cars with hand brakes applied must be in these tracks prior to permitting any cars to move under their own momentum and even then cars that have been set in motion must be accompanied by a rider. All other movements into and within the confines of these tracks must at all times be under the control of an engine coupled. Engines must not be operated west of loading racks.

Imperial Oil Ltd. safety regulations prohibit the railways from leaving units or cabooses in plant working trackage for extended periods of time. During meal periods, waiting for lists, or other switching interruption, the units or cabooses should be left in track DO35. This instruction does not apply during the normal switching operations when caboose or units are moved in and out of various tracks.

8.3 **Texaco Canada Ltd. Refinery**
Mile 2.3 — extends southward off lead, switch points face north.

When switching Texaco Canada Ltd. CP Rail 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.

8.4 **Sherwood Industrial Lead**
Mile 3.6 — extends north-easterly, switch points face south.

Switch Mile 0.8 connecting Track D101 is to be left set and locked for movement to Track D101.

PUBLIC CROSSING AT GRADE

Mile 1.0 (87th Avenue) — Movements over crossing must be manually protected. (RTC R-27915).

8.5 **Strathcona Industrial Line**
Mile 4.5 — extends 6.4 miles westward, switch points face north.

GENERAL OPERATING INSTRUCTIONS — Form 696

Item 2.5 — applicable at all public crossings at grade on the Strathcona Industrial Line including all spurs. (R-40828).

NON-INTERLOCKED
Railway Crossing at Grade
CP Rail ..... Mile 4.9

INTERLOCKING
Railway Crossing at Grade
CP Rail ..... Mile 5.0 ..... Automatic

PUBLIC CROSSINGS AT GRADE

Mile 2.7 (75th Street) Warning Devices. Automatic: Unless entire movement can clear crossing circuit, westward movements which are required to cut the crossing to perform switching must leave cars east of crossing circuit sign located 380 feet east of the crossing.

Mile 3.8 (91st Street) Warning Devices. Automatic: 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 at least 20 seconds.

Mile 5.07 (103rd Street) Warning Devices. Automatic: STOP signs on both sides of crossing.

Mile 5.32 (63rd Avenue) Warning Devices. Automatic: STOP sign located at the crossing.

(a) **West McIntyre Industrial Lead** — Mile 3.8 Strathcona Industrial Line. Capacity 2045 feet. Switch points face east.

PUBLIC CROSSING AT GRADE

Mile 0.23 (51st Avenue) — Warning Devices. Automatic: STOP sign located at the crossing.

8.6 **Cardium Supply Ltd. WO 01 —**
Mile 5.0 — Capacity 270 feet, switch points face north. When spotting or lifting cars, extreme caution must be used because of downgrade. In order to spot 2 cars, the south must be against stop block located at south end of unloading platform.

8.7 **Standard Tube of Canada Ltd. WO 03—**
Mile 5.0 — Capacity 210 feet. Switch points face north.

PUBLIC CROSSING AT GRADE

Mile 0.04 (64th Avenue) Movements over this crossing must be manually protected.

8.8

	Mile	Capacity in Feet	Points Face
Spur WO 02	5.1	630	North

8.9 **Reynolds Industrial Park CA 10 —**
Mile 5.3 — Capacity 4400 feet. Switch points face south.

(Continued on Page 44)

CAMROSE SUBDIVISION FOOTNOTES

8.10

	Mile	Capacity in Feet	Points Face
PE Ben WO 15	6.9	1000	NorthSouth
Looma CA 20	17.0	1550	NorthSouth
Storage Track CB 08/10	45.5	1530	South
Interchange Track CB 98	47.5	1130	North

8.11 **Steel Co. of Canada Ltd. CB 17 —**
Mile 47.7 — Capacity 6260 feet. Switch points face south.
Account 23 degree curvature, only the following groups of units may operate on this spur, and at a speed not exceeding 5 miles per hour.
Single units in groups A, C and D1 (GR-12: 1101-1182 and 1900-1915, and GR-17: 4365 and 4401-4595).
Single or multiple units in groups B and D2.

8.12 **Ferintosh Pit CC 25 —**
Mile 71.2— Capacity 2340 feet. Switch points face north.
Units in groups E, F, G and H must not be operated on this trackage.

9 SPECIAL DANGEROUS COMMODITIES

9.1 Northward movements must be inspected at mile 13.5.
Movements must not exceed 35 miles per hour between mile 13.5 and mile 0.0.
Movements must not exceed 35 miles per hour between mile 46.0 and mile 52.0.

WESTWARD TRAINS

ALLIANCE SUBDIVISION

EASTWARD TRAINS

Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton South)		STATIONS	Siding Capacity in Feet
59.2	↓	59.2		ALLIANCE U	....
	58.3	↑		8.0	
51.2	....			GALAHAD	1540
				7.6	
43.6	....			FORESTBURG	2380
				8.9	
34.7	....		OCS	HEISLER	2510
				12.5	
22.2	....			ROSALIND	2470
				5.8	
16.4	....			KELSEY	1830
				8.2	
8.2	....			KIRON	....
	1.0			8.2	
0.0	↑	0.0		ALLIANCE JCT. DU	....
				Jct. with Camrose Sub.	

ALLIANCE SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 41 — applicable. Maintenance foreman must replace torpedoes exploded.

Rule 48 — applicable.

Rule 99.1 — applicable.

Rule 105.1 — RTC need not be advised when cars are left on a siding.

2 GENERAL FOOTNOTE

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

3 EQUIPMENT RESTRICTION

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

4 SPEEDS

4.1 Mile		MILES PER HOUR All Trains
0.0 to 59.2	Zone	30

5 PUBLIC CROSSING AT GRADE

5.1 **Mile 51.4** (Secondary Road 861) — Warning Devices. Automatic: Eastward trains standing on main track meeting or waiting for an opposing train must stop clear of crossing sign located 1100 feet west of crossing.

6 SPURS AND OTHER TRACKS

6.1	Mile	Capacity in Feet	Points Face
Dresser Minerals Ltd. LA 19	23.0	770	EastWest

WESTWARD TRAINS

SANGUDO SUBDIVISION

EASTWARD TRAINS

Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Cautionary Limits	*Daily Operating Bulletin	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
....	0.0		0.0	..... UNION JCT. ..... DU	....	
				Jct. with Edson Sub.		
				1.7		
....	1.7	2.3		..... CANNELL ..... U	....	
				3.3		
....	5.0	....		..... ST. ALBERT	1370	
				8.0		
....	13.0	....		..... VILLENEUVE	1510	
17.2				6.4		
....	19.4	....		..... CALAHOO	1520	
				10.0		
....	29.4	....		..... ONOWAY	6140	
				6.6		
....	36.0	....		..... GUNN	....	
				8.4		
....	44.4	....		..... GLENEVIS	1480	
				7.1		
....	51.5	....		..... CHERHILL	1040	
				5.5		
....	57.0	....		..... LISBURN	1470	
				5.5		
....	62.5	....		..... SANGUDO	1650	
				6.4		
....	68.9	....		.... ROCHFORT BRIDGE	1530	CH-8
				5.3		T-1
....	74.2	....		..... MAYERTHORPE	2760	
				3.5		
....	77.7	....		..... LOMBELL	6110	
				2.1		
....	79.8	....		..... GREENCOURT	....	
				9.9		
....	89.7	....		..... BLUE RIDGE	1510	
				13.6		
....	103.3	99.5 / 106.6		..... WHITECOURT .... *BDUY	....	
				17.2		
....	120.5	....		..... WINDFALL JCT. ..... *D	....	
				1.3		
....	121.8	....		..... HURDY	3830	
				10.9		
....	132.7	....		..... SILVER CREEK	3750	
				10.2		
....	142.9	....		..... KNIGHT	3760	
				0.9		
....	143.8	....		..... BENBOW JCT. ..... *D	....	
				14.4		
....	158.2	....		..... PASS CREEK	4210	
				0.5		
....	158.7	....		..... GRIZZLY JCT. ..... *D	....	
		166.0		8.9		
....	167.3		167.3	..... KAYBOB ..... DU	....	

OCS

SANGUDO SUBDIVISION FOOTNOTES ON PAGES 47 and 48.

SANGUDO SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 6 — Whitecourt — * Operating bulletins for outpost assignment only.
Windfall Jct. — * Trains to Windfall Spur report only.
Benbow Jct. — * Trains to Benbow Spur report only.
Grizzly Jct. — * Trains to Grizzly Sulphur Spur report only.

Rule 48 — applicable.

Rule 83.1(a) — * Edmonton Terminals DOB
* Edmonton North East DOB
* Edmonton West DOB

Rule 99.1 — applicable.

1.2 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Whitecourt ..... Track SB 45

2 GENERAL FOOTNOTES

2.1 **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.

2.2 **Windfall and Kaybob** — Due to the danger of starting fires in and around the bulk sulphur loading sites, crews are prohibited 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 District Superintendent handling instructions.

4 SPEEDS

4.1 Mile			MILES PER HOUR All Trains
0.0	to 60.0	Zone	30
60.0	to 63.0	Zone	20
63.0	to 65.0	Zone	15
65.0	to 66.5	Zone	20
66.5	to 67.8	Zone	15
67.8 bridge		.....	10
67.8	to 75.0	Zone	25
74.7 bridge		.....	10
75.0	to 91.5	Zone	30
91.5	to 101.5	Zone	15
101.5	to 120.5	Zone	25
106.5	to 106.9	.....	15
115.5	to 116.5	.....	15
120.5	to 140.0	Zone	40
120.5 bridge		.....	20
128.0	to 128.3	.....	30
133.6	to 133.9	.....	30
140.0	to 147.3	Zone	30
147.3	to 148.5	Zone	15
148.5	to 157.5	Zone	30
157.5	to 167.3	Zone	25
158.7 turnout		.....	15
4.2 Whitecourt Wye Trackage			5
4.3 Kaybob Loop Track			5

CONDITIONAL SPEEDS

		MILES PER HOUR All Trains
4.4	**Mile 0.2** (156th Street)	
	Westward movements approaching within 360 feet of crossing, until crossing occupied	10
	Eastward movements approaching within 210 feet of crossing, until crossing occupied	5
4.5	**Mile 74.40** (52nd Street) Movements approaching within 1000 feet of crossing and until crossing occupied	20
4.6	**Mile 102.47** (East Access Road) Movements approaching within 1000 feet of crossing and until crossing occupied	20
4.7	**Mile 103.36** (51st Street)	
	Westward movements approaching within 350 feet of crossing until crossing occupied	10
	Eastward movements approaching within 1000 feet of crossing and until crossing occupied	20
4.8	**Mile 103.93** (Highway 43) Movements approaching within 1000 feet of crossing and until crossing occupied	20

5 PUBLIC CROSSINGS AT GRADE

5.1 **Mile 0.2** (156th Street) Warning Devices. Automatic: Movements in either direction must ensure that gates are horizontal before entering crossing.

5.2 **Mile 19.33** (Calahoo Access Road) Warning Devices. Automatic: STOP signs erected on other than the main track.

5.3 **Mile 102.47** (East Access Road) Warning Devices. Automatic: Equipped with push button. Movements proceeding at less than 10 miles per hour within 800 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. SA 02 —**
Mile 4.2 — Capacity 230 feet, switch points face west. Cars must not be allowed to run free in this spur.

6.2

	Mile	Capacity in Feet	Points Face
Runaround Track SA 34	28.3	250	EastWest
Baroid of Canada SA 35	28.4	760	East
Onoway SA 39	29.9	1690	EastWest
Mayerthorpe SB 28	74.2	280	West
Mayerthorpe SB 25	74.4	380	West

(Continued on Page 48)

SANGUDO SUBDIVISION FOOTNOTES

6.3 **Blue Ridge Timber Co. SB 33 —**
Mile 89.6 — Capacity 10,370 feet, switch points face west. Run-around track, 1610 feet, located opposite Planer shed at east end of spur. Speed of 5 miles per hour must not be exceeded on curves.

Smoking and open flames prohibited.

All employees within the plant area must wear hard hats which are available at the bill box or security gate. This does not apply to those employees who are confined to the caboose or locomotive cab.

6.4

	Mile	Capacity in Feet	Points Face
Ballast Pit SB 37	100.2	2030	West
Millar Western Spur	103.4	5280	East
T. K. Haliburton Spur SB 69	104.2	250	West

6.5 **Alberta Newsprint Co. SB 86**
Mile 104.7 — Connected off east end North Yard and extends northward for 5.4 miles.

Trackage between mile 4.8 and mile 5.4 is used jointly by CN trains and ANC trackmobile.

CROR Rule 40.1 not applicable.

Maximum Speed — miles 0.0 to 4.8 . . . . . 20 MPH.

6.6 **Windfall Spur —**
Mile 120.5 — extends 6.2 miles southward, switch points face east.

Mile 0.0 to 6.2

Movements on this spur must be made under the provisions of CROR Rules 301-313 inclusive.

CROR Rule 83.1(a) applicable.

Protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43.

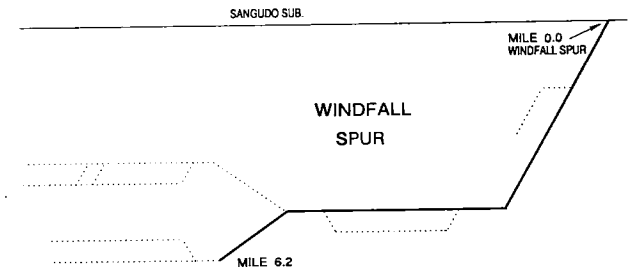
CROR Rule 40.1 not applicable.

General Operating Instructions (Form 696) Item 17.9(1) applicable to northward movements from Sulphur plant and run-around track. Northward movements at the Sulphur plant must comply with Item 17.2(14). Loads must not be moved northward from the Sulphur plant unless the route to be used is clear of other equipment. Refer to General Operating Instructions (Form 696) Item 16.4. Due to heavy ascending grade and sharp curvature, forward pushing movements must exercise caution to prevent excessive side thrust and possible derailment.

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

Maximum speed on bulk loading track: 5 miles per hour.

In the following diagram, trackage on which CROR Rule 83.1(a) and Rules 301-313 inclusive are applicable and on which protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43 is indicated by a solid line, other trackage is indicated by a broken line. This diagram does not necessarily show all other trackage.



6.7 **Benbow —**
Mile 143.8 — extends 3.4 miles southward, switch points face east.

When CROR Rule 40.1 is used, it must encompass the entire spur.

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

Engines must not move onto or over the electronic scale below the bulk loadout chute on the inside loop track.

General Operating Instructions (Form 696) Item 17.9(1) applicable to northward movements leaving loop track.

The following speeds apply on this spur:

Mile	MILES PER HOUR All Trains
0.0 to 0.5	10
0.5 to 3.4	15

6.8 **Knight Gravel Pit SC 27 —**
Mile 144.6 — Second track in Pit has capacity of 1200 feet. Account sharp curvature, maximum speed on this track is 5 miles per hour.

6.9 **Grizzly Sulphur Spur SC 41 —**
Mile 158.7 — extends 14.6 miles southward, switch points face east.

Mile 0.0 to 14.6

Movements on this spur must be made under the provisions of CROR Rules 301-313 inclusive.

CROR Rule 83.1(a) applicable.

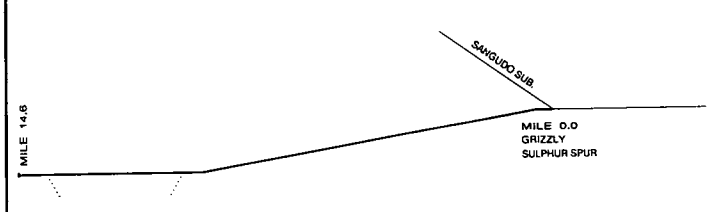
Protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43.

CROR Rule 40.1 not applicable.

The following speeds apply on this spur:

Mile	MILES PER HOUR All Trains
0.0 to 2.2	15
1.6 bridge	10
2.2 to 14.6	30

In the following diagram, trackage on which CROR Rule 83.1(a) and Rules 301-313 inclusive are applicable and on which protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43 is indicated by a solid line, other trackage is indicated by a broken line. This diagram does not necessarily show all other trackage.



7 SPECIAL DANGEROUS COMMODITIES

7.1 Eastward movements must be inspected at mile 17.2.

WESTWARD TRAINS

FOOTHILLS SUBDIVISION

Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Cautionary Limits	Switching Zones	Daily Operating Bulletin (Edmonton West)		STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones	Mtce. of Way Channel
....	0.0	....		0.0		.....BICKERDIKE ..... W	....		
						East Connecting Track with Edson Sub.			
						1.1			
....	1.1	....				..... HOLLOWAY EAST ..... W	....		
						West Connecting Track with Edson Sub.			
						1.9			
....	3.0	....	3.0			..... HOLLOWAY WEST ..... W	....		
						2.5			
....	5.5	....	....		CTC	..... McLEOD RIVER	....		
						5.2			
....	10.7	....	....			..... ERITH	6000		
						5.6			
....	16.3	....	....			.....WEALD	....		
						8.9			
....	25.2	....	....			..... EMBARRAS	6880		
30.5						6.2			
....	31.4	....	....			..... BRYAN SPUR	....		
						0.7			
....	32.1	....	....			..... ROBB	....		
						3.8			
....	35.9	....	....			..... PARKHILL JCT.	....		
						Jct. with Mountain Park Sub.			
						0.8			
....	36.7	....	....		OCS	..... COALSPUR ..... *XY	....		
						6.5			
....	43.2	....	....			..... DISS	....		
						4.0			
....	47.2	47.0	....			..... STERCO ..... U	....		
						1.3			
....	48.5		....			..... COAL VALLEY ..... DU	....		
						1.4			
....	49.9		....	49.9		..... FOOTHILLS ..... U	....		

CTC between Bickerdike and Parkhill Jct. and on East Connecting Track at Bickerdike East and West Connecting Track at Bickerdike West controlled by Foothills Sub. RTC.
Rules 301-313 applicable between Parkhill Jct. and mile 47.0.

See Footnotes

See Footnotes

EASTWARD TRAINS

FOOTHILLS SUBDIVISION FOOTNOTES ON PAGES 50 and 51.

FOOTHILLS SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **CTC SPECIAL FEATURES**

The following signals are switching signals controlled by the RTC who will, on request, set them to display a "Proceed at restricted speed" indication which will permit switching movements in both directions. RTC must be advised when switching movements have been completed:

Holloway East: Signals 11N, 11S and 12-1.
Holloway West: Signals 29-1 and 30.

East Connecting Track and West Connecting Track are signalled tracks. CROR Rules 560-576 inclusive apply. Movements entering the Edson Sub South Track through crossover switch mile 0.9 East Connecting Track must be in possession of Rule 568 authority from Edson (West) Sub. RTC before reversing the switch on the East Connecting Track. Eastward signal 1382S-1 at Bickerdike East and westward signal 1399S-1 at Bickerdike West controlled by Edson Sub. RTC.

1.2 **SPECIAL APPLICATIONS**

Rule 48 — applicable.

Rule 94.1 — applicable.

Rule 99.1 — applicable.

Rule 104(b) — applicable at all main track switches between mile 47.0 and mile 49.9.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 12.9(a) — applicable.

Item 16.1(6) — Bickerdike ..... Tracks YA 12, 13 and 14.

Item 17.2(14) — applicable to eastward freight trains at Sterco.

Item 17.9(1) — applicable to eastward trains between Sterco and Coalspur.

2 GENERAL FOOTNOTES

2.1 **Air brakes** must be in service during switching movements.

2.2 **Bickerdike** — East Connecting Track with Bickerdike East on Edson Sub. — 0.9 miles.

2.3 **Holloway East** — West Connecting Track with Bickerdike West on Edson Sub. — 0.9 miles.

2.4 **Holloway — Tracks MA 01, 02 and 03** — Maximum permissible speed for light engine movements is 15 miles per hour.

2.5 **Parkhill Jct.** — As the Foothills and Mountain Park Subs are on the same roadbed between Parkhill Jct. and Coalspur, when an OCS clearance is issued encompassing these locations it will specify the route to be used, i.e. Parkhill Jct. via Mountain Park Sub or Parkhill Jct. via Foothills Sub.

2.6 **Coalspur** — *Two crossovers between Foothills and Mountain Park Subs. When Coalspur is used to designate the limits of an OCS clearance, unless otherwise specified, the operating authority applies only to the first crossover switch in the direction of movement.

Switches to tracks 2 and 3 are spiked and cannot be used.

2.7 **Luscar - Sterco - Coal Valley Mines** — Train, engine or car movement must not be made under the loading chute until a GREEN signal is displayed. This signal is located above the loading chute. Movements may then be made under the loading chute, taking extra care in the load-out area, particularly when first entering the road crossing west of the scale building.

When a RED signal is displayed, plant operator must be contacted for instructions.

In event the plant operator cannot be contacted by radio a member of the crew can obtain such permission by telephone which is located in the ground floor entranceway of the load out building.

Plant phone numbers as follows:
Main Plant Control — 133
Main Security Gate — 187

Movements must not exceed 5 miles per hour over track scale located west of tipple at Coal Valley.

2.8 **Rules for the Protection of Track Units and Track Work.**

Rules 805 and 809 applicable.

Rules 849 to 875 inclusive not applicable.

3 EQUIPMENT RESTRICTION

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

4 SPEEDS

4.1

Mile		MILES PER HOUR All Trains
0.0 to 35.9	Zone	25
32.8 to 33.7	.....	10
35.9 to 36.7	Zone	15
36.7 to 49.9	Zone	20
	East Connecting Track	
0.0 to 0.9	Zone	30
	West Connecting Track	
0.0 to 0.9	Zone	30

5 CROSSOVERS (not otherwise indicated)

5.1 **Mile 0.9 East Connecting Track** — One crossover to South Track Edson Sub.

6 SPRING SWITCHES

6.1

Station	Location
Erith	West End
Embarras	West End

7 TUNNEL

7.1

Mile	Length
33.4	591 feet

(Continued on Page 51)

FOOTHILLS SUBDIVISION FOOTNOTES

8 SPURS AND OTHER TRACKS

8.1

	Mile	Capacity in Feet	Points Face
McLeod River MA 03	5.5	2070	EastWest
Weald MA 08	16.3	2010	EastWest

8.2 **Gulf Oil Resources Spur (Bryan)**

Mile 31.4 — Extends westward for 9.4 miles. Switch points face east.

CROR Rule 40.1 not applicable.

CROR Rule 41 applicable. Maintenance foreman must replace torpedoes exploded.

Maximum Speed ..... 20 miles per hour.

8.3

	Mile	Capacity in Feet	Points Face
Robb MA 21	32.1	620	EastWest

9 RADIO SYSTEMS

9.1

		Miles 0.0 to 43.0	Miles 43.0 to 49.0
Standby		CH-3	CH-8
Trains to	Trains	CH-5	CH-8
	Mtce. of Way		
RTC		CH-3	CH-8
		T-2	T-1

Note: Engine radio hand set must be on dummy hanger or upside down on regular hanger to prevent reverting to Channel 1.

WESTWARD TRAINS	Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton West)	MOUNTAIN PARK SUBDIVISION — STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones	Mtce. of Way Channel	EASTWARD TRAINS
	0.0	....	0.0	OCS ..... PARKHILL JCT. ..... Jct. with Foothills Sub.	....	See Footnotes	See Footnotes	
				0.8				
	0.8	....		..... COALSPUR ..... *XY	....			
				5.8				
	6.6	....		..... MERCOAL	1210			
				1.6				
	8.2	....		..... STEEPER	1600			
				3.6				
	11.8	....		..... SHAW	3470			
				6.2				
	18.0	....		..... FIDLER	1490			
		20.0		4.5				
	22.5			..... LEYLAND ..... DUY	....			
				1.2				
	23.7			..... CADOMIN ..... U	2730			
		25.6	25.6	7.9				
	31.6	....		..... MOUNTAIN PARK ..... Y	....			

Main track ends at mile 25.6.
Rule 105 applicable between mile 25.6 and mile 31.6.

MOUNTAIN PARK SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 48 — applicable.

Rule 94.1 — applicable at Leyland switch mile 22.4.

Rule 99.1 — applicable.

Rule 104(b) — applicable at Leyland switch mile 22.4.

Rule 105.1 — RTC need not be advised when cars are left on a siding except at Shaw.

1.2 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 12.8 — In accordance with the provisions of this item, tonnage for eastward trains between Cadomin and Coalspur may exceed the published rating and when so exceeded, the train will be doubled between Shaw and Steeper. Trains need not be doubled if the short time rating for the diesel units is not exceeded.

Item 12.9(a) — applicable.

Item 16.4 — In the event that a train is required to make a pushing movement and the provisions of this Special Instruction cannot be applied, other arrangements will be made upon advice to the Chief Rail Traffic Controller.

Item 17.2(14) — must be complied with by eastward trains at Mountain Park, Genstar Cement Ltd. Spur, Leyland and Steeper.

Item 17.9(1) — applicable to eastward trains between Mountain Park and Leyland, between miles 20.0 and 15.5, and between Steeper and Coalspur.

2 GENERAL FOOTNOTES

2.1 Unless authorized by the District Superintendent, movements must not operate beyond mile 25.6.

2.2 **Air brakes** must be in service during switching movements.

2.3 **Parkhill Jct.** — As the Foothills and Mountain Park Subs are on the same roadbed between Parkhill Jct. and Coalspur, when an OCS clearance is issued encompassing these locations it will specify the route to be used, i.e. Parkhill Jct. via Mountain Park Sub or Parkhill Jct. via Foothills Sub.

2.4 **Coalspur** — *Two crossovers between Foothills and Mountain Park Subs. When Coalspur is used to designate the limits of an OCS clearance, unless otherwise specified, the operating authority applies only to the first crossover switch in the direction of movement.

2.5 **Leyland —**
Automatic empty/load brake feature:
(a) Empty cars — Train brakes must be released and manual load feature engaged.
(b) Loaded cars — On cars equipped with automatic SCI sensors, manual override rod must be returned to normal position. On cars equipped with manually-operated empty/load lever, lever is to be left in load position.

2.6 **Rules for the Protection of Track Units and Track Work.**
Rules 849 to 875 inclusive not applicable.

(Continued on Page 53)

MOUNTAIN PARK SUBDIVISION FOOTNOTES

3 EQUIPMENT RESTRICTION

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

4 SPEEDS

4.1 Mile		MILES PER HOUR All Trains
0.0 to 25.6	Zone	20

5 SPURS AND OTHER TRACKS

5.1	Mile	Capacity in Feet	Points Face
Storage Track MC 11	21.4	3980	EastWest

5.2 **Luscar Industrial Spur**
Mile 22.4 — Extends northward 7.9 miles. Connected to tail of wye.

Maximum Speed . . . . . 15 miles per hour.

Mile 0.0 to 7.9
Movements on this spur must be made under the provisions of CROR Rules 301-313 inclusive. The most easterly track between mile 4.5 and mile 5.2 is the through track.

CROR Rule 83.1(a) applicable.

Protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43.

CROR Rule 40.1 not applicable.

General Operating Instructions (Form 696) Item 17.9(1) applicable to southward movements between mile 7.9 and Leyland. Southward movements must comply with General Operating Instructions (Form 696) Item 17.2(14). Spring switch located at mile 4.5 is in normal position when set for Gregg River Coal. Low color light signal protects facing point movements over spring switch. 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 CROR Rule 104.1 before proceeding over the spring switch. All trains or engines approaching this signal must do so prepared to stop.

Trains operating to Cardinal River Coal must stop and line spring switch by hand and must restore it to normal position after having passed over it.

(a) **Gravel Spur MC 18** — located 1.0 miles north of Leyland. Capacity 3410 feet.

Switch to Safety Spur must be left set and locked for Safety Spur when not in use.

(b) **Cardinal River Coal Ltd.** spur located 4.5 miles north of Leyland. Run-around track has capacity of 3580 feet. Switch points face north and south.

Cars and engines must not be left unattended on run-around track MC 24.

Restricted clearance 17 ft. 6 inches ATR at the tipple.

Snow plows and flangers must not be operated under tipple.

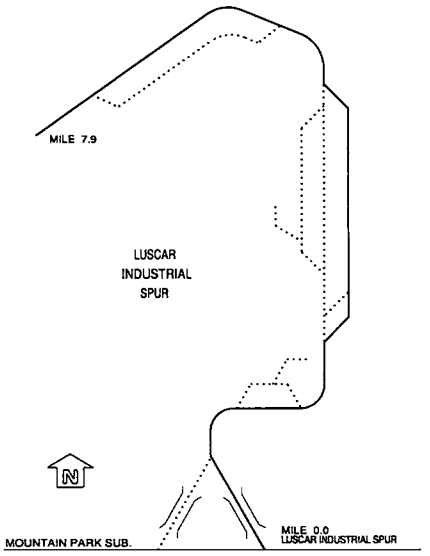
CROR Rules 301-313 inclusive not applicable on this spur.

(c) **Gregg River Resources Ltd.** spur located 7.1 miles north of Leyland. Switch points face north and south.

Train, engine or car movement must not be made under the loading chute until a GREEN signal is displayed. This signal is located on the upper left hand corner of the loadout for westward movements.

When a RED signal is displayed, plant operator must be contacted at Local 114 for instructions. Telephone is located in the loadout control room.

(d) In the following diagram, trackage on which CROR Rule 83.1(a) and Rules 301-313 inclusive are applicable and on which protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43 is indicated by a solid line, other trackage is indicated by a broken line. This diagram does not necessarily show all other trackage.



5.3 **Safety Spur**
Mile 24.5 — Switch points face west.
When the switch is not in use it must be left set and locked for the safety spur.

5.4 **Genstar Cement Ltd.**
Mile 25.0 — Look out for restricted clearance on old tipple when chute is down.

6 RADIO SYSTEMS

6.1			
Standby			CH-3
Trains to	{	Trains	CH-5
	{	Mtce. of Way	
RTC			CH-3 T-2

(Main Circuit: Tone 2. Alternate Circuit: Tone 1)

Note: Engine radio hand set must be on dummy hanger or upside down on regular hanger to prevent reverting to Channel 1.

NORTHWARD TRAINS

GRANDE CACHE SUBDIVISION

SOUTHWARD TRAINS

Miles	Cautionary Limits	*Daily Operating Bulletin		STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
0.0	↓	0.0	OCS	SWAN LANDING ..... DU	....	CH-7 T-2
	2.6			20.4		
20.4	....			WILDHAY	4760	CH-6 T-2
				20.6		
41.0	....			HANLON	6440	
				16.0		
57.0	....			HOFF	....	
				16.0		
73.0	....			GREY	6690	CH-7 T-2
				7.9		
80.9	....			OWEN	....	
				8.8		
89.7	....			DENARD	....	
				4.9		
94.6	....			THORDARSON	4650	
	106.0			12.5		CH-6 T-2
107.1	↑			WINNIANDY SOUTH ..... DU	....	
	↓			3.4		
110.5				WINNIANDY NORTH .... DU	....	CH-7 T-2
	112.0			24.9		
135.4	....			BOTTEN	5160	CH-6 T-2
				21.3		
156.7	....			AMUNDSON	5320	
				18.9		
175.6	....			LATORNELL	4910	CH-7 T-2
				18.0		
193.6	....			DORSCHEID	5190	
				18.8		
212.4	....			TOLSTAD	5380	
	229.7			18.6		
231.0	231.0	231.0		GRANDE PRAIRIE .. BDUY	....	
232.9				Connection with Grande Prairie Sub.		

Main track ends at mile 231.0.
Rule 105 applicable between miles 231.0 and 232.9.

GRANDE CACHE SUBDIVISION FOOTNOTES ON PAGE 55

GRANDE CACHE SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **STANDARD RAILWAY CLOCK**
Grande Prairie — Correct time may be obtained by calling 472-3095.

1.2 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 83.1(a) — * Edmonton North West DOB
* Edmonton West DOB
Rule 94.1 — applicable at all main track switches between mile 106.0 and mile 112.0.
Rule 99.1 — applicable.
Rule 104(b) — applicable at all main track switches between mile 106.0 and mile 112.0.
Rule 105.1 — RTC need not be advised when cars are left on a siding except at Hanlon and Grey.

1.3 **SPECIAL INSTRUCTIONS**
Regional M-3(a), (b), (c) and (d) — applicable.

1.4 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 12.9(a) — Between Winniandy and Swan Landing is amended to read: Tonnage increased to that which can be handled by 30 motorized axles.
Item 16.1(6) — Grande Prairie ..... Track AS 65

2 GENERAL FOOTNOTES

2.1 **Swan Landing** — Grande Cache Sub. connects with Edson Sub. siding. Wide loads must not be set off in track No. 1 at Swan Landing.

2.2 **Winniandy** —
(a) Diesel unit or car movements must not be made under the coal tipple located on Smoky River Coal 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.
(b) Movements must not exceed 5 miles per hour over scale located south of tipple.
(c) Crews handling loaded coal trains must ensure the manual load-empty feature on all cars so equipped is set in the LOAD position prior to departure from the mine site. The manual load-empty lever or T-handle bar is mounted at the centre of the car near the control valve and air reservoirs.

2.3 **On Southward** unit trains between Winniandy and Swan Landing, 2 diesel units must be marshalled next ahead of caboose and used as pushers unless otherwise directed. Tractive effort from pusher units must only be used on ascending grade. On descending grade and undulating terrain, throttle must be reduced to "IDLE" position and generator field switch placed in "OFF" position.

2.4 **Look out** for fallen rock between miles 60.0 and 60.2, 99.0 and 103.0 and between miles 169.7 and 172.5.

2.5 Due to potential vandalism, the following yard switches have been equipped with high security switch locks. In the application of Rule 104(c), after use these switches must be locked but may be left lined for either route.

Grande Prairie:	south switch track	AS65
	south switch track	AS66

3 EQUIPMENT RESTRICTION

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

4 SPEEDS

4.1

Mile		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

5 SPURS AND OTHER TRACKS

5.1

	Mile	Capacity in Feet	Points Face
Hoff AR 26	56.8	2330	South
B.C. Forest Products			
AR 33 (Owen)	81.0	2250	South
	(inc. 3 tracks, 750 feet each)		
Denard AR 36	89.7	1250	North
Atlantic Richfield Co.			
AS 25	198.8	2930	NorthSouth

5.2 **Shaver** (Procter and Gamble Company of Canada Ltd.) **AS 34 Mile 222.7** — Extends 2.0 miles westward. Switch points face south.

WESTWARD TRAINS

VEGREVILLE SUBDIVISION

Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Switching Zones	Cautionary Limits	*Daily Operating Bulletin		STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
....	0.0	....	↓	0.0		VERMILION ..... DUY	....	
			1.4			7.4		
....	7.4	....	....			CLAYSMORE	1550	
						7.2		
....	14.6	....	....			MANNVILLE	1620	
18.7						8.3		
....	22.9	....	....			MINBURN	1550	
						7.9		
....	30.8	....	....			INNISFREE	7040	
						8.4		
....	39.2	....	....			RANFURLY	1740	
43.7						9.0		
....	48.2	....	....			LAVOY	1590	
						9.7		
....	57.9	....	....			VEGREVILLE	6680	
						6.1		
....	64.0	....	....			ROYAL PARK	1600	
						6.9		
70.4	70.9	....	....			MUNDARE	2510	
					OCS	6.7		
....	77.6	....	....			HILLIARD	1840	CH-8 T-2
						7.5		
....	85.1	....	....			CHIPMAN	6450	
						7.3		
93.2	92.4	....	....			LAMONT	2200	
						6.8		
....	99.2	....	....			BRUDERHEIM	1660	
						2.7		
....	101.9	....	....			GAUDIN	....	
			104.8			4.9		
....	106.8	....	}			SCOTFORD ..... BDU Y	....	
	107.5		108.0					
						4.2		
....	111.0	....	....			BEAMER JCT. ..... *D	....	
118.9						10.3		
....	121.3	....	....			RIVER BEND	6490	
						1.7		
....	123.0	....	....			OLIVER	1610	
						1.2		
....	124.2	124.2	....			ST. PAUL JCT. ..... *DW	....	
		↑				Jct. with Coronado Sub.		
					CTC	3.5		
		↓				Connecting Track with Wainwright Sub.		
....	127.7	127.7	....	127.7		EAST JCT. ..... WY	....	

EASTWARD TRAINS

Rules 301-313 applicable between Vermilion and St. Paul Jct.
CTC between St. Paul Jct. and East Jct.

VEGREVILLE SUBDIVISION FOOTNOTES ON PAGES 57, 58 and 59.

VEGREVILLE SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **CTC SPECIAL FEATURES**

Connecting Track with Wainwright Sub. is signalled track. CROR Rules 560-576 inclusive apply.

1.2 **SPECIAL APPLICATIONS**

Rule 6 — Beamer Jct. — * Trains to Beamer Spur report only.

St. Paul Jct. — * Eastward trains report only.

Rule 48 — applicable.

Rule 83.1(a) — * Edmonton Terminals DOB
* Edmonton North East DOB

Scotford — Trains to CP Rail Willingdon Sub. via Scotford Spur must be in possession of CP Rail Edmonton Terminal DOB.

Rule 94.1 — applicable at Vermilion switch mile 0.2.

Rule 99.1 — applicable.

Rule 104(b) — applicable at Vermilion switch mile 0.2.

Rule 105.1 — RTC need not be advised when cars are left on a siding except at Innisfree, Vegreville, Chipman and River Bend.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 2.5 — applicable at all public crossings at grade between mile 123.29 and mile 127.70 and all trackage leading off the main track between these miles. (R-40828)

Item 16.1(6) — Vermilion ..... Track KE 48
Scotford ..... Track VC 60

2 GENERAL FOOTNOTES

2.1 Due to potential vandalism, the following yard switches have been equipped with high security switch locks. In the application of Rule 104(c), after use these switches must be locked but may be left lined for either route.

Vermilion:	west switch track	KE41
	west switch track	KE42
	west switch track	KE43
	west switch track	KE44

2.2 **Bruderheim** — Station one mile sign governing westward movements located to left of main track.

2.3 **East Jct.** — Connecting Track with Wainwright Sub.
Maximum speed ..... 10 MPH.

2.4 **Rules for the Protection of Track Units and Track Work.**
Rules 849 to 875 inclusive not applicable.

3 INTERLOCKINGS

3.1 **Railway Crossing at Grade**
CP Rail ..... Mile 97.9 ..... Automatic
Trains must not exceed 20 miles per hour approaching the governing advance signal.
Maximum speed ..... 35 MPH.

3.2 **Railway Crossing at Grade**
CP Rail ..... Mile 101.7 ..... Automatic
Switching movements may be made within interlocking limits after the switch in the box marked "Switches" has been opened as outlined in Rule 611. A member of the crew must remain in close proximity to the crossing unless their movement is visible to other movements using the crossing. Switch in box must not be closed until switching movements have been completed.
Maximum speed ..... 35 MPH.

4 EQUIPMENT RESTRICTIONS

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

4.2 Account curvature on Connecting Track with Wainwright Sub., cars exceeding 80 feet in length must be covered by District Superintendent handling instructions.

4.3 Units in groups E, G and H must not use siding at Royal Park.

5 SPEEDS

5.1

Mile			MILES PER HOUR Passenger	Freight
0.0 to	43.9	Zone	45	40
19.2 to	21.3	.....	..	35
* 27.8 to	29.6	.....	40	35
43.9 to	77.8	Zone	40	40
77.8 to	126.4	Zone	50	50
107.5 to	107.9	.....	35	35
115.1 to	118.4	.....	35	35
126.4 to	127.7	Zone	20	20

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

CONDITIONAL SPEEDS

5.2 **Mile 0.13** (Oliver Avenue)

Westward movements approaching within 720 feet of crossing and until crossing occupied	15	15
Eastward movements approaching within 940 feet of crossing and until crossing occupied	20	20

5.3 **Mile 48.15** (Main Street)

Movements approaching within 1175 feet of crossing and until crossing occupied	30	30

6 SPRING SWITCH

6.1

Station	Location
St. Paul Jct.	Junction

7 PUBLIC CROSSINGS AT GRADE

7.1 **Mile 39.14** (Ranfurly) Warning Devices. Automatic: STOP sign on elevator track governs westward movements on that track.

7.2 **Mile 48.15** (Main Street) Warning Devices. Automatic: Equipped with push button. STOP signs located on other than the main track.

(Continued on Page 58)

VEGREVILLE SUBDIVISION FOOTNOTES

7.3 **Mile 57.1** (50th Street) Warning Devices. Automatic: STOP sign located on other than the main track.

7.4 **Mile 70.9** (Main Street) Warning Devices. Automatic: Equipped with push button. STOP sign located on other than the main track.

7.5 **Mile 99.0** (Highway 45) Warning Devices. Automatic: Movements over the crossing on elevator spur must be manually protected. (BTC-90704)

8 SPURS AND OTHER TRACKS

8.1

	Mile	Capacity in Feet	Points Face
Ballast Spur VA 47	28.9	880	East
Innisfree VA 52	30.1	1930	EastWest
UGG Spur VB 35	54.1	1700	EastWest
Vegreville VB 30	56.1	3850	West
Vegreville VB 07	57.0	1340	East
Vegreville VB 28	57.1	1700	EastWest
Cargill Grain VB 23	58.2	2710	EastWest
A W Pool VB 34	58.7	2720	EastWest
Chipman VB 76	85.0	530	East
Albchem Ind. VC 31	98.1	1320	West
Bruderheim VC 21	99.0	540	West
Connection to CP Rail Scotford Spur	101.9	....	West
United Grain Growers VC 34	102.1	2350	EastWest

8.2 **Scotford**
Mile 106.8 — Yard.

(a) **Scotford Industrial Lead** — Joint trackage with CP Rail. Connects to lead at East end of Scotford yard. Extends 3.3 miles north.

PUBLIC CROSSING AT GRADE

Mile 0.73 — Movements over this crossing must be manually protected.

(b) **B.F. Goodrich Chemicals Ltd. VC 25 —**
Mile 0.8 — Connects with lead. Switch points face south.

(c) **Shell Oil Co. (Refinery) VC 28 —**
Mile 1.7 — Connects with lead. Switch points face north and south.

Two aspect signals are located 430 feet east and 1635 feet west of main gate.

Train, engine or car movements must not be made until a RED OVER GREEN signal is displayed.

When a RED OVER RED signal is displayed, contact Scotford yard office who will then call the plant security office.

Cars must not be "kicked" or running switches made on Shell Oil Co. trackage.

(d) **Shell Oil Co. (Styrene) VC 40 —**
Mile 2.9 — Connects with lead. Switch points face north and south.

8.3 **Fort Saskatchewan Industrial (F.S.I.) Spur VD 00 —**
Mile 107.5 — Extends 4.7 miles westward. Connected to east and west legs of wye.

Item 6.4(g) of General Operating Instructions (Form 696) not applicable.

Maximum Speed — miles 0.0 to 4.7 . . . 15 miles per hour.

	Mile	Capacity in Feet	Points Face
(a) Storage Track VD 46	2.4 (F.S.I.)	4410	EastWest

(b) **Dow Chemical Co. VD 27 —**
Mile 3.4 (F.S.I.) — Capacity 7560 feet. Connects to tail of wye.

Engines must not move onto nor over the track scale.

Road crossing inside plant area must not be blocked by standing equipment. All movements over this crossing must be manually protected.

Cars must not be "kicked" or running switches made on this trackage.

(c) **Thio-Pet Chemicals Ltd. VD 47 —**
Mile 3.5 (F.S.I.) — Capacity 810 feet. Switch points face east and west.

Engines must not move onto nor over the track scale.

(d) **Sherritt Gordon Mines Ltd. VD 60 —**
Mile 3.6 (F.S.I.) — Capacity 7250 feet. Switch points face west.

A single aspect signal is located just beyond Track 7 north switch.

Train, engine or car movements must not be made until a YELLOW signal is displayed.

When a RED signal is displayed, contact Scotford yard office or RTC who will then call the plant security office.

(i) **Marsulex Inc. VD 50 —**
Mile 3.6 (F.S.I.) (off Sherritt Gordon Mines Ltd.) — Capacity 900 feet. Switch points face west.

Cars must not be "kicked" or running switches made on this trackage.

Engines and bulkhead flats must not be moved foul of loading racks.

	Mile	Capacity in Feet	Points Face
(e) Canron West Inc. VD 54	3.7 (F.S.I.)	970	West

(f) **Sherritt Gordon Mines Ltd. VD 57 —**
Mile 4.1 (F.S.I.) — 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 Tracks 4 and 7.

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

(Continued on Page 59)

VEGREVILLE SUBDIVISION FOOTNOTES

8.4 **Beamer Spur VE 25 —**
Mile 111.0 — Extends 6.6 miles northward. Switch points face west.

Mile 0.0 to 5.0
Movements on this spur must be made under the provisions of CROR Rules 301-313 inclusive.

CROR Rule 83.1(a) applicable.

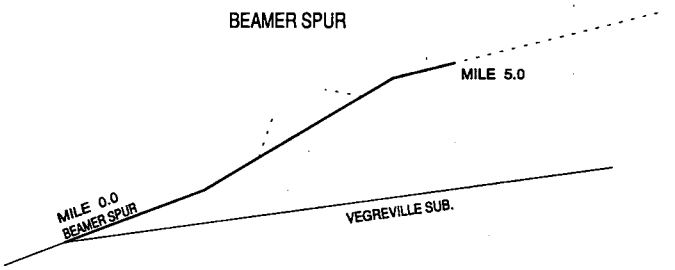
Protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43.

CROR Rule 40.1 not applicable.

Item 12.9(a) of General Operating Instructions (Form 696) applicable.

Maximum Speed ..... 15 miles per hour.

In the following diagram, trackage on which CROR Rule 83.1(a) and Rules 301-313 inclusive are applicable and on which protection of impassable or slow track may be provided as prescribed by CROR Rules 42 and 43 is indicated by a solid line, other trackage is indicated by a broken line. This diagram does not necessarily show all other trackage.



(a) **Procor Storage VE 23 —**
Mile 4.5 Beamer Spur. Capacity 3100 feet. (2 tracks). Switch points face east and west.

(b) **Dupont Canada Inc. VE 15**
Mile 5.3 Beamer Spur. Extends 1.4 miles northward. Switch points face west.

(c) **Imperial Oil Ltd. Fertilizer Complex VE 35 —**
Mile 6.1 Beamer Spur. Yard.

Trains must not proceed by STOP sign at mile 6.1. without first obtaining permission from Imperial Oil Ltd. personnel.

Movements must stop before proceeding over crossing between Administration building and guardhouse.

Movements may pass the Administration building which is located on west side of plant trackage near guardhouse on plant instructions only.

Tank cars only allowed on Anhydrous Ammonia loading tracks 68 and 69.

Hopper cars only allowed to pass through Phosphate Rock unloading shed on Track 74.

8.5 **Sturgeon Industrial Lead VE 60 —**
Mile 114.3 — Capacity 8800 feet, switch points face west.

PUBLIC CROSSING AT GRADE

Mile 0.75 (Secondary Road 825) Warning Devices. Automatic: STOP signs located at industrial lead and at spur. STOP sign governing northward movements from spur is located to left of track. (WDR-00791)

8.6

	Mile	Capacity in Feet	Points Face
Storage Track VE 22	114.6	1450	EastWest
Storage Track VE 80	119.2	1530	EastWest

9 SPECIAL DANGEROUS COMMODITIES

9.1 Westward movements must be inspected at mile 118.9.

Movements must not exceed 35 miles per hour between mile 122.2 and mile 126.4.

NORTHWARD TRAINS

SOUTHWARD TRAINS

DEMAY SUBDIVISION

Miles	Cautionary Limits	*Daily Operating Bulletin	STATIONS	Siding Capacity in Feet
0.0	↓	0.0	..... CAMROSE JCT. ..... UY	....
			Jct. with Camrose Sub.	
1.3	1.3	1.3	1.3	
			Demay Subdivision abandoned between mile 1.3 and mile 12.0.	
12.0	12.0	12.0	..... End of Operated Track .... U	....
	↑	↑	0.9	
12.9	↕	↕	..... ROUNDHILL ..... U	1540
			5.9	
18.8	↕	↕	..... DODDS ..... U	1530
			6.2	
25.0	25.0	25.0	..... RYLEY ..... U	....

DEMAY SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 83.1 — * Edmonton East DOB
* Edmonton South DOB

2 GENERAL FOOTNOTE

2.1 **Ryley** — Connection with Wainwright Sub. is via siding. Switch is in normal position when lined for through movement in siding. No part of siding may be occupied by movements without prior consent of the RTC.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 177,000 lbs. gross must be covered by District Superintendent handling instructions between mile 12.0 and mile 25.0.

3.2 Only units in group A permitted between miles 12.0 and 25.0.

4 SPEEDS

		MILES PER HOUR
4.1 **Mile**		**All Trains**
0.0 to 1.3	Zone	10
12.0 to 25.0	Zone	10

5 SPURS AND OTHER TRACKS

			Capacity	Points
5.1		**Mile**	**in Feet**	**Face**
	Spur GB 56	24.7	230	North

WESTWARD TRAINS

CORONADO SUBDIVISION

Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton North East)		STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
140.2	....			... End of Operated Track	....	
				2.2		
138.0	....	138.0		..... ELK POINT	....	
				17.8		
120.2	....			..... ST. PAUL ..... DY	1550	
				11.5		
108.7	....			..... ABILENE	1200	
				0.6		
108.1	....			..... ABILENE JCT. ..... *DY	....	
				Jct. with Bonnyville Sub.		
				3.3		
104.8	....			..... ASHMONT	1560	
				15.0		
89.8	....			..... VILNA.....	1690	
				9.9		
79.9	....			..... BELLIS	1720	
				4.1		
75.8	....			..... EDWAND	....	
				11.2		
64.6	....		OCS	..... SMOKY LAKE	1190	
				7.8		CH-3
56.8	....			..... WARSPITE	1530	T-1
				6.8		
50.0	....			.....WASKATENAU	1540	
				6.8		
43.2	....			..... RADWAY	1650	
				8.2		
35.0	37.0 34.0			..... KERENSKY ..... U	....	
				Jct. with Lac La Biche Sub.		
				5.4		
29.6	....			..... REDWATER	2190	
				9.0		
20.6	....			..... CORONADO	1360	
				5.0		
15.6	....			..... GIBBONS	2330	
				8.2		
7.4	....			.....DUAGH	....	
				7.4		
0.0	....	0.0		.....ST. PAUL JCT. ..... D	....	
				Jct. with Vegreville Sub.		

Main track ends at mile 138.0.
Rule 105 applicable between mile 138.0 and mile 140.2.

EASTWARD TRAINS

CORONADO SUBDIVISION FOOTNOTES ON PAGE 62

CORONADO SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 6 — Abilene Jct. — * Trains to Bonnyville Sub. report only.

Rule 48 — applicable.

Rule 99.1 — applicable.

Rule 105.1 — RTC need not be advised when cars are left on a siding.

1.2 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 2.5 — applicable at the following public crossing at grade (R-40828):
Mile 0.64 (167th Avenue)

Item 16.1(6) — Elk Point ..... Track RB 60

2 GENERAL FOOTNOTE

2.1 **Kerensky** — Junction switch is in normal position when set for Lac La Biche Sub.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 250,000 lbs. gross must be covered by District Superintendent handling instructions between mile 0.0 and mile 40.0.

3.2 Cars exceeding 240,000 lbs. gross must be covered by District Superintendent handling instructions between mile 40.0 and Elk Point.

3.3 Units in groups E, F, G and H prohibited.

4 SPEEDS

4.1

Mile		MILES PER HOUR All Trains
0.0 to 121.3	Zone	25
12.7 to 13.1	.....	10
69.2 to 69.5	.....	15
71.3 to 71.7	.....	15
121.3 to 138.0	Zone	20
125.6 to 126.4	.....	15

CONDITIONAL SPEEDS

4.2 Trains handling cars having a gross weight over 220,000 lbs. over the following bridges:
Mile 2.2, 3.1, 12.5, 17.3, 42.4, 42.6, 71.6, 77.3, 77.6 and 80.1 15

4.3 **Mile 120.1** (51st Street)
Westward movements approaching within 400 feet of crossing and until crossing occupied 10

5 SPRING SWITCH

5.1

Station	Location
St. Paul Jct.	Junction

6 PUBLIC CROSSINGS AT GRADE

6.1 **Mile 15.55** (49th Avenue) — Warning Devices. Automatic: STOP signs erected on other than main track.

6.2 **Mile 29.51** (Main Street) — Warning Devices. Automatic: Push button governing westward movements will not function if main track is occupied within 50 feet of crossing. STOP sign erected on elevator track.

6.3 **Mile 89.9** (Main Street) — Warning Devices. Automatic: STOP sign erected on other than main track.

7 SPURS AND OTHER TRACKS

7.1

	Mile	Capacity in Feet	Points Face
Alberta Oats Ltd. RA 02	7.4	1560	EastWest
M4 Holding RA 04	7.7	1680	East

7.2 **Armco Canada Ltd. RA 25 —**
Mile 28.8 — Capacity 320 feet. Switch points face east. All cars left on this spur must have hand brakes applied at all times.

Jumbo tank cars must not be moved on this spur account sharp curvature.

7.3

	Mile	Capacity in Feet	Points Face
Imperial Oil Ltd. RA 47	29.8	5620	East
Kerensky RA 50	35.0	1710	EastWest
Woodgrove RA 54	36.5	2640	EastWest
Radway RA 69	43.2	220	West
Smoky Lake RB 02	64.3	2270	EastWest
Edwand Pit RB 11	75.8	790	West
St. Paul RB 52	120.1	600	EastWest
St. Paul RB 37	120.3	2450	EastWest
A. W. Pool RB 58	138.8	1790	EastWest
Storage Track RB 60	139.3	1390	EastWest

8 SPECIAL DANGEROUS COMMODITIES

8.1 Westward movements must be inspected at mile 4.0.

WESTWARD TRAINS

BONNYVILLE SUBDIVISION

EASTWARD TRAINS

Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton North East)	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
61.1	↓	61.1	..... GRAND CENTRE ..... DUY	....	
	59.3	↑	12.6		
48.5	....		..... ARDMORE	1570	
			5.6		
42.9	....		..... FORT KENT	....	
			6.5		
36.4	....		..... BONNYVILLE	1900	
			12.1		
24.3	....		OCS ..... FRANCHERE	1570	CH-3 T-1
			5.7		
18.6	....		..... GLENDON	1570	
			3.9		
14.7	....		..... THERIEN	1700	
			4.9		
9.8	....		..... MALLAIG	1510	
			9.8		
0.0	....	0.0	..... ABILENE JCT. ..... DY	....	
			Jct. with Coronado Sub.		

BONNYVILLE SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 48 — applicable.

Rule 99.1 — applicable.

Rule 105.1 — RTC need not be advised when cars are left on a siding.

1.2 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 16.1(6) — Grand Centre ..... Track BA 85

2 EQUIPMENT RESTRICTIONS

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

2.2 Units in groups E, F, G and H prohibited.

3 SPEEDS

3.1 Mile		MILES PER HOUR All Trains
0.0 to 61.1	Zone	25

4 SPURS AND OTHER TRACKS

4.1	Mile	Capacity in Feet	Points Face
Bonnyville BA 46	36.5	4110	EastWest
Fort Kent BA 70	43.4	1370	East
CFB Spur BA 77	59.6	6080	East

4.2 **CFB Airport Trackage BA 78 —**

Mile 60.4 — Capacity 14,630 feet. Connects with tail of wye.

NORTHWARD TRAINS

WESTLOCK SUBDIVISION

SOUTHWARD TRAINS

Miles	Cautionary Limits	*Daily Operating Bulletin		STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
0.0		0.0	OCS	DUNVEGAN JCT. ..... U	....	See Footnotes
				Jct. with Edson Sub.		
				6.0		
6.0	6.0			CAMPBELL PARK ..... *DU	....	
				8.3		
14.3	....			BANKO JCT. ..... Y	....	
				Jct. with Lac La Biche Sub.		
				0.2		
14.5	....			CARBONDALE	1390	
				5.0		
19.5	....			MORINVILLE	4900	
				0.7		
20.2	....			MORIN JCT.	....	
				Jct. with Athabasca Sub.		
				8.2		
28.4	....			MEARNS	2010	
				2.0		
30.4	....			ALCOMDALE	....	
	33.6			4.7		
35.1				BUSBY ..... U	1970	
				0.1		
35.2				CARLEY JCT. ..... DUY	....	
				Jct. with Barrhead Sub.		
	35.8			8.5		
43.7	....			PICARDVILLE	2000	
				8.8		
52.5	....			WESTLOCK	5540	
				7.3		
59.8	....			PIBROCH	2520	
				6.1		
65.9	....			DAPP	1840	
				8.5		
74.4	....			JARVIE	2220	
				7.7		
82.1	....			FAWCETT	2470	CH-3 T-2
				5.3		
87.4	....			KILSYTH	5660	
				6.1		
93.5	....			FLATBUSH	2020	
				7.7		
101.2	....			TIELAND	....	
				8.7		
109.9	....			CHISHOLM	2080	
				12.7		
122.6	....			HONDO	2170	
	129.0			8.3		
130.9		130.9		SMITH ..... DUY	....	

WESTLOCK SUBDIVISION FOOTNOTES ON PAGES 65 and 66.

WESTLOCK SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 6 — Campbell Park — * Northward trains report only.

Rule 48 — applicable.

Rule 83.1(a) — * Edmonton Terminals DOB
* Edmonton North West DOB

Rule 94.1 — applicable at Smith switch mile 130.5.

Rule 99.1 — applicable.

Rule 104(b) — applicable at Smith switch mile 130.5.

Rule 105.1 — RTC need not be advised when cars are left on a siding except at Morinville, Meams, Westlock, Kilsyth and Chisholm.

1.2 **SPECIAL INSTRUCTIONS**

Regional M-3(f) — applicable between miles 67.0 and 130.9.

Regional M-3(g) — applicable between miles 0.0 and 67.0.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 2.5 — applicable at the following public crossing at grade (R-40828):
Mile 1.24 (137th Avenue)

Item 16.1(6) — Smith ..... Tracks EB 37, 38, 39 and 41

2 GENERAL FOOTNOTES

2.1 **Dunvegan** — Gates on the Nelson Lumber Spur have been equipped with a switch lock. Crews using this trackage are to ensure that gates are closed and locked after use.

2.2 Whistle signal 14(L) must be sounded for private crossing mile 52.6.

3 EQUIPMENT RESTRICTIONS

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

3.2 Units in groups E, F, G and H must not be operated beyond the fouling point of the following sidings and other tracks unless necessary to set out bad order equipment or required to reduce to tonnage account engine failure:

Dept. of National Defence Spur	mile	4.1
Norcen Energy Ltd. EA 04	mile	10.6
Carbondale	siding	
Meams	siding	
Koppers International EA 44	mile	50.5
Chisholm Ballast Pit EB 17	mile	108.6
Hondo	siding	

4 SPEEDS

4.1 Mile			MILES PER HOUR All Trains
0.0 to	0.7	Zone	20
0.7 to	5.0	Zone	35
5.0 to	14.0	Zone	30
9.4 to	10.4	.....	20
14.0 to	42.9	Zone	35
32.5 to	39.5	.....	25
42.9 to	48.0	Zone	30
48.0 to	90.0	Zone	35
90.0 to	126.5	Zone	25
126.5 to	130.9	Zone	35

CONDITIONAL SPEEDS

		MILES PER HOUR All Trains
4.2	**Miles 0.7 to 5.0; 14.0 to 42.9; 48.0 to 90.0 and 126.5 to 130.9**	
	Trains handling ore and/or concentrate in hopper cars in series 345000 to 345244	30
	Trains handling in excess of 10,000 tons	30
4.3	**Mile 1.24** (137th Avenue) Movements entering crossing and until crossing occupied	15
4.4	**Mile 130.5** (Old Highway 2) Movements entering crossing and until crossing occupied	10

5 PUBLIC CROSSINGS AT GRADE

5.1 **Mile 20.1** (Old Highway 2) Warning Devices. Automatic: Equipped with push buttons. After protection has been cancelled, crossing must not be occupied until protection has been in operation for at least 20 seconds.

Southward trains required to wait at Morin Jct. for an opposing train to Athabasca Sub. must stand clear of crossing circuit until the crossing train has cleared the crossing circuit.

5.2 **Mile 35.27** (Busby Access Road) Warning Devices. Automatic: Equipped with push buttons. STOP sign located just west of crossing governs eastward trains from Barrhead Sub.

5.3 **Mile 43.5** (Picardville) Warning Devices. Automatic: STOP signs located on other than main track.

5.4 **Mile 130.5** (Old Highway 2) Warning Devices. Automatic: Equipped with push buttons.

6 SPURS AND OTHER TRACKS

6.1	Mile	Capacity in Feet	Points Face
Callaghan TF 17	2.0	6350	NorthSouth

6.2 **Dept. of National Defence Spur —**

Mile 4.1 — extends 4.3 miles eastward. Switch points face south.

Permission must be received from track supervisor before entering Tracks T020, 21 and 22.

6.3	Mile	Capacity in Feet	Points Face
Campbell Park TO 18	4.3	2430	NorthSouth
Norcen Energy Resources Ltd. EA 03	10.6	1130	NorthSouth
Morinville Industrial Track EA 17	21.5	720	NorthSouth
Alcomdale Grain Elevators EA 27	30.4	850	South
Koppers International EA 44	50.5	190	North
Superior Propane Ltd. EA 45	51.8	230	North
Team Track EA 65	52.0	640	NorthSouth
Chisholm Ballast Pit EB 18	108.6	3880	North

(Continued on Page 66)

WESTLOCK SUBDIVISION FOOTNOTES

7 RADIO SYSTEMS

7.1 TO CALL RTC:
On CH-1, depress Tone-2 call button momentarily. Switch to CH-3. A ring back tone will indicate connection to RTC has been completed.
Wait for RTC to reply.
On completion of call, revert to CH-1.

8 SPECIAL DANGEROUS COMMODITIES

8.1 Southward movements must be inspected at mile 15.0.

NORTHWARD TRAINS

ATHABASCA SUBDIVISION

SOUTHWARD TRAINS

Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton North West)	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
20.2	↓	20.2	OCS ..... MORIN JCT. ..... DU	....	See Footnotes
	21.9		Jct. with Westlock Sub.		
			11.3		
31.5	....		..... LEGAL	2620	
			7.9		
39.4	....		..... VIMY	1880	
			5.8		
45.2	....		..... CLYDE	1580	
			6.9		
52.1	....		..... NESTOW	1540	
			6.5		
58.6	....		..... TAWATINAW	....	
			5.9		
64.5	....		..... ROCHESTER	1290	
			7.8		
72.3	....		..... PERRYVALE	1560	
			8.4		
80.7	....		..... MEANOOK	1560	
			4.7		
85.4	....		..... COLINTON	1380	
87.0			Y		
	92.3		7.7		
93.1	↑	93.1	..... ATHABASCA ..... U	....	

ATHABASCA SUBDIVISION FOOTNOTES ON PAGE 68

ATHABASCA SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 99.1 — applicable.
Rule 105.1 — RTC need not be advised when cars are left on a siding.

1.2 **SPECIAL INSTRUCTIONS**
Regional M-3(g) — applicable.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Athabasca . . . . . Track AA 92

2 GENERAL FOOTNOTES

2.1 Conductors of northward trains arriving at their destination must, as soon as possible, advise the RTC in Edmonton by AGT at 472-3048 of their arrival time and just prior to departure to obtain an OCS clearance.

2.2 Trains operating on the Athabasca Sub. can contact the Westlock Sub. RTC by train radio.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 263,000 lbs. gross must be covered by District Superintendent handling instructions between mile 20.2 and mile 21.9.

3.2 Cars exceeding 177,000 lbs. gross must be covered by District Superintendent handling instructions between mile 21.9 and Athabasca.

3.3 Only units in group A permitted beyond mile 21.9.

4 SPEEDS

4.1	Mile		MILES PER HOUR All Trains
	20.2 to 33.0	Zone	20
	33.0 to 93.1	Zone	15
	60.5 to 63.0	. . . . .	10

5 PUBLIC CROSSING AT GRADE

5.1 **Mile 92.86** (Lichfield Avenue) — Warning Devices. Automatic: STOP signs erected on each side of crossing. (WDR 1984-00101)

6 SPURS AND OTHER TRACKS

6.1		Mile	Capacity in Feet	Points Face
	UGG Spur AA 09	21.0	300	North

6.2 **Storage Track AA 01 —**
Mile 21.2 — Capacity 1690 feet, switch points face North and South.
Unless authorized by District Superintendent, cars exceeding 177,000 lbs. gross must not be stored or run through.

6.3		Mile	Capacity in Feet	Points Face
	OCS Spur AA 12	28.6	440	South
	Tawatinaw AA 65	58.6	290	South

7 RADIO SYSTEMS

7.1 TO CALL RTC:
On CH-1, depress Tone-2 call button momentarily. Switch to CH-3. A ring back tone will indicate connection to RTC has been completed.
Wait for RTC to reply.
On completion of call, revert to CH-1.

WESTWARD TRAINS

BARRHEAD SUBDIVISION

Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton North West)	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
0.0	↓	0.0	OCS ..... CARLEY JCT. ..... DUY	....	See Footnotes
	1.6	↑	Jct. with Westlock Sub.		
			18.7		
18.7	....	↓	..... MANOLA	1280	
	21.7		7.4		
26.1	25.9	25.9	..... BARRHEAD ..... UY	....	

Main track ends at mile 25.9.
Rule 105 applicable between mile 25.9 and mile 26.1.

EASTWARD TRAINS

BARRHEAD SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 99.1 — applicable.
Rule 105.1 — RTC need not be advised when cars are left on siding at Manola.

1.2 **SPECIAL INSTRUCTIONS**
Regional M-3(g) — applicable.

2 EQUIPMENT RESTRICTIONS

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

3 SPEEDS

		MILES PER HOUR All Trains
3.1 **Mile**		
0.0 to 25.9	Zone	25
19.6 bridge	.....	15

CONDITIONAL SPEEDS

3.2 **Miles 0.0 to 25.9**
Units in group E 15

3.3 **Miles 0.0 to 25.9**
Trains handling cars exceeding 250,000 lbs. gross 15

4 PUBLIC CROSSING AT GRADE

4.1 **Mile 0.10** (Busby Access Road) — Warning Devices. Automatic: Equipped with push button. STOP sign located just west of crossing governs eastward trains from Barrhead Sub.

5 SPURS AND OTHER TRACKS

	Mile	Capacity in Feet	Points Face
5.1 Alfalfa Products Ltd. WA 07	22.6	700	East

6 RADIO SYSTEMS

6.1 TO CALL RTC:
On CH-1, depress Tone-2 call button momentarily. Switch to CH-3. A ring back tone will indicate connection to RTC has been completed.
Wait for RTC to reply.
On completion of call, revert to CH-1.

WESTWARD TRAINS

EASTWARD TRAINS

SLAVE LAKE SUBDIVISION

Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton North West)		STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
130.9	↓	130.9	OCS	SMITH — DUY	....	
	133.2			6.9		
137.8	....			DECRENE	....	
				6.0		
143.8	....			SAULTEAUX	4990	
				12.2		
156.0	....			MITSUE	2330	
				6.9		
162.9	....			SLAVE LAKE	2370	
				9.7		
172.6	....			WAGNER	2050	
				5.0		
177.6	....			CANYON CREEK	....	
				3.3		
180.9	....			ASSINEAU	1550	CH-3 T-2
				10.4		
191.3	....			KINUSO	1900	
				7.8		
199.1	....			FAUST	2110	
				5.4		
204.5	....			DRIFTPILE	2070	
				6.6		
211.1	....			JOUSSARD	2140	
				16.3		
227.4	....			ENILDA	3000	
				6.8		
234.2	....			HIGH PRAIRIE	1420	
				14.0		
248.2	....			KENZIE	4940	
	259.4			13.7		
261.9	↑	261.9		McLENNAN — BDUY	....	

SLAVE LAKE SUBDIVISION FOOTNOTES ON PAGE 71

SLAVE LAKE SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **STANDARD RAILWAY CLOCK**
McLennan — Correct time may be obtained by calling 472-3095.

1.2 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 94.1 — applicable at Smith switch mile 131.1 and at McLennan switch mile 260.8.
Rule 99.1 — applicable.
Rule 104(b) — applicable at Smith switch mile 131.1 and at McLennan switch mile 260.8.
Rule 105.1 — RTC need not be advised when cars are left on a siding except at Saulteaux, Slave Lake, Kinuso, Driftpile, Enilda and Kenzie.

1.3 **SPECIAL INSTRUCTIONS**
Regional M-3(f) — applicable.

1.4 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Smith ..... Tracks EB 37, 38, 39 and 41

2 GENERAL FOOTNOTES

2.1 **Mitsue** — Blue light is installed on top of operator's station on loading rack, Chevron Standard Ltd. track. When light rotating, it indicates warning to train crews that hoses are connected to tank cars. Rotating blue light is in addition to STOP sign on rails.

2.2 **Faust, Driftpile** and **High Prairie** — Trains will approach and pass through Faust, Driftpile and High Prairie with caution expecting to find cars foul of main track or other obstruction due to vandalism.

3 EQUIPMENT RESTRICTIONS

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

3.2 Units in groups E, G and H prohibited.

3.3 Units in group F must not be operated on sidings at Wagner, Assineau, Kinuso, Faust, Driftpile and Joussard unless necessary to set out bad order equipment or required to reduce to tonnage account engine failure.

4 SPEEDS

4.1

Mile		MILES PER HOUR All Trains
130.9 to 133.7	Zone	25
133.7 to 157.0	Zone	30
157.0 to 178.0	Zone	25
178.0 to 208.0	Zone	30
205.5 to 205.7	.....	10
208.0 to 226.0	Zone	35
226.0 to 260.8	Zone	30
239.1 to 244.0	.....	25
260.8 to 261.9	Zone	25

CONDITIONAL SPEEDS

		MILES PER HOUR All Trains
4.2	**Miles 133.0 to 157.0** Trains handling cars exceeding 220,000 lbs. gross	25
4.3	**Miles 157.0 to 178.0** Trains handling cars exceeding 220,000 lbs. gross	15
4.4	**Miles 178.0 to 208.0** Trains handling cars exceeding 220,000 lbs. gross	25
4.5	**Miles 208.0 to 260.8** Trains handling ore and/or concentrate in hopper cars in series 345000 to 345244	25
	Trains handling in excess of 10,000 tons	25

5 SPURS AND OTHER TRACKS

5.1

	Mile	Capacity in Feet	Points Face
Alberta Energy Co. HA 18 ...	151.3	10360	East
Alberta Energy Co. Support Track HA 15	152.2	1350	EastWest

5.2 **Mitsue Lake Industrial Park Lead — HA 07**
Extends 2.2 miles northward from mile 154.0. Switch points face west. Serves following trackage (west to east):

	Capacity in Feet	Points Face
Vanderwell Contractors Ltd. HA 02	370	West
Weldwood Ltd. HA 03	470	West
Sawridge Development Ltd. HA 04	450	West
W. R. Zeidler (1962) Ltd. HA 06	580	West

Maximum permissible speed on lead and all spurs leading therefrom: 15 miles per hour.

5.3

	Mile	Capacity in Feet	Points Face
Ballast Spur HA 40	202.5	3640	West
Enilda HA 47	226.9	2180	East
United Grain Growers HA 51	233.2	1390	EastWest
High Prairie HA 54	234.2	1760	EastWest
Buchanan Lumber Ltd. HA 69	234.6	630	West
Imperial Oil Ltd. HA 70.....	234.7	280	West
Gulf Oil Canada Ltd. HA 72	234.9	300	West

WESTWARD TRAINS

EASTWARD TRAINS

SMOKY SUBDIVISION

Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton North West)		STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
261.9	↓	261.9 ↑	OCS	McLENNAN ..... BUY	....	
				1.6		
263.5	263.6			WINAGAMI ..... *DUY	....	
				Jct. with Peace River Sub.		
				6.9		
270.4	....			DONNELLY	1640	
				3.2		
273.6	....			FALHER	2040	
				6.1		
279.7	....			GIROUXVILLE	2720	
				8.5		
288.2	....			CULP	2820	
				9.8		
298.0	....			WATINO	1830	
				9.8		
307.8	....			TANGENT	4650	CH-3 T-2
				7.9		
315.7	....			EAGLESHAM	1610	
				6.9		
322.6	....			CODESA	....	
				6.5		
329.1	....			BELLOY	....	
				6.1		
335.2	....			WANHAM	2240	
				6.7		
341.9	....			MANIR	....	
	349.8			10.4		
352.3	352.3	352.3		RYCROFT JCT. ..... *DU	....	
				Jct. with Grande Prairie Sub.		
				4.9		
357.2	....			SPIRIT RIVER	....	
				0.6		
357.8	....			End of Operated Track	....	

Main track ends at mile 352.3.
Rule 105 applicable between mile 352.3 and mile 357.8.

SMOKY SUBDIVISION FOOTNOTES ON PAGE 73

SMOKY SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **STANDARD RAILWAY CLOCK**
McLennan — Correct time may be obtained by calling 472-3095.

1.2 **SPECIAL APPLICATIONS**
Rule 6 — Winagami — * Westward trains report only.
Rycroft Jct. — * Eastward trains report only.

Rule 48 — applicable.

Rule 94.1 — applicable at all main track switches at McLennan and at junction switch Winagami mile 263.5 and at junction switch Rycroft Jct. mile 352.3.

Rule 99.1 — applicable.

Rule 104(b) — applicable at all main track switches at McLennan and at junction switch Winagami mile 263.5 and at junction switch Rycroft Jct. mile 352.3.

Rule 105.1 — RTC need not be advised when cars are left on a siding.

1.3 **SPECIAL INSTRUCTIONS**
Regional M-3(f) — applicable.

1.4 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Mile 351.7 ..... Track JB 22

2 GENERAL FOOTNOTES

2.1 **Winagami** — Junction switch is in normal position when set for Peace River Sub.

2.2 **Unless** authorized by District Superintendent movements must not be operated between mile 289.0 and mile 305.1.

2.3 **Derail** installed on main track at mile 289.0 and mile 305.1.

2.4 **Culp** and **Tangent** — When descending grades Culp to Watino and Tangent to Watino, retainers must be used unless train can be controlled by use of pressure maintaining.

2.5 **Rycroft Jct.** — Junction switch is in normal position when set for Grande Prairie Sub.

3 EQUIPMENT RESTRICTIONS

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

3.2 Units in groups E, G and H prohibited between Winagami and mile 306.0.

4 SPEEDS

4.1 Mile		MILES PER HOUR All Trains
261.9 to 313.0	Zone	25
288.2 to 290.0	.....	15
290.0 to 291.0	.....	10
291.0 to 306.7	.....	15
313.0 to 357.2	Zone	30
343.0 to 345.1	.....	15
345.1 to 345.7	.....	10
345.7 to 348.0	.....	15

CONDITIONAL SPEEDS

		MILES PER HOUR All Trains
4.2	**Miles 306.0 to 313.0; Siding East and West switches Wanham and Miles 350.8 to 352.3** Units in groups E, G and H	15
4.3	**Miles 262.5 to 288.2** Trains handling cars exceeding 220,000 lbs. gross	15
4.4	**Miles 306.0 to 313.0** Trains handling cars exceeding 250,000 lbs. gross	15

5 PUBLIC CROSSING AT GRADE

5.1 Due to possibility of rusty rail conditions, trains must not enter public crossing at grade at mile 307.37 (Highway 740) until automatic crossing protection has been in operation for at least 20 seconds or crossing is manually protected.

6 SPURS AND OTHER TRACKS

6.1

	Mile	Capacity in Feet	Points Face
Cargill Grain Co. JA 09	272.9	2210	EastWest
Falher Alfalfa Ltd. JA 10	273.2	1460	East
Terrace Corporation (Construction) Ltd. JA 27	273.5	1130	EastWest
Storage Track JA 29	273.9	370	EastWest
Alberta Wheat Pool JB 12 .	335.7	710	West
Peace Valley Seeds Ltd. JB 18	350.8	360	West
Elevator Tracks JB 20/21/22	351.7	5790	EastWest
Team Track JB 32	352.1	1500	West

GRANDE PRAIRIE SUBDIVISION

MOUNTAIN TIME

WESTWARD TRAINS	Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton North West)	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones	EASTWARD TRAINS
	0.0	↓ 0.1	0.0	OCS ..... RYCROFT JCT. ..... DU	....		
				Jct. with Smoky Sub.			
				12.7			
	12.7	....		..... WOKING	1480		
				14.5			
	27.2	....		..... WEBSTER	1040	CH-3 T-2	
				8.8			
	36.0	....		..... SEXSMITH	2000		
				7.0			
	43.0	...		..... CLAIRMONT	1770		
		45.4		6.4			
	49.4	49.4	49.4	.. GRANDE PRAIRIE EAST ... DU	....		

Main track removed between
mile 49.4 and mile 49.5
Trains will move via Grande Prairie Yard.
..... GRANDE PRAIRIE ..... BY
Connection with Grande Cache Sub.

	49.5	49.5	49.5	OCS .. GRANDE PRAIRIE WEST ... DU	....		
		52.3		9.1			
	58.6	....		..... DIMSDALE	1560		
				6.3			
	64.9	....		..... WEMBLEY	....		
				6.2			
	71.1	....		..... HUALLEN	1920		
				7.3			
	78.4	....		..... BEAVERLODGE	....		
				5.1			
	83.5	....		..... ALBRIGHT	....	CH-3 T-2	
				4.6			
	88.1	....		..... HYTHE	....		
				9.4			
	97.5	....		..... LYMBURN	1920		
				17.9			
	115.4	....		..... TUPPER	1880		
				16.6			
	132.0	....		..... POUCE COUPE	1880		
				3.4			
	135.4	135.2 ↑		..... IRACARD ..... U	....		
				2.6			
	138.0		138.0	..... DAWSON CREEK .... DUY	....		

GRANDE PRAIRIE SUBDIVISION FOOTNOTES ON PAGE 75

GRANDE PRAIRIE SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **STANDARD RAILWAY CLOCK**
Grande Prairie — Correct time may be obtained by calling 472-3095.

1.2 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 94.1 — applicable at junction switch Rycroft Jct. mile 0.0.
Rule 99.1 — applicable.
Rule 104(b) —applicable at junction switch Rycroft Jct. mile 0.0.
Rule 105.1 — RTC need not be advised when cars are left on a siding.

1.3 **SPECIAL INSTRUCTIONS**
Regional M-3(f) — applicable.

1.4 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Grande Prairie ..... Track AS 65
Dawson Creek ..... Track TC 24

2 GENERAL FOOTNOTES

2.1 **Rycroft Jct.** — Junction switch is in normal position when set for Grande Prairie Sub.

2.2 Due to potential vandalism, the following yard switches have been equipped with high security switch locks. In the application of Rule 104(c), after use these switches must be locked but may be left lined for either route.

Grande Prairie: south switch track AS65
south switch track AS66

3 EQUIPMENT RESTRICTIONS

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

3.2 Units in groups E, G and H prohibited between mile 52.3 and Dawson Creek.

4 SPEEDS

4.1

Mile			MILES PER HOUR All Trains
0.0 to	10.0	Zone	35
0.0 to	0.3	Over switch and on curve	10
10.0 to	25.0	Zone	25
25.0 to	138.0	Zone	30
48.0 to	49.4	.....	15
49.5 to	50.0	.....	15
109.8 to	112.5	.. On curves ..	25
120.3 to	120.6	.. On curves ..	20
131.3 to	131.8	.. On curve ..	20
134.3 to	135.1	.. On curves ..	20

CONDITIONAL SPEEDS

		MILES PER HOUR All Trains
4.2	**Miles 0.0 to 10.0**	
	Trains handling ore and/or concentrates in hopper or gondola cars open or covered	30
	Trains handling in excess of 10,000 tons	30
4.3	**Miles 16.0 to 49.0**	
	Units in groups E, G and H	15
	Trains handling cars exceeding 250,000 lbs. gross	15
4.4	**Miles 25.0 to 49.0**	
	Trains handling cars exceeding 220,000 lbs. gross	15
4.5	**Mile 50.91** (Wapiti Road)	
	Movements approaching crossing and until crossing occupied	20
4.6	**Mile 137.8** (8th Street)	
	Eastward trains approaching crossing and until crossing occupied	10

5 SPURS AND OTHER TRACKS

5.1

	Mile	Capacity in Feet	Points Face
Sexsmith TA 31	36.3	2970	EaastWest
Alta. Terminal Canola Crushers TA 32/33/34	36.5	4230	East
Wembley TB 07	64.9	1830	EastWest
Team Track TB 16	65.0	270	West
Beaverlodge TB 25	78.3	210	West
Beaverlodge TB 26	78.4	2270	EastWest
Team Track TB 27	78.7	530	West
Albright TB 47	83.3	2230	EastWest
Hythe TB 50	88.1	2320	EastWest
Hythe TB 66	88.3	880	West
Spur TB 76	122.9	810	West
Elevator Tracks TB 82/83/86	135.4	3000	EastWest

NORTHWARD TRAINS

SOUTHWARD TRAINS

PEACE RIVER SUBDIVISION

Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton North West)		STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
0.0	0.1 ↓	0.0 ↑		WINAGAMI ..... DUY	....	
				Jct. with Smoky Sub.		
				8.0		
8.0	....			CROWELL	....	
				8.4		
16.4	....			SPRINGBURN	1670	
				7.5		
23.9	....			RENO	2410	
				6.6		
30.5	....			NAMPA	3070	
				11.1		
41.6	....			JUDAH	3000	
				7.0		
48.6	47.5 }			PEACE RIVER ..... DUY	1620	
	50.5 }			8.9		
57.5	....			ROMA	1340	CH-3
				3.1		T-2
60.6	59.6 }		OCS	ROMA JCT. ..... DU	....	
	60.8 }			Jct. with Manning Sub.		
				4.4		
65.0	....			GRIMSHAW	2250	
				6.5		
71.5	....			BERWYN	1460	
				6.1		
77.6	....			BROWNVALE	1550	
				7.0		
84.6	....			WHITELAW	1510	
				7.2		
91.8	....			BLUESKY	1910	
				5.6		
97.4	....			FAIRVIEW	2340	
				7.7		
105.1	....			GAGE	....	
	112.0			8.3		
113.4	↑	113.4 ↓		HINES CREEK ..... DUY	....	

PEACE RIVER SUBDIVISION FOOTNOTES ON PAGE 77

PEACE RIVER SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 48 — applicable.

Rule 94.1 — applicable at Winagami switch mile 0.0.

Rule 99.1 — applicable.

Rule 104(b) — applicable at Winagami switch mile 0.0.

Rule 105.1 — RTC need not be advised when cars are left on a siding.

1.2 **SPECIAL INSTRUCTIONS**

Regional M-3(f) — applicable.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 16.1(6) — Roma Jct. . . . . Shop Track
Hines Creek . . . . . Track UB 86

Item 17.2(14) a running brake test must be made prior to descending grades Judah to Peace River and Roma to Peace River.

2 GENERAL FOOTNOTES

2.1 **Winagami** — Junction switch is in normal position when set for Peace River Sub.

2.2 **Judah and Roma** — When descending grades Judah to Peace River and Roma to Peace River, retainers must be used unless train can be controlled by use of pressure maintaining.

2.3 **Roma Jct.** — Junction switch is in normal position when set for Manning Sub.

3 EQUIPMENT RESTRICTION

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

4 SPEEDS

4.1

Mile			MILES PER HOUR All Trains
0.0 to	42.0	Zone	30
0.0		. . Over switch . . .	10
8.8 to	9.6	. . . On curves . . .	25
17.3 to	17.6	. . . On curve . . .	25
42.0 to	57.0	Zone	15
46.3 to	47.8	Southward	10
57.0 to	113.4	Zone	30
59.4	bridge	. . . . .	20
60.6 to	65.0	. . . . .	25

CONDITIONAL SPEEDS

		MILES PER HOUR All Trains
4.2	**Miles 60.6 to 65.0** Units in group E	15
4.3	**Miles 60.6 to 65.0** Trains handling cars exceeding 220,000 lbs. gross	15

5 SPURS AND OTHER TRACKS

5.1 **Mile 49.3** — Track UA 48 capacity 1910 feet. Track UA 47 capacity 2400 feet. Both tracks connected to north and south legs of wye.

(a) **Horne and Pitfield Foods Ltd.**
Warehouse spur extends off Track UA 48. Diesel units must not enter warehouse.

(b) **Daishowa Spur UA 25** — extends 10.2 miles eastward off mile 0.25 Track UA 47, switch points face south.
Lookout for fallen rock between mile 6.0 and mile 9.3.
Maximum speed . . . . . 15 MPH.

5.2

	Mile	Capacity in Feet	Points Face
Team Track UA 43	49.5	840	North
Grimshaw UA 59	64.6	1680	NorthSouth
Grimshaw UA 60	65.0	2990	NorthSouth
Grimshaw UA 81	65.1	2440	NorthSouth
Fairview UB 59	97.6	630	North
Fairview UB 40/63	97.5	4940	NorthSouth

MANNING SUBDIVISION

NORTHWARD TRAINS	Hot Box Detectors	Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton North West)	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones	SOUTHWARD TRAINS
	....	0.0	1.6 3.0	1.6	..... ROMA JCT. ..... BDUY Jct. with Peace River Sub. 12.8	....	CH-6 T-2	
	....	12.8	....		..... LEDDY	3410		
	....	27.1	....		14.3 ..... DIXONVILLE	4430		
	43.4				18.2			
	....	45.3	....		..... DEADWOOD	3390	CH-7 T-2	
	....	55.3	....		10.0 ..... MANNING	4450		
	....	69.1	....		13.8 OCS ..... HOTCHKISS	3390		
	76.0				15.0			
	....	84.1	....		..... HAWKHILLS	4510		
	....	109.7	....		25.6 ..... KEMP RIVER	4430		
	....	128.3	....		18.6 ..... KEG RIVER	4370	CH-6 T-2	
	137.1				9.6			
	....	137.9	....		..... PADDLE PRAIRIE	3420		
	....	159.5	....		21.6 ..... METIS	4350		
	....	182.9	181.0 ↑	182.9	23.4 ..... HIGH LEVEL ..... DUY	....	CH-7 T-2	

Main track begins at yard north switch mile 1.6.
Rule 105 applicable between mile 0.0 and mile 1.6.

MANNING SUBDIVISION FOOTNOTES ON PAGE 79

MANNING SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **STANDARD RAILWAY CLOCK**
Roma Jct. — Correct time may be obtained by calling 472-3095.

1.2 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 94.1 — applicable at High Level switch mile 181.9.
Rule 99.1 — applicable.
Rule 104(b) — applicable at High Level switch mile 181.9.
Rule 105.1 — RTC need not be advised when cars are left on a siding.

1.3 **SPECIAL INSTRUCTIONS**
Regional M-3(a), (b), (c) and (d) — applicable.

1.4 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Roma Jct. . . . . Shop Track
High Level . . . . . Track RR 52

2 GENERAL FOOTNOTE

2.1 **Roma Jct.** — Junction switch is in normal position when set for Peace River Sub.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 263,000 lbs. gross must be covered by District Superintendent handling instructions between miles 0.0 and 102.0.

3.2 Cars exceeding 240,000 lbs. gross must be covered by District Superintendent handling instructions between miles 102.0 and 182.9. (This does not apply to loaded center beam bulkhead flat cars).

3.3 Units in groups E, G and H prohibited.

3.4 **High Level** — Canadian Propane Spur RR 28 must not be used for switching account sharp curvature.

4 SPEEDS

4.1

Mile			MILES PER HOUR All Trains
0.0 to	2.0	Zone	15
2.0 to	71.9	Zone	35
71.9 to	75.6	Zone	25
73.1 to	74.4	. . . . .	20
75.6 to	100.0	Zone	35
100.0 to	182.9	Zone	30
102.3 to	119.0	. . . . .	20

CONDITIONAL SPEEDS

4.2 **Miles 100.0 to 182.9**
Trains handling center beam bulkhead flat cars exceeding 220,000 lbs. gross. . 25

4.3 Trains handling cars having a gross weight over 220,000 lbs. over the following bridges:
Mile 110.7 and 125.3 15

4.4 **Mile 182.90 (107th Avenue)**
Approaching within 200 feet of crossing and until crossing occupied 10

5 HOT BOX DETECTORS

5.1 Not equipped with "Talker" system or Hot Wheel Detectors.

6 SPURS AND OTHER TRACKS

6.1

	Mile	Capacity in Feet	Points Face
Ballast Pit GR 25	10.0	1580	NorthSouth
Manning GS 11	55.6	2970	North
Dome Petroleum GT 17	111.7	960	NorthSouth

MEANDER RIVER SUBDIVISION

NORTHWARD TRAINS

SOUTHWARD TRAINS

Hot Box Detectors	Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton North West)	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
....	182.9	↓	182.9	OCS — HIGH LEVEL ..... DUY	....	
		184.5		18.3		
....	201.2	....		HUTCH LAKE	....	
				21.8		CH-7 T-2
....	223.0	....		MEANDER RIVER	3490	
233.3				17.8		
....	240.8	....		SLAVEY CREEK	3400	
				18.3		
....	259.1	....		LUTOSE	3420	
				12.7		
....	271.8	....		STEEN RIVER	3260	CH-6 T-2
				19.5		
....	291.3	....		INDIAN CABINS	3670	
294.3				20.0		
....	311.3	....		GRUMBLER	3700	
				19.7		
....	331.0	....		ALEXANDRA FALLS	....	
				18.8		
....	349.8	....		ENTERPRISE	3310	
350.4				19.0		CH-7 T-2
....	368.8	367.3 }		PINE JCT. ..... DUY	3450	
		374.5 }	374.5	Jct. with Pine Point Sub.		
				8.2		
....	376.2	....		HAY RIVER ..... B	....	

Main track ends at mile 374.5.
Rule 105 applicable between mile 374.5 and mile 376.2.

MEANDER RIVER SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **STANDARD RAILWAY CLOCK**
Hay River — Correct time may be obtained by calling RTC.

1.2 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 94.1 — applicable at High Level switch mile 182.9.
Rule 99.1 — applicable.
Rule 104(b) — applicable at High Level switch mile 182.9.
Rule 105.1 — RTC need not be advised when cars are left on a siding.

1.3 **SPECIAL INSTRUCTIONS**
Regional M-3(a), (b), (c) and (d) — applicable.

1.4 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — High Level ..... Track RR 52
Hay River ..... Tracks RU 08 and 10

2 EQUIPMENT RESTRICTIONS

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

2.2 Units in groups E, G and H prohibited.

2.3 **High Level** — Canadian Propane Spur RR 28 must not be used for switching account sharp curvature.

3 SPEEDS

3.1 Mile		MILES PER HOUR All Trains
182.9 to 374.5	Zone	30
234.0 to 235.2	.....	10
374.5 to 375.8	Zone	15

CONDITIONAL SPEEDS

3.2 **Mile 182.90 (107th Avenue)**
Approaching within 200 feet of crossing and until crossing occupied 10

4 HOT BOX DETECTORS

4.1 Not equipped with "Talker" system or Hot Wheel Detectors.

5 SPURS AND OTHER TRACKS

5.1	Mile	Capacity in Feet	Points Face
Petro Canada RR 74	184.2	440	North
Meander River RR 88	223.5	1140	North
Ballast Spur RR 90	225.6	1560	North
Spur RS 20	300.5	900	North
Keen Industries RT 05	348.4	420	North

PINE POINT SUBDIVISION

WESTWARD TRAINS	Hot Box Detector	Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton North West)	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones	EASTWARD TRAINS
↓	....	54.3	....		..... PINE POINT MINES	....		↑
					4.0			
	....	50.3	....		..... PINE POINT ..... Y	....	CH-6 T-2	
				49.0 ↑	16.0			
	....	34.3	....		OCS ..... MELLOR	....		
					17.7			
	....	16.6	....		..... BIRCH	2460	CH-7 T-2	
	9.7		1.4 ↑		16.6			
	....	0.0		0.0	..... PINE JCT. ..... DUY	....		
					Jct. with Meander River Sub.			

Main track ends at mile 49.0.
Rule 105 applicable between mile 49.0 and mile 54.3.

PINE POINT SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 99.1 — applicable.
Rule 105.1 — RTC need not be advised when cars are left on a siding.

1.2 **SPECIAL INSTRUCTIONS**
Regional M-3(a), (b), (c) and (d) — applicable.

2 EQUIPMENT RESTRICTION

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

3 SPEEDS

3.1 Mile		MILES PER HOUR All Trains
0.0 to 52.0	Zone	30
52.0 to 54.3	Zone	15

4 PUBLIC CROSSINGS AT GRADE

4.1 Due to possibility of rusty rail conditions, trains must not enter public crossings at grade at the following miles until automatic crossing protection has been in operation for at least 20 seconds or crossing is manually protected.
Miles 0.5 (Highway 2) and 9.7 (Highway 5).

5 HOT BOX DETECTOR

5.1 Not equipped with "Talker" system or Hot Wheel Detectors.

LAC LA BICHE SUBDIVISION

NORTHWARD TRAINS | SOUTHWARD TRAINS

Miles	Cautionary Limits	*Daily Operating Bulletin	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
0.0	0.0	0.0	..... BANKO JCT. ..... UY	....	See Footnotes
			Jct. with Westlock Sub.		
			8.4		
8.4			..... BON ACCORD ..... U	2040	
			1.1		
9.5	9.5	9.5	..... End of Operated Track .... U	....	

Lac La Biche Subdivision abandoned between mile 9.5 and mile 29.0.

29.0		29.0	..... KERENSKY ..... DU	....	See Footnotes
			Jct. with Coronado Sub.		
			1.6		
30.6	31.5		..... EGREMONT ..... U	1520	
			8.2		
38.8	....		.....THORHILD	1510	
			7.2		
46.0	....		.....ABEE	1520	
			6.2		
52.9	....		.....NEWBROOK	1480	
			6.7		
59.6	....		..... ALPEN	1480	
			5.5		
65.1	....		..... ELLSCOTT	1520	CH-3 T-2
			7.4		
72.5	....		..... BOYLE	....	
			14.3		
86.8	....		..... CASLAN	1520	
			13.2		
100.0	....		.....HYLO.....	1520	
			4.0		
104.0	....		.....VENICE.....	....	
	111.9		9.1		
113.1		113.1	..... LAC LA BICHE ..... DUY	....	

OCS

LAC LA BICHE SUBDIVISION FOOTNOTES ON PAGE 83

LAC LA BICHE SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 48 — applicable.

Rule 83.1(a) — * Edmonton North West DOB
* Edmonton North East DOB

Rule 94.1 — applicable at Lac La Biche switch mile 112.9.

Rule 99.1 — applicable between Kerensky and Lac La Biche.

Rule 104(b) — applicable at Lac La Biche switch mile 112.9.

Rule 105.1 — RTC need not be advised when cars are left on a siding.

1.2 **SPECIAL INSTRUCTIONS**

Regional M-3(f) — applicable between miles 60.0 and 113.1.

Regional M-3(g) — applicable between miles 0.0 and 60.0.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Lac La Biche ..... Track XA 96

2 GENERAL FOOTNOTE

2.1 **Kerensky** — Junction switch is in normal position when set for Lac La Biche Sub.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 192,000 lbs. gross must be covered by District Superintendent handling instructions between mile 0.0 and mile 9.5.

3.2 Cars exceeding 240,000 lbs. gross must be covered by District Superintendent handling instructions between Kerensky and Lac La Biche.

3.3 Only units in group A permitted between mile 0.0 and mile 9.5.

3.3 Units in groups E, F, G and H prohibited between mile 29.0 and Lac La Biche.

4 SPEEDS

4.1

Mile			MILES PER HOUR All Trains
0.0 to	9.5	Zone	10
29.0 to	69.5	Zone	25
57.0 to	59.0	.....	15
69.5 to	113.1	Zone	30
101.7 to	103.5	.. On Curves ..	20
109.5 to	110.6	.. On Curves ..	20

CONDITIONAL SPEEDS

		MILES PER HOUR All Trains
4.2	Trains handling cars having a gross weight over 220,000 lbs. over the following bridges: Mile 43.0, 85.9 and 104.9	15
4.3	**Mile 112.8** (Highway 36) Southward movements approaching crossing and until crossing occupied ..	15

5 PUBLIC CROSSINGS AT GRADE

5.1 Due to possibility of rusty rail conditions, trains must not enter public crossings at grade at the following miles until automatic crossing protection has been in operation for at least 20 seconds or crossing is manually protected:
Miles 2.89 (Highway 28) and 7.95 (Highway 28).

5.2 **Mile 29.32** (Highway 28) Warning Devices. Automatic: Equipped with push buttons. (R-35388).

6 SPURS AND OTHER TRACKS

6.1

	Mile	Capacity in Feet	Points Face
Pelican Spruce Mills XA 47	71.9	830	NorthSouth
Boyle XA 64	72.5	2330	NorthSouth
Boyle XA 67	72.6	350	NorthSouth
Jonks Farms Ltd. XA 68	73.1	1100	NorthSouth
Ballast Pit XA 73	84.0	3280	North
Ballast Pit Storage XA 77 ...	84.2	1270	NorthSouth

7 RADIO SYSTEMS

7.1 TO CALL RTC:
On CH-1, depress Tone-2 call button momentarily. Switch to CH-3. A ring back tone will indicate connection to RTC has been completed.
Wait for RTC to reply.
On completion of call, revert to CH-1.

NORTHWARD TRAINS

WATERWAYS SUBDIVISION

Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton North East)		STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
113.1	↓ 114.5	113.1 ↑	OCS	LAC LA BICHE ..... DUY	....	
				8.2		
121.3	....			BARNEGAT	1600	
				7.7		
129.0	....			TWEEDIE	....	
				8.5		
137.5	....			IMPERIAL MILLS	....	
				1.6		
139.1	....			PITLOCHRIE	1740	
				11.7		
150.8	....			PHILOMENA	1670	
				10.9		
161.7	....			BEHAN	2560	
				12.9		
174.6	....			MARGIE	....	
				8.7		
183.3	....			DEVENISH	1540	CH-3 T-2
				10.2		
193.5	....			CONKLIN	1520	
				9.7		
203.2	....			LEISMER	1550	
				9.7		
212.9	....			CHARD	1460	
				5.3		
218.2	....			PINGLE	2610	
				14.3		
232.5	....			QUIGLEY	1650	
				14.6		
247.1	....			CHEECHAM	1400	
				14.3		
261.4	....			ANZAC	1680	
				13.0		
274.4	273.3 } 275.0 }	275.0 ↓		LYNTON ..... DU	1520	
				11.1		
285.5	....			WATERWAYS ..... Y	....	

Main track ends at mile 275.0.
Rule 105 applicable between mile 275.0 and mile 285.5.

SOUTHWARD TRAINS

WATERWAYS SUBDIVISION FOOTNOTES ON PAGE 85

WATERWAYS SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 48 — applicable.

Rule 94.1 — applicable at Lac La Biche switch mile 113.5.

Rule 99.1 — applicable.

Rule 104(b) — applicable at Lac La Biche switch mile 113.5.

Rule 105.1 — RTC need not be advised when cars are left on a siding except at Pingle and Behan.

1.2 **SPECIAL INSTRUCTIONS**

Regional M-3(f) — applicable.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 16.1(6) — Lac La Biche ..... Track XA 96
Lynton ..... Track ZA 39
Waterways ..... Tracks ZA 57 and 63

2 GENERAL FOOTNOTES

2.1 **Lynton** — When descending grade Lynton to mile 282, retainers must be used except when train can be controlled by use of pressure maintaining.

2.2 Unless authorized by District Superintendent, movements must not be operated between mile 276.0 and mile 285.5.

2.3 Whistle signal 14(L) must be sounded for private crossing mile 285.36.

2.4 **Waterways** — When turning engines and equipment, engines will enter south leg of wye.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 240,000 lbs. gross must be covered by District Superintendent handling instructions.

3.2 Units in groups E, F, G and H prohibited.

3.3 At Waterways, only the following groups of units may operate on the wye:

Single units in groups A, B, C and D.

Single or multiple units in groups B, D1 (GR-20: 4700-4810 only) and D2.

Single units, with cars, in groups A, B, C and D (except GR-418: 4000-4128; GR-20: 4700-4810).

Single or multiple units, with cars, in groups B and D2.

3.4 Unless necessary to set out bad order equipment or required to reduce to tonnage account engine failure, trains handling loaded cars must not use sidings at Barnegat, Pitlochrie, Philomena, Devenish, Conklin, Leismer, Chard, Quigley and Anzac.

4 SPEEDS

4.1 Mile		MILES PER HOUR All Trains
113.1 to 203.0	Zone	30
118.0 to 123.8	.....	20
126.8 to 128.0	.....	20
130.6 to 131.3	.....	20
150.4 to 150.6	.....	20
155.2 to 155.5	.....	20
178.0 to 181.0	.....	20
186.8 to 189.2	.....	20
193.5 to 193.9	.....	20
203.0 to 223.0	Zone	20
223.0 to 275.0	Zone	30
239.2 to 239.7	.....	20
243.1 to 246.6	.....	15
248.0 to 248.2	.....	10
250.8 to 251.3	.....	20
254.8 to 255.5	.....	20
275.0 to 281.9	Zone	10
281.9 to 285.3	Zone	20

4.2 Waterways Wye Trackage 5

CONDITIONAL SPEEDS

4.3 **Mile 113.59** (92nd Street)
Northward movements approaching within 375 feet of crossing and until crossing occupied 10

4.4 Trains handling cars having a gross weight over 220,000 lbs. over the following bridges:
Mile 185.4, 199.0, 209.5, 215.1, 272.0 and 281.0 15

5 SPURS AND OTHER TRACKS

5.1 **PetroCan Ltd.**

Mile 174.6 — Track ZA 06. Capacity 1570 feet. Switch points face north and south.

5.2 **Ballast Pit ZA 12/13/14**

Mile 197.0 — Three tracks. Capacity 2260 feet. Switch points face south. Diesel units must not be operated over pit located on centre track. Maximum speed on this spur is 5 miles per hour. Extreme care must be used when switching or spotting cars for unloading.

5.3	Mile	Capacity in Feet	Points Face
Ballast Pit ZA 21	246.0	1080	North

5.4 **Intermodal Service Yard**

Mile 275.1 — Capacity of 9 tracks 7660 feet. Switch points face south. Maximum speed over track scale, South Sulphur No. 1 track is 3 miles per hour.

Diesel units must not be operated over track scale.

WESTWARD TRAINS

OYEN SUBDIVISION

MOUNTAIN TIME

Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton South)		STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
0.0	↓	0.0	OCS	KINDERSLEY ..... DUY	....	
	2.0			8.3		
8.3	....			FAIRMOUNT	....	
				6.7		
15.0	....			PINKHAM	2820	
				7.6		
22.6	....			FLAXCOMBE	2210	
				8.3		
30.9	....			MARENGO	2060	
				12.8		
43.7	....			MANTARIO JCT. ..... Y	....	
				Jct. with Mantario Sub.		
				0.3		
44.0	....			ALSASK	2420	
				6.9		
50.9	....			SIBBALD	....	
				9.8		
60.7	....			BENTON	2160	
				6.0		
66.7	....			OYEN	3200	CH-3 T-2
				10.3		
77.0	....			LANFINE	....	
				6.0		
83.0	....			CEREAL	....	
				5.8		
88.8	....			CHINOOK	1910	
				13.5		
102.3	....			YOUNGSTOWN	3780	
				6.0		
108.3	....			SCOTFIELD	....	
				7.9		
116.2	....			STANMORE	2000	
				4.5		
120.7	....			RICHDALE	2500	
				11.1		
131.8	....			BATTER JCT.	....	
				Jct. with Sheerness Sub.		
				4.6		
136.4	....	136.4		HANNA ..... D	....	

EASTWARD TRAINS

OYEN SUBDIVISION FOOTNOTES ON PAGE 87

OYEN SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 99.1 — applicable.
Rule 105.1 — RTC need not be advised when cars are left on a siding except at Alsask, Oyen and Youngstown.

1.2 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Hanna ..... Track KY 33

2 GENERAL FOOTNOTE

2.1 Except for the train dispatching function, the territory between Kindersley and rnile 2.0 is under the jurisdiction of the Saskatchewan District.

3 EQUIPMENT RESTRICTIONS

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

3.2 Unless necessary to set out bad order equipment or required to reduce to tonnage account unit failure, units in groups E, G and H must not operate on sidings or other tracks. These units may operate on the following tracks:

Pinkham ..... tracks JR 05 and 06, except that portion of the siding between elevator track switches.
Flaxcombe ..... siding
Marengo ..... siding and track JR 26
Alsask ..... tracks JS 02 and 04, except that portion of the siding between elevator track switches
Sibbald ..... tracks JS 32 and 36
Benton ..... siding
Oyen ..... siding and tracks JS 57 and 58
Cereal ..... track JT 14
Chinook ..... track JT 26
Youngstown ..... tracks JT 41 and 42, except that portion of the siding between elevator track switches
Hanna ..... all yard tracks except KY 13 and KY 38

Units in group F must not exceed 6 miles per hour through turnouts in yards and other tracks.

4 SPEEDS

4.1

Mile			MILES PER HOUR All Trains
0.0 to	8.1	Zone	40
8.1 to	30.9	Zone	45
30.9 to	43.7	Zone	40
43.7 to	136.4	Zone	45
79.2 to	79.7	.....	35

CONDITIONAL SPEEDS

4.2 **Miles 8.1 to 136.4**
Movements handling ballast 40

4.3 **Mile 0.91** (Highway 21)
Approaching within 400 feet of crossing and until crossing occupied 10

5 PUBLIC CROSSINGS AT GRADE

5.1 **Mile 43.7** (Highway 44) Warning Devices. Automatic: Equipped with push buttons.

5.2 **Mile 83.1** (First Street West) Waming Devices. Automatic: Equipped with push buttons. Movements proceeding 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.
STOP signs erected on Elevator track.

5.3 **Mile 136.07** (North South Road) Warning Devices. Automatic: Equipped with push button.

6 SPURS AND OTHER TRACKS

6.1

	Mile	Capacity in Feet	Points Face
Fairmount JR 01	8.3	2360	EastWest
Alsask JS 21	43.7	1030	East
Oyen JS 57	66.5	2680	East
Oyen JS 77	66.7	690	West
Lanfine JT 09	77.0	2510	East
Cereal JT 14	83.1	2330	EastWest
Scotfield JU 01	108.3	2470	West

MANTARIO SUBDIVISION

MOUNTAIN TIME

WESTWARD TRAINS	Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton South)	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones	EASTWARD TRAINS
	43.8	↓	43.8	OCS — GLIDDEN — UY	....		
		42.9	↑	5.3			
	38.5	....		DANKIN	....		
				4.8			
	33.7	....		EATONIA	1320		
				6.3			
	27.4	....		LAPORTE	1390	CH-3 T-2	
				9.2			
	18.2	....		MANTARIO	1590		
				5.9			
	12.3	....		EYRE	....		
	6.1	....		12.3 — Y			
	0.0	....	0.0	MANTARIO JCT. — DY (Jct. with Oyen Sub.)	....		

MANTARIO SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 48 — applicable.

Rule 99.1 — applicable.

Rule 105.1 — RTC need not be advised when cars are left on a siding.

2 GENERAL FOOTNOTES

2.1 Except for the train dispatching function, the territory between Glidden and mile 42.9 is under the jurisdiction of the Saskatchewan District.

2.2 Unless authorized by the District Superintendent, movements must not operate between mile 35.0 and mile 42.9.

3 EQUIPMENT RESTRICTIONS

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

3.2 Units in groups E prohibited.

3.3 Units in group F must not exceed 6 miles per hour through turnouts in yards and other tracks.

4 SPEEDS

4.1 Mile		MILES PER HOUR All Trains
0.0 to 43.8	Zone	30

CONDITIONAL SPEEDS

4.2 **Miles 0.0 to 43.8**
Units in group D 25

4.3 **Miles 0.0 to 5.6**
Trains handling cars exceeding 220,000 lbs. gross 20

4.3 **Miles 5.6 to 43.8**
Trains handling cars exceeding 220,000 lbs. gross 25

5 SPURS AND OTHER TRACKS

5.1

	Mile	Capacity	Points Face
Alberta Sulphate Ltd.	5.6	3.2 Miles	EastWest
Laporte NR 37	27.3	1160	EastWest
Eatonia NR 05	33.9	1870	EastWest

SHEERNESS SUBDIVISION

NORTHWARD TRAINS	Miles	Daily Operating Bulletin (Edmonton South)	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones	SOUTHWARD TRAINS
↓	13.0	13.0 ↑	OCS — End of Operated Track	....		↑
			1.5			
	11.5		SHEERNESS	1550		
			5.4		CH-3 T-2	
	6.1		TAPLOW	1530		
			6.1			
	0.0	0.0 ↓	BATTER JCT. Jct. with Oyen Sub.	....		

SHEERNESS SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 99.1 — applicable.
Rule 105.1 — RTC need not be advised when cars are left on a siding.

2 EQUIPMENT RESTRICTIONS

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

2.2 Units in group E prohibited.

2.3 Units in group F must not exceed 6 miles per hour through turnouts in yards and other tracks.

3 SPEEDS

3.1 Mile		MILES PER HOUR All Trains
0.0 to 13.0	Zone	25

CONDITIONAL SPEEDS

3.2 **Miles 0.0 to 13.0**
Trains handling cars exceeding 250,000 lbs. gross 20

4 PUBLIC CROSSING AT GRADE

4.1 Due to possibility of rusty rail conditions, trains must not enter public crossing at grade at mile 1.49 (Highway 9) until automatic crossing protection has been in operation for at least 20 seconds or crossing is manually protected.

5 SPURS AND OTHER TRACKS

5.1 **Manalta Coal Co. Ltd.**
Mile 12.7 — Capacity 8780 feet, connected both ends.
Movements must not be operated on tracks 2 to 7 inclusive unless authorized by District Superintendent.

5.2 **TransAlta Utilities Corp. Spur**
Mile 13.0 — Extends westward for 9.6 miles.
Movements must be authorized by District Superintendent.
Maximum Speed — miles 0.0 to 2.5 ..... 25 miles per hour.
Movements handling cars having gross weight over 177,000 lbs. — miles 0.0 to 2.5 ..... 15 miles per hour.
Mile 9.6 — is at the east switch of run-around track at the plant yard. The run-around track is 1275 feet in length.
Tail track 2620 feet in length extends west from run-around switch and a short spur leads into the power house.
Unless otherwise advised, cars are to be left on run-around track for unloading.

DRUMHELLER SUBDIVISION

WESTWARD TRAINS	Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton South)	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones	EASTWARD TRAINS
	0.0	....	0.0	HANNA D	....		
	0.8	....		7.7			
				Y			
	7.7	....		WATTS	....		
				6.8			
	14.5	....		CRAIGMYLE	2380	CH-3 T-2	
				7.4			
	21.9	....		DELIA	2570		
				8.0			
	29.9	....		MICHICHI	2270		
				3.0			
	32.9	....		GARTLY	....		
		39.2		7.4			
	40.3	▲		DINOSAUR U	2330		
		▼		Jct. with Stettler Sub.			
				0.5			
	40.8			MUNSON U	2470	CH-2 T-2	
		42.0		11.6			
	52.4	....		DRUMHELLER	8510		
				4.4			
	56.8	....		ROSEDALE	3430		
				3.6			
	60.4	....		WAYNE	....	CH-2 T-1	
				16.0			
	76.4	....		ROSEBUD	2530		
				2.6			
	79.0	....		REDLAND	....	CH-2 T-2	
				8.1			
	87.1	....		ROCKYFORD	2950		
				6.4			
	93.5	....		BAINTREE	1540		
				9.4			
	102.9	....		ARDENODE	....		
				8.2			
	111.1	....		LYALTA	2140		
				7.3			
	118.4	....		NORFOLK	1600	CH-3 T-2	
				10.5			
	128.9	128.9 }		JANET DU	....		
		130.4 }	▼ 130.4	3.0			
	131.9	....		SARCEE YARD BCY	....		

OCS

Main track ends at mile 130.4.
Rule 105 applicable between mile 130.4 and mile 131.9.

DRUMHELLER SUBDIVISION FOOTNOTES ON PAGE 91

DRUMHELLER SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 48 — applicable.

Rule 99.1 — applicable.

Rule 105.1 — RTC need not be advised when cars are left on a siding except Delia, Dinosaur, Drumheller and Rockyford.

1.2 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 2.5 — applicable at the following public crossings at grade (RTC R-39144):

Mile 129.44 (68th Street South East)
Mile 130.45 (52nd Street South East)

Item 16.1(6) — Hanna ..... Track KY 33
Sarcee Yard ..... Tracks SO 16 and 18

2 GENERAL FOOTNOTE

2.1 **Drumheller** — Siding switches designated by the letter "S" stencilled on switch target.

3 EQUIPMENT RESTRICTIONS

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

3.2 Unless necessary to set out bad order equipment or required to reduce to tonnage account unit failure, units in groups E, G and H must not operate on sidings or other tracks. These units may operate on the following tracks:

Hanna ..... all yard tracks except KY 13 and KY 38
Craigmyle ..... siding and track KZ 08
Delia ..... siding and track KZ 20
Michichi ..... siding
Dinosaur ..... siding and track KZ 62
Munson ..... siding
Drumheller ..... siding and tracks KT 33 and 48
Rosedale ..... siding and track KU 03
Rosebud ..... siding and track KU 19
Rockyford ..... siding and track KV 02
Lyalta ..... track KV 28
Sarcee Yard ..... other tracks

Units in group F must not exceed 6 miles per hour through turnouts in yards and other tracks.

4 SPEEDS

4.1

Mile			MILES PER HOUR All Trains
0.0 to 32.0		Zone	45
32.0 to 40.0		Zone	35
40.0 to 52.3		Zone	25
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 82.0		Zone	35
82.0 to 124.7		Zone	40
124.7 to 130.4		Zone	35

CONDITIONAL SPEEDS

		MILES PER HOUR All Trains
4.2	**Miles 0.0 to 32.0** Movements handling ballast	40
4.3	**Mile 52.25** (Second Street West) Approaching within 950 feet of crossing and until crossing occupied	25
4.4	**Mile 52.78** (Highway 9) Westward movements approaching within 1260 feet of crossing and until crossing occupied	25

5 PUBLIC CROSSINGS AT GRADE

5.1 **Mile 52.25** (Second Street West) — Warning Devices. Automatic: Equipped with push buttons.

Main track movements proceeding at less than 10 miles per hour within 950 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.

5.2 **Mile 52.78** (Highway 9) — Warning Devices. Automatic: Equipped with push button.

STOP sign located on track KT 33.

5.3 **Mile 76.2** (First Avenue) — Warning Devices. Automatic: Equipped with push button.

5.4 **Mile 130.43** (52nd Street S.E.) — Warning Devices. Automatic: Equipped with push button.

STOP sign erected in vicinity of yard east switch governs eastward movements from east lead over the crossing.

6 SPURS AND OTHER TRACKS

6.1

	Mile	Capacity in Feet	Points Face
Watts KZ 01	7.7	2500	East
Delia KZ 42	21.8	330	East
Dinosaur KZ 64	40.3	2580	West
Drumheller KT 48	52.8	1490	West
Rosedale KU 06	57.6	1490	EastWest
Wayne KU 07	60.2	1010	East
Taylor KU 14	66.2	1120	EastWest
Redland KU 30	78.8	1450	East
Economy Carriers JO 02	130.2	1640	West

7 SPECIAL DANGEROUS COMMODITIES

7.1 Westward movements must be inspected at mile 118.4.

CALGARY TERMINAL

1 CALGARY INDUSTRIAL LINE

Extends from mile 131.9 Drumheller Sub.

1.1 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Sarcee Yard ..... Tracks SO 16 and 18

1.2 **SPEEDS**

Mile	MILES PER HOUR
0.0 to 4.0	15
0.42 (Barlow Trail) Approaching within 260 feet of crossing until crossing occupied .	10
Units in group E	10

1.3 **GENERAL FOOTNOTES**
Cars spotted on tracks SO 44, 45, 46 and 47 must be secured at both ends.

Sufficient operative air brakes must be in service on all movements to and from Alberta Terminals.

2 FOOTHILLS INDUSTRIAL BRANCH

Extends from mile 0.3 Calgary Industrial Line.

2.1 **RESTRICTED CLEARANCE**
TransWestern Express Dock Spur SO 48— Due to canopy overhang, cars exceeding normal box car height of 15 feet 1 inch must not be taken onto nor switched in this spur.

2.2 PUBLIC CROSSING AT GRADE
Mile 0.1 (Barlow Trail) — Warning Devices. Automatic: Movements over this crossing in either direction must not obstruct crossing until the gates are observed to be in the horizontal position.

2.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 2.5 — applies at the following public crossings at grade (RTC R-39144):
Mile 0.10 (Barlow Trail South East)
Mile 2.44 (Glenmore Trail South East) (Westward)
Mile 2.50 (Glenmore Trail South East) (Eastward)

3 G.T.P. INDUSTRIAL BRANCH

Extends from mile 125.7 Three Hills Sub. (North Wye Switch).

3.1 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 2.5 — applies at the following public crossings at grade (RTC R-39144):
Mile 0.22 (50th Avenue South East)
Mile 0.42 (Barlow Trail South East)
Mile 1.01 (50th Avenue South East)

4 EAST INDUSTRIAL BRANCH

Extends from mile 3.1 Calgary Industrial Line.

4.1 PUBLIC CROSSING AT GRADE
Mile 1.31 (26th Avenue and 11th Street S.E.) — Warning provided by roadway traffic signals only. All movements on East Industrial Branch and Canada Packers Spur must stop at STOP signs, and not obstruct crossing until white indicator light mounted on signal housing is lit. If indicator light fails to operate, a crew member must provide manual protection of the crossing. Westward movements on Canada Packers Spur must use push button to cause traffic signals to cycle to stop.

5 McLEOD INDUSTRIAL BRANCH

Extends from mile 2.3 Calgary Industrial Line.

5.1 **EQUIPMENT RESTRICTIONS**
Units in groups E, F, G and H prohibited.

Account sharp curvature, only the following groups of units may operate on this Branch:

Single units in groups
A (GR-12: 1054-1056)
C1 (GR-17: 4208-4351 and 4371-4396)
D1 (GR-12: 1101-1182, 1900-1915
GR-17: 4365 and 4401-4595).

Single or multiple units in groups B and D2
(except GS-413: 7100-7107 and GS-412: 7300-7317).

5.2 **GENERAL FOOTNOTES**
STOP sign located at crossover connecting CN track with CP Rail track at mile 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 CP Rail movement is working in that area.

Sufficient operative air brakes must be in service on all movements.

5.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 2.5 — applies at the following public crossing at grade (RTC R-39144):
Mile 2.0 (Heritage Drive South East)

6 HIGHFIELD INDUSTRIAL BRANCH

Extends from mile 3.0 Calgary Industrial Line.

6.1 **EQUIPMENT RESTRICTIONS**
Units in groups E, F, G and H prohibited.

Account sharp curvature, only the following groups of units may operate on this Branch:

Single units in groups
A (GR-12: 1054-1056)
C1 (GR-17: 4208-4351 and 4371-4396)
D1 (GR-12: 1101-1182, 1900-1915
GR-17: 4365 and 4401-4595).

Single or multiple units in groups B and D2
(except GS-413: 7100-7107 and GS-412: 7300-7317).

6.2 **GENERAL FOOTNOTES**
Sufficient operative air brakes must be in service on all movements.

Movements to the H400 and H500 Leads must be made off the H100 Lead.

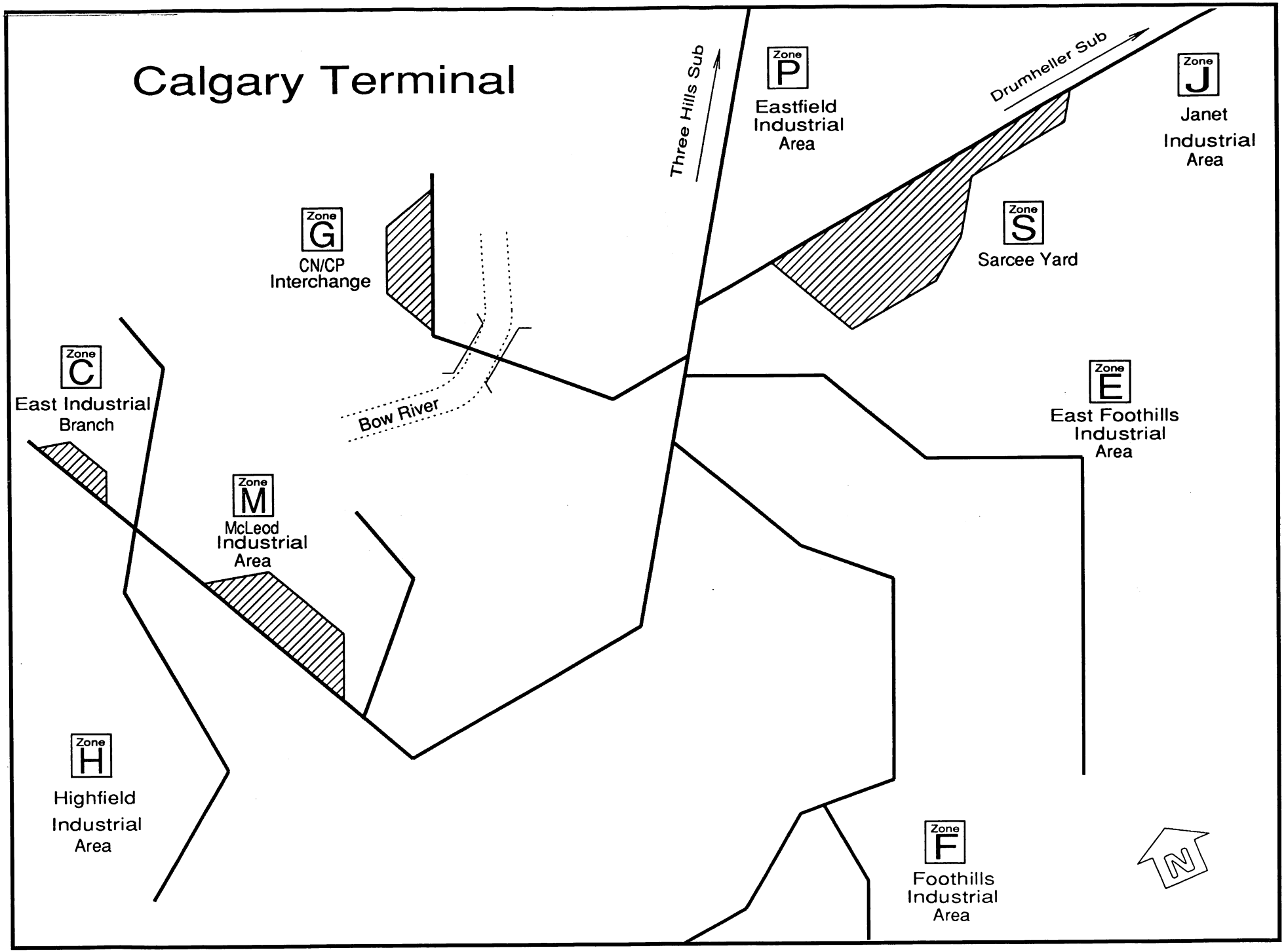
Cars exceeding 62.6 feet must be handled as a single car cut while on the H100 and H400 Leads and all spurs connected thereto.

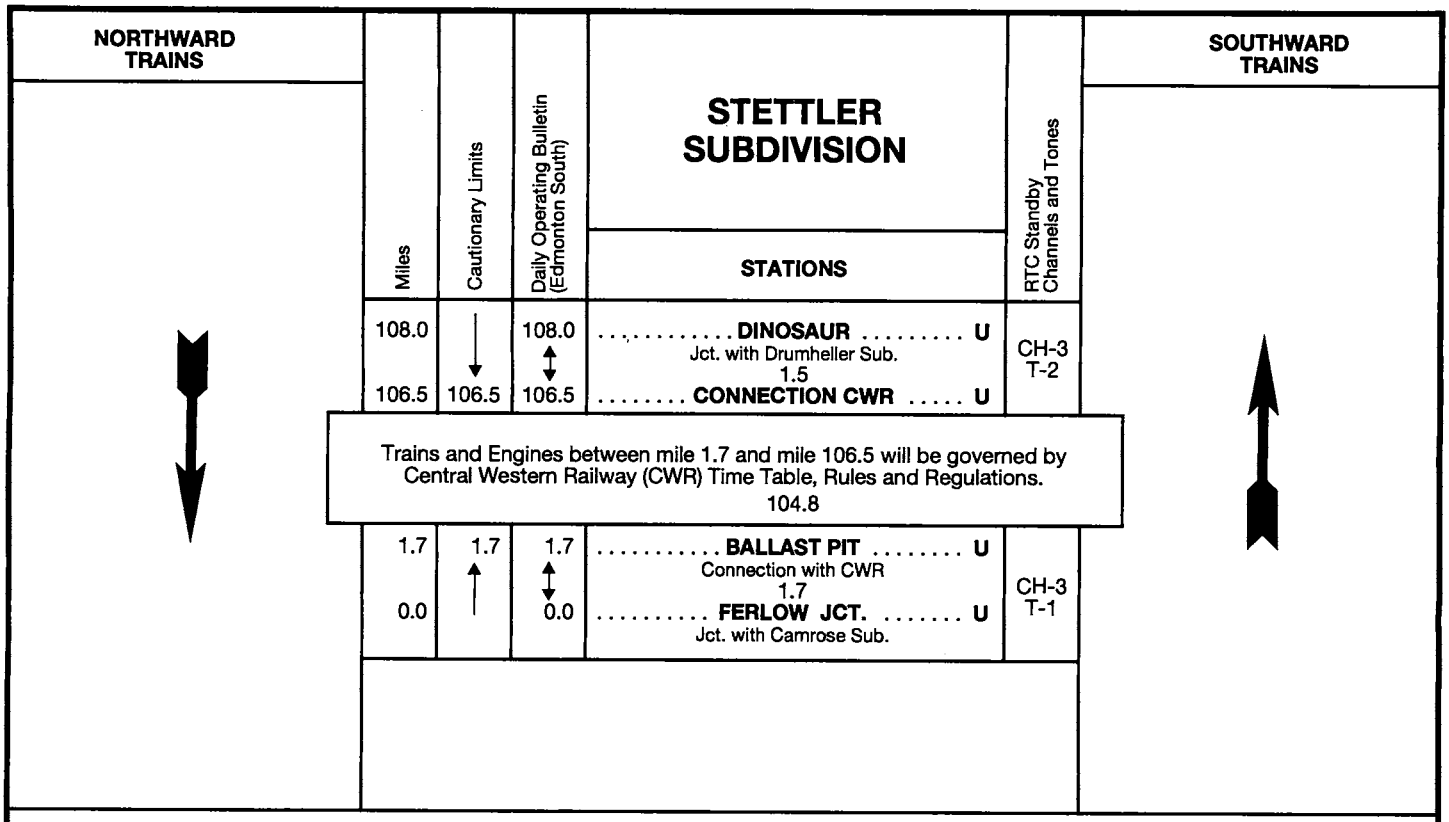
6.3 PUBLIC CROSSING AT GRADE
Mile 0.76 (9th Street SE)
Account restricted sight lines, all movements must not exceed 5 miles per hour until crossing occupied.

7 HIGHFIELD No. 7 LEAD

Extends from mile 0.4 Highfield Industrial Branch.

7.1 PUBLIC CROSSING AT GRADE
Mile 0.13 (Highfield Connector Road) — Warning Devices. Automatic: STOP signs located at crossing. (R-30306 WD)


Calgary Terminal
Three Hills Sub
Drumheller Sub
Zone P
Eastfield Industrial Area
Zone J
Janet Industrial Area
Zone S
Sarcee Yard
Zone G
CN/CP Interchange
Bow River
Zone C
East Industrial Branch
Zone E
East Foothills Industrial Area
Zone M
McLeod Industrial Area
Zone H
Highfield Industrial Area
Zone F
Foothills Industrial Area
N



STETTLER SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 48 — applicable.

Rule 94.1 — applicable at Ballast Pit mile 1.7 main track switches.

Rule 104(b) — applicable at Ballast Pit mile 1.7 main track switches.

2 GENERAL FOOTNOTES

2.1 **Ferlow Jct. to mile 1.7.**

Switch-point derail installed at mile 1.7.

The provisions of CROR Rule 104.5 applicable.

CWR trackage between mile 1.7 and mile 6.5 is used jointly by CN and CWR trains and engines for interchange purposes.

Unless authorized by CN District Superintendent, CN movements must not proceed southward beyond mile 3.0.

2.2 **Dinosaur to mile 106.5.**

Switch-point derail installed at mile 106.5.

The provisions of CROR Rule 104.5 applicable.

Unless authorized by CN District Superintendent, CN movements must not proceed northward beyond mile 106.5.

3 EQUIPMENT RESTRICTION

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

4 SPEEDS

4.1 Mile			MILES PER HOUR All Trains
0.0 to	1.7	Zone	15
106.5 to	108.0	Zone	15

CONDITIONAL SPEEDS

4.2 **Miles 0.0 to 1.7**
Units other than group A 5

4.3 **Miles 0.0 to 1.7**
Movements handling cars having gross weight over 177,000 lbs 5

5 SPURS AND OTHER TRACKS

5.1	Mile	Capacity in Feet	Points Face
Ballast Pit PR 01	1.7	2890	North
(Connected at South End to CWR mile 2.1)			

NORTHWARD TRAINS

THREE HILLS SUBDIVISION

SOUTHWARD TRAINS

Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton South)	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones
....	126.0	125.7	125.7	..... SARCEE YARD .... BCUY	....	
				2.7		
....	123.3	122.9		..... HUBALTA ..... DU	....	CH-3 T-2
				5.7		
....	117.6	....		..... CONRICH	2010	
115.0				5.7		
....	111.9	....		..... DELACOUR	1990	
				5.5		
....	106.4	....		..... KATHYRN	1980	
				8.9		
....	97.5	....		..... IRRICANA ..... *D	1990	
	95.6			5.6 Y		
....	91.9	....		..... BEISEKER	2050	
				1.7		
....	90.2	....		..... BILL HARTE	4460	
				5.1		
....	85.1	....		..... BIRCHAM	....	
				11.9		
....	73.2	....		..... SWALWELL	5120	
				6.3		
....	66.9	....		..... TWINING	2030	
				6.7		
....	60.2	....		..... THREE HILLS	3500	
				6.4		
....	53.8	....		..... EQUITY	1930	CH-3 T-1
				3.4		
....	50.4	....		..... TROCHU	....	
				7.0		
....	43.4	....		..... HUXLEY	2050	
				5.6		
....	37.8	....		..... ELNORA	2150	
				9.9		
....	27.9	....		..... LOUSANA	2080	
				6.5		
....	21.4	....		..... DELBURNE	1980	
				5.1		
....	16.3	....		..... ARDLEY	2010	
				8.4		
....	7.9	....		..... ALIX JCT. ..... *D	....	
				Jct. with Brazeau Sub.		
				1.8		
....	6.1	....		..... ALIX	2010	
5.2		2.0		6.1		
....	0.0		0.0	..... MIRROR ..... BCDUY	....	

OCS

Main track ends at mile 125.7
Rule 105 applicable between mile 125.7 and mile 126.0.

THREE HILLS SUBDIVISION FOOTNOTES ON PAGE 96

THREE HILLS SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 6 — Alix Jct. — * Southward trains report only.
Irricana — * CP trains report only.

Rule 48 — applicable.

Rule 99.1 — applicable.

Rule 105.1 — RTC need not be advised when cars are left on a siding except at Huxley, Swalwell, and Bill Harte.

1.2 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 2.5 — applicable at the following public crossings at grade (RTC R-39144):

Mile 122.13 (68th Street South East)
Mile 123.06 (17th Avenue South East)
Mile 123.57 (52nd Street South East)
Mile 124.47 (Erinmount Crescent South East Pedestrian Crossing)
Mile 124.95 (36th Street South East)
Mile 125.21 (Peigan Trail South East)
Mile 125.87 (50th Avenue South East)

Item 16.1(6) — Mirror ..... Tracks OR 10 and 11
Sarcee Yard ..... Tracks SO 16 and 18

2 GENERAL FOOTNOTE

2.1 **Alix Jct.** — Junction switch is in normal position when set for Brazeau Sub.

3 INTERLOCKING

3.1 **Railway Crossing at Grade**

CP Rail ..... Mile 5.7 ..... Automatic

Timing circuit extends from mile 7.3 to mile 5.8. These locations are marked by crossing circuit signs. Northward movements occupying timing circuit for a period in excess of 12 minutes must proceed prepared to find interlocking signal displaying STOP indication.

Maximum speed ..... 25 MPH.

4 EQUIPMENT RESTRICTIONS

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

4.2 Units in the groups indicated must not operate on the following sidings and other tracks unless necessary to set out bad order equipment or required to reduce to tonnage account engine failure:

	Groups
Ardley — Siding (except for 250 feet on south end)	E, G and H
Delburne — Track OS 15	E, G and H
Twining — Track OU 02	E, G and H
Gravel pit, Mile 95.9 — Past stop sign at north end of west track No. 42	E, G and H
Western Canada Steel Ltd. — Tracks at miles 123.6 and 124.2	E, G and H

Units in group F must not exceed 6 miles per hour through turnouts in yards and other tracks.

5 SPEEDS

5.1

Mile		MILES PER HOUR All Trains
0.0 to 111.0	Zone	40
4.8 to 7.3	.....	25
12.6 to 13.2	.....	35
34.7 to 41.3	.....	35
53.3 to 53.7	.....	35
57.5 to 57.8	.....	25
59.4 to 62.5	.....	30
65.0 to 65.8	.....	35
67.2 to 68.2	.....	35
69.2 to 69.9	.....	30
73.6 to 75.5	.....	30
76.2 to 77.2	.....	35
78.9 to 79.1	.....	35
80.8 to 83.9	.....	35
111.0 to 121.0	**Zone**	**50**
121.0 to 125.7	**Zone**	**35**

CONDITIONAL SPEEDS

5.2 **Miles 0.0 to 125.7**
Trains handling ballast and ore 35

5.3 **Mile 0.16** (Highway 50)
Southward movements approaching within 400 feet of crossing and until crossing occupied 10

5.4 **Mile 21.1** (Highway 21)
Northward movements proceeding at less than 10 miles per hour within 2100 feet of crossing and until crossing occupied 10

6 PUBLIC CROSSINGS AT GRADE

6.1 **Mile 50.7** (Secondary Road 585) Warning Devices. Automatic: STOP sign for southward movements on other than main track is located on east side of Track OT 01.

6.2 **Mile 60.69** (3rd Street South) Warning Devices. Automatic: STOP sign for southward movements on other than main track located on track OT 32. STOP signs for movement on other than main track located on both sides of crossing on track OT 46.

6.3 **Mile 106.1** (Municipal Road) Warning Devices. Automatic: Equipped with push button.

7 SPURS AND OTHER TRACKS

7.1

	Mile	Capacity in Feet	Points Face
Alix OS 01	5.9	590	North
Delburne OS 19	21.4	2150	NorthSouth
Trochu OT 01	50.4	1910	NorthSouth
Trochu OT 22	50.7	790	South
Three Hills OT 46	60.5	2280	NorthSouth
Storage Track OU 18	79.9	750	South
Bircham OU 22	85.1	2000	North
Beiseker OU 28	91.4	960	NorthSouth
Beiseker OU 29	91.5	520	South
Irricana OU 42	95.9	9870	South
Hubalta PO 25	123.3	1800	South

8 SPECIAL DANGEROUS COMMODITIES

8.1 Southward movements must be inspected at mile 115.0.

WESTWARD TRAINS

BRAZEAU SUBDIVISION

EASTWARD TRAINS

Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Daily Operating Bulletin (Edmonton South)	STATIONS	Siding Capacity in Feet	RTC Standby Channels and Tones	Mtce. of Way Channel
....	0.0	0.0	..... ALIX JCT. ..... D	....	See Footnotes	See Footnotes
			Jct. with Three Hills Sub.			
			10.0			
....	10.0		..... HAYNES	1500		
			7.2			
....	17.2		..... JOFFRE	1480		
			5.2			
....	22.4		..... PRENTISS	1550		
			14.1			
....	36.5		..... RED DEER JCT. ..... *DY	1600		
			1.5			
....	38.0		..... BRIGGS	....		
48.3			13.5			
....	51.5		..... SYLVAN LAKE	2650		
			6.1			
....	57.6		..... ELSPETH	....		
			8.1			
....	65.7		..... ECKVILLE	6670		
			7.0			
....	72.7		..... WITHROW	....		
			4.3			
....	77.0		..... LESLIEVILLE	1500		
			8.5			
....	85.5		..... CODNER	....		
			6.5			
....	92.0		.... ROCKY MT. HOUSE .... *DY	1760		
			1.9			
....	93.9		..... LOCHEARN	1960		
95.4			2.0			
....	95.9	95.9	..... ULLIN JCT.	....		
			Jct. with Ram River Sub.			
			1.1			
....	97.0		..... End of Operated Track	....		

OCS

Main track ends at mile 95.9.
Rule 105 applicable between mile 95.9 and mile 97.0.

BRAZEAU SUBDIVISION FOOTNOTES ON PAGES 98 and 99.

BRAZEAU SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**

Rule 6 — Red Deer Jct. — Eastward trains originating only.

Rocky Mt. House — Eastward trains only.

Rule 48 — applicable.

Rule 99.1 — applicable.

Rule 105.1 — RTC need not be advised when cars are left on a siding except at Eckville.

1.2 **SPECIAL INSTRUCTIONS**

Regional M-3(a), (b) and (c) — applicable.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 16.1(6) — Rocky Mt. House ..... Track QT 32

2 GENERAL FOOTNOTES

2.1 **Alix Jct.** — Junction switch is in normal position when set for movements to and from Brazeau Sub.

2.2 **Red Deer Jct.** — Switch at east end of siding connects siding with Red Deer North Industrial Spur.

2.3 **Ullin Jct.** — Junction switch is in normal position when set for Ram River Sub.

2.4 Unless authorized by the District Superintendent, movements must not be operated beyond mile 96.0.

2.5 With the exception of locomotives, all equipment having heaters, stoves, generators, liquid fuel burning lamps, liquid fuel and/or electric motors, must not be moved onto the following loading tracks:

Alberta Gas Ethylene Plant — mile 17.6:
The area SOUTH of derail inside the plant is designated loading track.

Imperial Oil — mile 26.7:
The area NORTH of derail is designated loading track.

Hudson Bay Oil and Gas — mile 57.6:
The entire loading track.

Texaco Exploration — mile 64.5:
The entire two loading tracks.

Amerada Gas Plant — mile 93.9:
The entire two loading tracks.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 263,000 lbs. gross between Alix Jct. and Ullin Jct. must be covered by District Superintendent handling instructions.

3.2 Cars exceeding 177,000 lbs. gross between Ullin Jct. and mile 97.0 must be covered by District Superintendent handling instructions.

3.3 Only units in groups A and B permitted between mile 96.0 and mile 97.0.

3.4 Units in the groups indicated must not operate on the following sidings and other tracks unless necessary to set out bad order equipment or required to reduce to tonnage account engine failure:

	Groups
Spur QS 32	E, G and H
Eckville — Track QT 16	E, G and H
Withrow — Track QT 19	E, G and H
Codner — Track QT 30	E, F, G and H
Spur Tracks QT 33 and 34	E, G and H
Rocky Mt. House — Tracks QT 45, 46 and 52	E, G and H

4 SPEEDS

4.1 Mile		MILES PER HOUR All Trains
0.0 to 82.0	Zone	40
0.0 to 0.1	.....	15
25.9 to 26.3	.....	30
30.5 to 31.5	.....	30
36.5 to 37.0	.....	30
82.0 to 90.9	Zone	30
90.9 to 95.9	Zone	20

5 PUBLIC CROSSING AT GRADE

5.1 **Mile 21.39** (North-South Road) — Warning Devices. Automatic: Equipped with push button. Movements proceeding at less than 10 miles per hour within 1325 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 **Alberta Gas Ethylene QQ 24 —**
Mile 17.6 — Extends southward 3.0 miles. Switch points face east.

Maximum speed — 15 miles per hour.

Trackage beyond the derail is used jointly by CN trains and A.G.E. trackmobile.

Only movements setting off or lifting traffic are permitted to operate on this trackage.

Smoking and open flames are prohibited.

PUBLIC CROSSING AT GRADE
Mile 2.1 — Warning Devices. Automatic: STOP signs erected at the crossing. Movement of engines beyond this crossing is prohibited unless authorized by the District Superintendent.

6.2 **Union Carbide of Canada Ltd. QQ 34 —**
Mile 21.0 — Extends 4480 feet north from mile 21.0 (east leg of Wye) and mile 21.2 (west leg of Wye).

Maximum speed — 15 miles per hour.

6.3

	Mile	Capacity in Feet	Points Face
Imperial Oil QS 25	26.7	1410	East
Ballast Pit QS 29	34.7	3030	East

(Continued on Page 99)

BRAZEAU SUBDIVISION FOOTNOTES

6.4 **Red Deer North Industrial Spur**
Mile 36.5 — Extends 5.3 miles southward. Connects to east leg of wye (QR 95). Switch points face east. Track QR 99 connected to tail of wye is the connecting track to CP Rail Leduc Sub. at North Jct.

Movements entering this spur must only handle cars destined this area, leaving balance, if any, at Red Deer Jct. Movements to spur must comply with General Operating Instructions (Form 696) Item 17.2(14) before proceeding southward on track QR 95 beyond switch to track QR 99.

Fleetwood Lead QR 20 —
Mile 3.7 Red Deer North Industrial Spur.
Movements are restricted to single unit operation and must not exceed 6 miles per hour on curves.

Units in groups F, G and H prohibited.

6.5

	Mile	Capacity in Feet	Points Face
Spur QS 32	37.1	330	West
Kuusamo QS 41	56.0	2590	EastWest
Elspeth QS 42	57.6	1810	EastWest
Eckville Texaco QS 43	64.5	1130	EastWest
Withrow QT 19	72.7	1680	East
Codner QT 30	85.5	1680	East
Spur QT 32	90.8	680	EastWest
Fisher Spur QT 33	90.8	540	East
Baroid Canada Ltd. QT 34	90.9	680	East
Storage Track QT 50	91.8	1900	EastWest
Spur QT 52	92.0	140	East
Lochearn QT 53	93.9	1880	EastWest
Spur QT 57	94.9	420	East

7 RADIO SYSTEMS

7.1

	Mile 0.0 to 13.5	Mile 13.5 to 83.0	Mile 83.0 to 97.0
Standby	CH-6	CH-7	CH-6
Trains to Trains	CH-6	CH-7	CH-6
Trains to Mtce. of Way	CH-6	CH-7	CH-6
RTC	CH-6 T-2	CH-7 T-2	CH-6 T-2

Note: Engine radio hand set must be on dummy hanger or upside down on regular hanger to prevent reverting to Channel 1.

7.2 To call Yard office Mirror, voice call on channel 4 between mile 0.0 and mile 13.5, and on channel 7 west of mile 13.5.

RAM RIVER SUBDIVISION

NORTHWARD TRAINS	Miles	Cautionary Limits	Daily Operating Bulletin (Edmonton South)	STATIONS	RTC Standby Channels and Tones	SOUTHWARD TRAINS
	27.0	....		..... End of Operated Track	See Footnotes	
				1.0		
	26.0	25.5	25.5	..... RAM RIVER ..... *DU		
		25.0		14.9		
	11.1	....		OCS ..... STRACHAN SPUR ..... *D		
				11.1		
	0.0	....	0.0	..... ULLIN JCT. ..... D		
				Jct. with Brazeau Sub.		

Main track ends at mile 25.5.
Rule 105 applicable between mile 25.5 and mile 27.0.

RAM RIVER SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**
Rule 6 — Strachan Spur — * Northward trains originating report only.
Ram River — * Northward trains report only.

1.2 **SPECIAL INSTRUCTIONS**
Regional M-3(a), (b) and (c) — applicable.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Ram River ..... Track QU 22

2 GENERAL FOOTNOTES

2.1 **Ullin Jct.** — Junction switch is in normal position when set for movements to and from Ram River Sub.

2.2 **Ram River** — Trackage between mile 25.6 and mile 27.0 is used jointly by CN trains and Husky Oil Ltd. switch engine.
When placing unit train sulphur empties at Ram River, locomotive engineer will arrange to move the train past the loading tipple at a speed not exceeding 5 miles per hour to allow loading crews to inspect interior of cars.
Snow plows and flangers must not be operated under loading tipple.

3 EQUIPMENT RESTRICTION

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

4 SPEEDS

4.1 Mile		MILES PER HOUR All Trains
0.0 to 25.5	Zone	30
0.0 to 0.1	.....	15
8.5 to 9.5	.....	25

5 SPURS AND OTHER TRACKS

5.1 **Strachan Spur** (Gulf Oil Canada Ltd.)
Mile 11.1 — Extends 5.2 miles south-westerly to Strachan Sulphur Plant. Switch points face north.
Snow plows and flangers must not be operated under loading tipples.
Account restricted clearance, units in group G (GF-636: 5400-5459 and GF-638: 5500-5599) must stop before fouling the loading tipple and advise the loading crew so that the tipple can be adjusted to allow these units to pass.
When placing unit train sulphur empties for loading at Strachan Spur, locomotive engineer will arrange to move the train past the loading tipple at a speed not exceeding 5 miles per hour to allow loading crews to inspect car interiors.
CROR Rule 40.1 not applicable.
CROR Rule 41 applicable. Maintenance foreman must replace torpedoes exploded.
Maximum Speed ..... 20 miles per hour

6 SPRING SWITCH

6.1 Spring switch located at mile 11.1 (switch to Strachan Spur).
Low color light signal protects facing point movements over spring switch. Yellow aspect indicates that switch is lined in normal position. Trains or engines receiving other than a Yellow aspect must comply with the requirement of CROR Rule 104.1 before proceeding over the spring switch. All trains or engines approaching this signal must do so prepared to stop.

7 RADIO SYSTEMS

7.1

	Mile 0.0 to 27.0
Standby	CH-6
Trains to Trains	CH-6
Trains to Mtce. of Way	CH-6
RTC	CH-6 T-2

Note: Engine radio hand set must be on dummy hanger or upside down on regular hanger to prevent reverting to Channel 1.

TETE JAUNE SUBDIVISION

WESTWARD TRAINS Psgr.	Sunday Tuesday Friday	Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Cautionary Limits	*Daily Operating Bulletin		STATIONS	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	EASTWARD TRAINS Psgr.	Sunday Tuesday Friday
1850	....		0.0	....	0.0	CTC	..... TAVERNA	....	CH-4 T-1		0536	
							Jct. with Robson Sub.		*013			
							1.9					
F1854	....		1.9	....			..... HARVEY ..... D	....			F0532	
						OCS	North Connecting Track with Robson Sub.					
							2.8					
....		4.8	4.7	....			..... TETE JAUNE	5720		CH 82	....	
							12.5					
....	....		17.2	....			..... CROYDON	6200	CH-2 T-1	*211	....	
							6.2					
F1926	....		23.4	....			..... DUNSTER	2490	*011		F0500	
		25.7					7.6					
....	....		31.0	....			.... RAUSH VALLEY	6090			....	
							5.7					
....	....		36.7	....			..... EDDY	2480			....	
				41.5			6.7					
S2005	....		43.4	↑	43.4		.....McBRIDE ..... DUY	....			0430	

CTC between Taverna and Harvey controlled by RTC at Kamloops.
Rules 301-313 applicable between Harvey and McBride.

TETE JAUNE SUBDIVISION FOOTNOTES ON PAGE 102

TETE JAUNE SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **STANDARD RAILWAY CLOCK**

McBride — Correct time may be obtained by calling standard time signal on field phone in office. Time signal is accessed by dialing 3, wait for dial tone, and then dial 091. In the event time signal cannot be accessed on the field phone, correct time may be obtained from the RTC.

1.2 **CTC SPECIAL FEATURES**

No train or engine shall clear the main track at the following hand operated switches:

Miles 0.25 and 0.51

1.3 **SPECIAL APPLICATIONS**

Rule 5 — Times shown are for information only and convey no operating authority.

The only authority for movement is an OCS clearance.

Rule 48 — applicable.

Rule 83.1(a) — * Jasper West DOB
* Prince George East DOB

Rule 94.1 — applicable at McBride switch mile 43.1.

Rule 99.1 — applicable.

Rule 104(b) — applicable at McBride switch mile 43.1.

1.4 **SPECIAL INSTRUCTIONS**

Regional M-3(e) — applicable.

1.5 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 6.4(g) — not applicable on Croydon siding and on Track YF 11 at McBride.

Item 16.1(6) — McBride ..... Track YF 23

2 GENERAL FOOTNOTES

2.1 **Harvey** — North Connecting Track with Peterson on Robson Sub. — 4.8 miles.

2.2 **McBride** — All movements must contact RTC for yarding instructions.

Maximum permissible speed on Tracks YF 11, 12 and 13 is 15 miles per hour.

2.3 Passenger trains must observe times, flag stops and regular stops for their train as indicated.

2.4 **Rules for the Protection of Track Units and Track Work.**

Rules 849 to 875 inclusive not applicable.

3 EQUIPMENT RESTRICTIONS

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

3.2 Units in groups E, F, G and H and cars exceeding 250,000 lbs. gross are not permitted on siding at Eddy and on track YE 21.

4 SPEEDS

4.1

Mile		MILES PER HOUR Passenger	Freight
0.0 to 1.9	Zone	35	30
1.9 to 5.7	Zone	50	40
5.7 to 15.4	Zone	45	35
6.5 to 8.0	.....	40	..
10.2 to 12.3	.....	40	..
13.5 to 15.4	.....	35	30
15.4 to 24.2	Zone	50	40
24.2 to 34.8	Zone	45	40
24.8 to 27.3	.....	40	35
32.5 to 34.8	.....	40	35
34.8 to 43.4	Zone	50	40
34.8 to 36.0	.....	35	30
38.3 to 38.6	.....	45	..

4.2 Croydon Siding 15 15

4.3 Passenger trains with units in group G must not exceed freight train speed.

5 SPURS AND OTHER TRACKS

5.1

	Mile	Capacity in Feet	Points Face
Set off/M of W Track YE 09	0.4	1035	EastWest
Hauer Bros. YE 14	2.5	360	East

FRASER SUBDIVISION

WESTWARD TRAINS Psgr. (Sunday Tuesday Friday)	Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Cautionary Limits	*Daily Operating Bulletin		STATIONS	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	EASTWARD TRAINS Psgr.
2015	....	0.0	↓	0.0		McBRIDE ..... DUY	....	CH-3 T-1	CH 84	S0420
	12.3		2.5	↑		14.4				
....	....	14.4	....			POSER	6200	✱021	✱221	....
						13.4				
F2110	....	27.8	....			GOAT RIVER	6320			F0319
						9.1				
F2125	....	36.9	....			LOOS	6200			F0303
	42.0					8.2				
....	....	45.1	....			URLING	2490	CH-3 T-2	CH 81	....
						6.8				
....	....	51.9	....			KIDD	2490	#022	✱222	....
		55.2				5.8 Y				
F2202	....	57.7	....			BEND	6090			F0216
						8.4				
....	....	66.1	....			GUILFORD	6230			....
						3.4				
F2221		69.5	....			PENNY	2530			F0157
	70.2					9.9				
F2237	....	79.4	....		OCS	LONGWORTH	6230			F0142
						8.0		CH-3 T-1	CH 84	
F2251	....	87.4	....			HUTTON	2460			F0128
						4.8		✱023	✱223	
....	....	92.2	....			DEWEY	6230			....
	98.9					8.0				
....		100.2	....			HANSARD	2500			....
						8.6				
F2326	....	108.8	....			ALEZA LAKE	6080	CH-2 T-2	CH 81	F0052
						13.6				
....	....	122.4	....			GISCOME	2500	#024	✱224	....
						1.2				
....	....	123.6	....			WOLVERINE	6230			....
	126.4					12.7				
....	....	136.3	....			SHELLEY	6420			....
						4.4				
....	....	140.7	....			FOREMAN	2610			....
						2.3				
....	....	143.0	143.0			MATHESON ..... DU	....	CH-2 T-1	CH 84	....
						1.6				
....	....	144.6	144.6		CTC	BASFORD ..... U	....	✱025	✱225	....
						0.6				
....	....	145.2	145.2			PRINCE GEORGE EAST .... U	....			....
			↑	↓		0.9				
S0030	....	146.1		146.1		PRINCE GEORGE ... BCUY	....			2359

Rules 301-313 applicable between McBride and Basford.
CTC between Basford and Prince George East controlled by "SM" Operator at Prince George.
"SM" Operator Standby on Channel 3.

Monday Thursday Saturday

Psgr.

FRASER SUBDIVISION FOOTNOTES ON PAGES 104 and 105.

FRASER SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **STANDARD RAILWAY CLOCK**

McBride — Correct time may be obtained by calling standard time signal on field phone in office. Time signal is accessed by dialing 3, wait for dial tone, and then dial 091. In the event time signal cannot be accessed on the field phone, correct time may be obtained from the RTC.

1.2 **CTC SPECIAL FEATURES**

The following signals are switching signals controlled by "SM" operator at Prince George who will, on request, set them to display a "Proceed at restricted speed" indication which will permit switching movements in both directions. "SM" operator must be advised when switching movements have been completed:

Prince George East: Signals 1451 and 1452-1.

1.3 **SPECIAL APPLICATIONS**

Rule 5

Times shown are for information only and convey no operating authority.

The only authority for movement is an OCS clearance.

Judgement is to be used by crews to prevent delays to passenger trains.

Rule 48 — applicable.

Rule 83.1(a) — * Prince George East DOB
* Prince George West DOB

Rule 94.1 — applicable at McBride switch mile 0.9 and at BCR Interchange East switch mile 143.7.

Rule 99.1 — applicable.

Rule 104(b) — applicable at McBride switch mile 0.9 and at BCR Interchange East switch mile 143.7.

1.4 **SPECIAL INSTRUCTIONS**

Regional M-3(e) — applicable.

1.5 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 2.5 — applicable at public crossings at grade between miles 145.4 and 146.1 Fraser Sub. and between miles 0.0 and 6.31 Nechako Sub. and all trackage leading off the main track between these miles. (RTC R-37319).

Item 6.4(g) — not applicable on Track YF 11 at McBride and sidings Poser, Loos, Guilford, Dewey and Wolverine.

Item 16.1(6) — McBride ..... Track YF 23
Goat River ..... Track FF 21
Dome Creek ..... Tracks FF 43 and 44
Aleza Lake ..... Track FH 04
Giscome ..... Track FH 14

2 GENERAL FOOTNOTES

2.1 **Passenger** trains must observe times, flag stops and regular stops for their train as indicated.

2.2 **McBride** — All movements must contact RTC for yarding instructions.

Maximum permissible speed on Tracks YF 11, 12 and 13 is 15 miles per hour.

2.3 **Giscome** — Station one mile sign governing eastward movements located to left of main track.

2.4 **Wolverine** — Station one mile sign governing westward movements located to left of main track.

2.5 **Matheson** — Station one mile sign governing eastward movements located to left of main track.

2.6 **Prince George East** — Cautionary limit sign governing westward movements at mile 145.2 located to left of main track.

2.7 **Basford**

CN movements from BC Rail Interchange must not foul BC Rail Coal Access Track until verification received from "SM" operator that signal indication on westward signal 1445-1 is intended for their movement.

RAILWAY CROSSING AT GRADE
BC Rail ..... Interchange Lead ..... Non-interlocked

Before making movement over crossing, engines and track units must obtain written permission from B.C. Rail Coordinator. This permission must be requested via "SM" Operator who will relay same to the engine crew or foreman. When in possession of permission, movements are not required to stop at STOP sign. Permission must be cancelled with "SM" Operator when use of the crossing is no longer required.

2.8 **Prince George Yard**

(a) Maximum permissible speed on all tracks except east and west legs of wye, W 7 Lead and Tracks GO 62, 63, 81 and AA 11 is 15 miles per hour.

(b) Warning device at switch G071 (PasPlaner) must be turned on before entering this track to alert employees of The Pas Lumber Company of impending switching operation. Warning device must be turned off upon leaving the spur.

(c) Diesel units must not enter Interior Warehousing Ltd. building on tracks G067 and G068.

(d) Movements must not exceed 10 miles per hour while occupying electronic scale on track AA11.

(e) Track G124 (West Depress Track) — cars must not be free switched but must be shoved to rest and if tonnage is excessive, air brakes must be used to ensure movement can be stopped.

(f) Movements using runaround track GR55 must stop at the STOP signs at the crossings at either end of the Shop Complex, and may then proceed when it has been ascertained that all vehicle traffic has come to a stop.

(g) Movements must not exceed 5 miles per hour on Track GO 81 account 14 degree curvature.

2.9 **Rules for the Protection of Track Units and Track Work.**

Rules 849 to 875 inclusive not applicable.

Rules 835 and 836 not applicable at Interlocking Mile 99.1. Track units must not enter bridge until verbal authority or a hand signal has been received from signalman.

3 INTERLOCKING

3.1 **Railway-Highway Bridge** . Mile 99.1 Locally-Controlled.

Signalman located in bridge control cabin.

Track units must not enter bridge until verbal authority or a hand signal has been received from signalman.

(Continued on Page 105)

FRASER SUBDIVISION FOOTNOTES

4 EQUIPMENT RESTRICTIONS

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

4.2 At Prince George, units in groups E, F, G and H are not permitted on Shed track G101.

5 SPEEDS

5.1

Mile			MILES PER HOUR Passenger	Freight
0.0 to	26.0	Zone	35	30
4.1 to	8.8		30	25
15.4 to	16.0		30	25
18.0 to	19.1		30	25
26.0 to	50.5	Zone	40	35
41.1 to	41.6		35	30
48.0 to	50.5		30	25
50.5 to	58.5	Zone	50	40
58.5 to	68.9	Zone	45	35
59.2 to	61.9		40	..
68.6 to	68.9		40	..
68.9 to	111.0	Zone	50	40
73.0 to	73.8		40	35
108.0 to	111.0		25	25
111.0 to	141.2	Zone	50	45
120.3 to	121.8		45	40
129.6 to	129.9		40	35
141.2 to	144.4	Zone	40	35
144.4 to	146.1	Zone	35	25

5.2 Sidings Poser, Loos, Guilford, Dewey and Wolverine 15 15

5.3 Passenger trains with units in group G must not exceed freight train speed.

CONDITIONAL SPEEDS

5.4 **Mile 99.1** (Bridge)
Trains handling snow plows, flangers and spreaders in work service 10

6 FLAG STOPS

6.1 Passenger trains will stop on flag at Dome Creek mile 55.9, Sinclair Mills mile 90.7, McGregor mile 98.5, Upper Fraser mile 104.0 and Willow River mile 127.0.

7 PUBLIC CROSSING AT GRADE

7.1 **Mile 145.5** (First Avenue) — All movements over crossings on Industrial Lead and Industrial Spur must be manually protected. (RTC R-37319)

8 TUNNEL

8.1

Mile	Length
18.1	819 feet

9 SPURS AND OTHER TRACKS

9.1

	Mile	Capacity in Feet	Points Face
Zeidler Forest FF 01	2.7	1450	EastWest
Spur FF 05	6.9	720	East
Spur FF 09	16.6	950	East
Set Off Spur FF 13	21.9	440	West
Goat River FF 21	27.4	2800	West
Set Off (East End) M of W Back Track FF 26	36.5	1860	EastWest
Upper Fraser FG 28/29/30 ...	104.0	5600	EastWest
Ballast Spur FH 09	121.7	2250	East
Ballast Spur FH 14	121.9	2580	East
Shelley Sawmills Ltd. FH 23	136.0	2020	East
Huble FH 31	138.1	19870	EastWest

WESTWARD TRAINS		Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Switching Zones	Cautionary Limits	*Daily Operating Bulletin	NECHAKO SUBDIVISION	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	EASTWARD TRAINS
	FIRST CLASS 5 Passenger Monday Wednesday Saturday						STATIONS				FIRST CLASS 6 Passenger
	0100	....	0.0	....	↓	0.0	....*PRINCE GEORGE . BCUY	....			*S2330*
							1.1				
	0105	....	1.1	1.1 6.0	1.1	↑	CTC . PRINCE GEORGE WEST . UW	....			2320
							6.1				
	....	....	7.2	....	....		..... MIWORTH	6220	CH-4 T-1	CH 82	....
							9.2				
	....	....	16.4	....	....		..... NECHAKO	6400	✶031	✶231	....
		18.3					11.4				
	....	....	27.8	....	....		..... NICHOL	6070			....
		42.7					17.9				
	....	....	45.7	....	....		..... WEDGWOOD	6070			....
							10.6		CH-4 T-1 ✶032	CH 81 ✶232	
	....	....	56.3	....	....		..... HULATT	6090			....
							10.0				
	....	....	66.3	....	....		..... CARIBOO	6370			....
							3.1		CH-4 T-1	CH 84	
	S0250	69.9	69.4	....	....		..... VANDERHOOF	....			S2131
							6.9		✶033	✶233	
	....	....	76.3	....	....		..... McCALL	6270			....
							6.3				
	....	....	82.6	....	....		..... ENGEN	6240			....
		87.8					8.2		CH-4 T-1	CH 82	
	....	....	90.8	....	....		..... WILLOWVALE	6070	✶034	✶234	....
							11.2				
	....	....	102.0	....	....		..... ENCOMBE	6220			....
				113.0			13.4		CH-4 T-1	CH 81	
	S0410	....	115.4	↑	....	115.4	..... ENDAKO ..... WY	....	✶035	✶235	2020
											Monday Thursday Saturday
	5										6

NECHAKO SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 STANDARD RAILWAY CLOCK

Endako — Correct time may be obtained by calling standard time signal on field phone in office. Time signal is accessed by dialing 3, wait for dial tone, and then dial 091. In the event time signal cannot be accessed on the field phone, correct time may be obtained from the RTC.

1.2 CTC SPECIAL FEATURES

The following signals are switching signals controlled by the RTC who will, on request, set them to display a "Proceed at restricted speed" indication which will permit switching movements in both directions. RTC must be advised when switching movements have been completed:

Prince George West: Signals 11, 13D and 14.
Endako: Signals 1149 and 1150-1.

1.3 SPECIAL APPLICATIONS

Rule 5

*** PRINCE GEORGE** — The times of No. 5 and No. 6 are for information only and do not convey any operating authority.

Judgement is to be used by crews to prevent delays to passenger trains.

Endako — The time of first class trains applies at the crew hostel at mile 0.8 Telkwa Sub. Passengers detrain and entrain at this location.

Rule 48 — applicable.

Rule 83.1(a) — * Prince George East DOB
* Prince George West DOB

Rule 99.1 — applicable.

1.4 SPECIAL INSTRUCTIONS

Regional M-3(e) — applicable.

1.5 GENERAL OPERATING INSTRUCTIONS — Form 696

Item 2.5 — applicable at public crossings at grade between miles 145.4 and 146.1 Fraser Sub. and between miles 0.0 and 6.31 Nechako Sub. and all trackage leading off the main track between these miles. (RTC R-37319).

Item 6.4(g) — not applicable on sidings Miworth, Nechako, Wedgwood, Cariboo, McCall, Willowvale and Encombe.

Item 16.1(6) — Vanderhoof ..... Track NG 05
Endako ..... Track NH 01

(Continued on Page 107)

NECHAKO SUBDIVISION FOOTNOTES

2 GENERAL FOOTNOTES

2.1 **Prince George Yard**
Footnotes which apply within Prince George Yard will be found in Fraser Subdivision footnotes.

2.2 **Look out** for fallen rocks in the vicinity of mile 106.9.

2.3 **Endako** — All movements must contact RTC for yarding instructions.

2.4 **Rules for the Protection of Track Units and Track Work.**
Rules 805 and 809 applicable.
Rules 849 to 875 inclusive not applicable.

3 EQUIPMENT RESTRICTIONS

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

3.2 Units in groups E, G and H and cars exceeding 250,000 lbs. gross are not permitted on the following tracks: NF 12 and 13.

4 SPEEDS

4.1

Mile			MILES PER HOUR Passenger	Freight
0.0 to	10.0	Zone	40	35
9.6 to	10.0	.....	30	25
10.0 to	34.5	Zone	45	40
12.1 to	13.7	.....	35	30
22.5 to	24.3	.....	30	25
34.5 to	44.3	Zone	50	45
44.3 to	59.8	Zone	40	35
46.7 to	49.6	.....	30	25
53.4 to	54.0	.....	35	30
59.8 to	81.2	Zone	50	40
* 67.3 to	68.4	.....	35	35
72.5 to	72.8	.....	40	35
74.1 to	77.6	.....	35	30
81.2 to	97.5	Zone	50	45
87.2 to	91.3	.....	..	40
97.5 to	115.4	Zone	50	40
97.5 to	101.3	.....	35	35
106.7 to	107.1	.....	35	35

4.2 Sidings 15 15

4.3 Passenger trains with units in group G must not exceed freight train speed.

* Advance speed restriction sign governing westward movements at the permanent slow order between miles 67.3 and 68.4 located to left of main track.

5 FLAG STOP

5.1 No. 5 and No. 6 will stop on flag at Fort Fraser, mile 94.3.

6 SPURS AND OTHER TRACKS

6.1

	Mile	Capacity in Feet	Points Face
Otway NF 02	4.7	2000	East
Westhill Lumber NF 03	4.7	460	East
Ballast Pit NF 12	8.6	4350	West
Storage Spur NF 16	9.0	1590	West
Set Off Spur NF 17	13.7	360	East
Set Off (West End) / M of W Backtrack NF 22	27.8	1560	EastWest
Takla Forest Products NF 23	29.9	640	West
Set Off (East end) / Storage Track NF 25	32.4	2460	EastWest
Hutchison NF 27	38.7	2460	EastWest
Ballast Spur NF 28	42.5	2900	East
Set Off (West end) / Storage Track NF 31	50.4	1260	West
Set Off Spur NF 35	63.2	440	East
Vanderhoof NG 03	69.4	2500	EastWest
Vanderhoof NG 10	69.6	1560	West
Vanderhoof NG 05	69.7	1650	EastWest
Nechako Lumber Co. NG 30.	70.9	700	East
Bond Bros. NG 31	72.4	490	East
Set Off Backtrack NG 34	76.3	440	West
Set Off (East end) / M of W Backtrack NG 37	82.4	2410	EastWest

6.2 **Plateau Mills Ltd. NG 40 — Mile 84.3** — Capacity 6890 feet. Switch points face east and west.

Due to restricted clearance, movements on tracks NG 42 and NG 43 are prohibited.

6.3

	Mile	Capacity in Feet	Points Face
Set Off Spur NG 53	93.8	400	West
West Fraser-Lejac NG 58	103.3	6550	EastWest
Fraser Lake NG 61	107.7	2670	EastWest

WESTWARD TRAINS		Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Switching Zones	*Daily Operating Bulletin	TELKWA SUBDIVISION	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	EASTWARD TRAINS
	FIRST CLASS **5** Passenger Monday Wednesday Saturday					STATIONS				FIRST CLASS **6** Passenger
0420	....	0.0	↓ 3.0	0.0	CTC	..... ENDAKO ..... WY	....	CH-2 T-1	CH 84	S2010
						6.6				
....	....	6.6	....	↑		..... SAVORY	6070	*041	*241	....
						11.2				
....	....	17.8	....	↓		..... WATSON	6070			....
	25.3					9.6				
....	....	27.4	....	↑		..... TINTAGEL	6260	CH-2 T-1	CH 81	....
						7.6				
S0509	....	35.0	....	↓		..... BURNS LAKE	....	*042	*242	S1919
						10.4				
....	....	45.4	....	↑		..... PALLING	6070			....
	50.0					12.1				
....	....	57.5	....	↓		..... BROMAN LAKE	6070	CH-2 T-1	CH 82	....
						9.0				
....	....	66.5	....	↑		..... TOPLEY	6070	*043	*243	....
	73.5					12.5				
....	....	79.0	....	↓		..... LUCAS	7060			....
						6.1				
S0618	....	85.1	....	↑		..... HOUSTON	....	CH-2 T-1	CH 84	S1812
						6.6				
		88.4				Y		*044	*244	
....	....	91.7	....	↓		..... BARRETT	6180			....
	97.9					13.6				
....	....	105.3	....	↑		..... ROBIN CREEK	6070			....
						12.2		CH-2 T-1	CH 81	
....	....	117.5	....	↓		..... HUNTINGTON	6070			....
			121.0			7.7		*045	*245	
S0725	....	125.2	↑	125.2		..... SMITHERS ..... BCWY	....			1710
										Monday Thursday Saturday
	5									**6**

TELKWA SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **STANDARD RAILWAY CLOCK**

Endako—Correct time may be obtained by calling standard time signal on field phone in office. Time signal is accessed by dialing 3, wait for dial tone, and then dial 091. In the event time signal cannot be accessed on the field phone, correct time may be obtained from the RTC.

1.2 **CTC SPECIAL FEATURES**

Movements to or from pull-back track at west end of yard at Endako must obtain RTC's permission before lining switch for this route.

The following signals are switching signals controlled by the RTC who will, on request, set them to display a "Proceed at restricted speed" indication which will permit switching movements in both directions. RTC must be advised when switching movements have been completed:

Endako: Signals 11D and 12.
Smithers: Signals 1243, 1243D and 1244D.

1.3 **SPECIAL APPLICATIONS**

Rule 5

Endako — The time of first class trains applies at the crew hostel at mile 0.8. Passengers detrain and entrain at this location.

Rule 48 — applicable.

Rule 83.1(a) — * Prince George West DOB
* Smithers West DOB

Rule 99.1 — applicable.

1.4 **SPECIAL INSTRUCTIONS**

Regional M-3(e) — applicable.

1.5 **GENERAL OPERATING INSTRUCTIONS — Form 696**

Item 6.4(g) — not applicable on sidings Savory, Watson, Tintagel, Topley, Lucas, Robin Creek and Huntington.

Item 16.1(6) — Endako ..... Track NH 01
Houston ..... Track TD 28

2 GENERAL FOOTNOTES

2.1 **Endako** — All movements must contact RTC for yarding instructions.

2.2 **Rules for the Protection of Track Units and Track Work.**

Rules 805 and 809 applicable.

Rules 849 to 875 inclusive not applicable.

(Continued on Page 109)

TELKWA SUBDIVISION FOOTNOTES

3 EQUIPMENT RESTRICTIONS

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

3.2 At Smithers, loaded coal trains may operate on tracks TG 01, 02, 03 and 04 only.

4 SPEEDS

4.1

Mile			MILES PER HOUR Passenger	Freight
0.0 to	3.1	Zone	35	30
3.1 to	42.0	Zone	50	40
7.8 to	8.3		40	35
10.9 to	12.9		45	..
27.7 to	28.2		40	35
30.8 to	33.6		35	30
42.0 to	84.0	Zone	50	45
53.0 to	54.5		40	35
84.0 to	125.2	Zone	50	40
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 15 15

4.3 Passenger trains with units in group G must not exceed freight train speed.

5 FLAG STOP

5.1 No. 5 and No. 6 will stop on flag at Telkwa, mile 116.0.

6 SPURS AND OTHER TRACKS

6.1

	Mile	Capacity in Feet	Points Face
Set Off (East end) / Storage Track TC 04	20.8	2430	EastWest
Tibbetts TC 07	22.0	6090	EastWest
Nicholson Spur TC 10	34.2	460	East
Tie Spur TC 12	34.6	690	EastWest
Burns Lake TC 16	35.0	2430	EastWest
Set Off/M of W Track TC 46	35.0	2030	EastWest
Cigas Petroleum TC 56	36.5	750	West
Decker Lake TD 05	40.5	400	West
Rose Lake TD 11	51.3	3010	EastWest
Rose Lake TD 13	51.4	2030	West
Topley TD 17	67.2	1850	West
Noranda Spur TD 20	67.5	2030	EastWest
Noranda Spur TD 22	68.8	1220	EastWest
Set Off / Tiger Chemicals Track TD 24	80.4	880	West

6.2 **Equity Silver Mines TD 25 — Mile 80.2** — Connected on west end of Track TD 24. Capacity 805 feet.

When caustic soda cars are being unloaded, no other commodity cars are to be placed on this spur.

6.3

	Mile	Capacity in Feet	Points Face
Houston TD 27	85.1	2430	EastWest
Houston TD 29	85.1	870	EastWest
Houston TD 46	85.1	2200	East
Storage Tracks TD 53/54	87.5	16000	EastWest

6.4 **Houston Forest Products TD 58 — Mile 88.1** — Connected on west end of Track TD 53. Capacity 11,400 feet. Switch points face west.

Maximum speed on spur lead — 15 miles per hour.

6.5

	Mile	Capacity in Feet	Points Face
Northwood Pulp TD 72	88.2	12880	EastWest
Set Off (East end) / M of W Backtrack TE 03	91.7	2110	EastWest
Set Off (West End) / M of W Track TE 09	107.1	2430	EastWest
Telkwa TE 18	116.0	980	East

BULKLEY SUBDIVISION

WESTWARD TRAINS		Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Switching Zones	*Daily Operating Bulletin	STATIONS	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	EASTWARD TRAINS
	FIRST CLASS 5 Passenger Monday Wednesday Saturday									FIRST CLASS 6 Passenger
0750	....		0.0	↓	0.0	CTC Multitrack ..... SMITHERS ..... BCWY	....	CH-4 T-1	CH	S1645
				5.0		9.5			82	
....	....		9.5	....		..... EVELYN	6070	*051	*251	....
						12.8				
....	....		22.3	....		.... MORICETOWN	6740			....
		24.1				16.5				
....	....		38.8	....		.. BULKLEY CANYON	6220			....
						7.7				
....	....		45.5	....		.....FLEMING	....			....
						0.4				
S0904	....		45.9	....		. NEW HAZELTON	....	CH-4 T-1	CH	S1521
						2.7				
....	....		48.6	....		..... McLEOD	....	*052	*252	....
		51.2				8.6				
....	....		57.2	....		..... CARNABY	6070			....
						10.9				
....	....		68.1	....		..... ANDIMAUL	6070			....
		78.3				17.8				
F1011	....		85.9	....		..... CEDARVALE	6460	CH-4 T-1	CH	F1412
						10.7				
....	....		96.6	....		.... GRAND TRUNK	6070	*053	*253	....
		99.8				10.3				
F1041	....		106.9	....		..... PACIFIC	6220	CH-4 T-1	CH 82	F1342
						10.4				
....	....		117.3	....		..... HEGSTAD	6070	*054	*254	....
		122.6		129.0		14.6				
S1125	....		131.9	↑	131.9	..... TERRACE ..... BCWY	....	CH-4 T-1 *055	CH 81 *255	1305
										Monday Thursday Saturday
	5									6

BULKLEY SUBDIVISION FOOTNOTES ON PAGES 111 and 112.

BULKLEY SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **CTC SPECIAL FEATURES**
The following signals are switching signals controlled by the RTC who will, on request, set them to display a "Proceed at restricted speed" indication which will permit switching movements in both directions. RTC must be advised when switching movements have been completed:
Smithers: Signals 07D and 08.
Terrace: Signals 1311, 1313D and 1314S.

Track Designations
The "Multitrack" between Fleming and McLeod are designated as "South Track" and "North Track".

1.2 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 83.1(a) — * Prince George West DOB
* Smithers West DOB
Rule 90(a) (vii) — applicable.
Rule 99.1 — applicable.

1.3 **SPECIAL INSTRUCTIONS**
Regional M-3(e) — applicable.

1.4 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 3.2(2) — applicable on entire subdivision.
Item 6.4(g) — not applicable on sidings except Moricetown.
Item 16.1(6) — New Hazelton ..... Track BC 22
Carnaby ..... Track BD 09
Terrace ..... Tracks BF 40, 41 and 42

2 GENERAL FOOTNOTES

2.1 **Look out** for fallen rocks between miles 30.8 and 31.4, 42.0 and 43.1, 52.2 and 52.8, 66.8 and 66.9, 69.8 and 70.5, 83.4 and 83.5, at mile 86.7, in tunnel mile 90.8, between miles 104.0 and 104.3, between miles 107.6 and 108.6, and at miles 114.6, 116.5 and 119.9.

2.2 **Rules for the Protection of Track Units and Track Work.**
Rules 805 and 809 applicable.
Rules 849 to 875 inclusive not applicable.

3 EQUIPMENT RESTRICTIONS

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

3.2 Units in groups E, F, G and H and cars exceeding 250,000 lbs. gross are not permitted on the following tracks:
BC 36, BE 19, 22 and at Terrace BF 68.

3.3 At Smithers, loaded coal trains may operate on tracks TG 01, 02, 03 and 04 only.

3.4 Movements handling cars in series 679000-679499 must stop and may then proceed on hand or radio signals over bridge on North Track and South Track at mile 48.1.

3.5 At Terrace, loaded coal trains may operate on tracks BF 11, 12, 13 and 14 only.

4 SPEEDS

4.1

Mile			MILES PER HOUR Passenger	Freight
0.0 to	4.6	Zone	45	35
4.6 to	22.8	Zone	45	40
22.8 to	36.2	Zone	45	35
27.9 to	29.2	.....	40	..
30.8 to	31.7	.....	35	25
36.2 to	40.1	Zone	35	30
40.1 to	45.6	Zone	30	25
45.6 to	55.2	Zone	35	30
55.2 to	62.0	Zone	45	40
62.0 to	70.7	Zone	40	35
62.0 to	63.1	.....	35	25
66.0 to	67.3	.....	30	25
70.7 to	82.6	Zone	45	40
82.6 to	88.5	Zone	40	35
88.5 to	119.7	Zone	50	45
93.0 to	93.4	.....	40	35
102.0 to	102.8	.....	40	35
110.4 to	111.4	.....	40	35
115.0 to	115.2	.....	45	40
119.7 to	123.3	Zone	40	35
123.3 to	130.4	Zone	50	45
130.4 to	131.9	Zone	40	35
131.1 to	131.9	.....	30	20

4.2 Sidings 15 15

4.3 Passenger trains with units in group G must not exceed freight train speed.

CONDITIONAL SPEEDS

4.4 **Mile 73.1 to 73.7** *35 *35
* Until leading end of movement exits these limits.

5 FLAG AND OTHER STOPS

5.1 No. 6 will stop at Dorreen mile 100.9 and at Cedarvale to exchange Royal mail.

5.2 No. 5 and No. 6 will stop on flag at Kitwanga, mile 73.0, Dorreen, mile 100.9; Usk, mile 119.3 and Kitselas, mile 125.7.

(Continued on Page 112)

BULKLEY SUBDIVISION FOOTNOTES

6 TUNNELS

6.1

Mile	Length	Mile	Length
13.4	395 feet	90.8	135 feet
40.8	2069 feet	121.9	1238 feet
41.9	479 feet	122.1	201 feet
43.3	349 feet	122.3	555 feet
78.9	655 feet	122.8	931 feet

7 SPURS AND OTHER TRACKS

7.1

	Mile	Capacity in Feet	Points Face
Lake Kathlyn BC 02	3.6	2440	EastWest
Set Off Track BC 06	15.5	440	East
Beament BC 12	31.9	2140	EastWest
Set Off (East end) / M of W Track BC 22 (North Track)	45.5	2350	EastWest
New Hazelton BC 36/37 (North Track)	46.9	3310	EastWest
Set Off (West end) / M of W Backtrack BD 09	57.2	1760	EastWest
Westcam BD 10	59.0	7700	EastWest
Nash BD 13	63.8	2700	West
Kitwanga BD 30	73.0	2380	EastWest
Woodcock BE 01	80.6	2900	EastWest
Set Off Backtrack BE 04	85.9	440	West
Set Off (East end) / Storage Track BE 05	94.5	2750	EastWest
Set Off (West end) / M of W Backtrack BE 10	106.9	2880	EastWest
Rock Pit BE 12	110.0	850	West
Usk BE 19	119.3	2500	EastWest
Kitselas BE 22	126.1	1100	EastWest

WESTWARD TRAINS		Hot Box and Dragging Equipment Detectors, Hot Wheel Detectors and Talkers	Miles	Switching Zones	Cautionary Limits	Daily Operating Bulletin (Smithers West)	SKEENA SUBDIVISION	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	EASTWARD TRAINS
	FIRST CLASS										FIRST CLASS
	5 Passenger										6 Passenger
	Monday Wednesday Saturday						STATIONS				
	1135	....	0.0	↓ 5.0	....	0.0	CTC ..... TERRACE .... BCWY	....	CH-2 T-1 *061	CH 84 *261	S1255
	....	....	9.6	....	....		9.6 ..... AMSBURY	6060			....
	....	17.0	24.0	....	....		14.4 ..... EXSTEW	6220			....
	....	....	36.5	....	....		12.5 ..... SALVUS	6070	CH-2 T-1 *062	CH 81 *262	....
	F1241	45.9	48.2	....	....		11.7 ..... KWINITSA	6170			F1141
	....	....	58.5	....	....		10.3 ..... SKEENA	6220	CH-2 T-1 *063	CH 84 *263	....
	....	....	68.1	....	....		9.6 ..... TYEE	7270			....
	....	75.2	78.3	....	....		10.2 ..... SOCKEYE	6080	CH-2 T-1 *064	CH 82 *264	....
	....	....	86.4	84.0 ↑	....		8.1 .... WATSON ISLAND ..... W	6080			....
	....	....	87.3	↓	....		0.9 ..... NEMOTO ..... CW	....	CH-2 T-1 *065	CH 81 *265	....
	1340	....	91.0	91.0	91.0 ↑	↓	3.7 ..... BUNGALOW Z .... UW	....			1040
							3.6				
	S1400	....	94.6	....		94.6	.... *PRINCE RUPERT . BCDUY	....			*1030*
											Monday Thursday Saturday
	5										6

SKEENA SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 CTC SPECIAL FEATURES

Movements to or from pull-back track at west end of yard at Terrace must obtain RTC's permission before lining switch for this route.

The following signals are switching signals controlled by the RTC who will, on request, set them to display a "Proceed at restricted speed" indication which will permit switching movements in both directions. RTC must be advised when switching movements have been completed:

Terrace: Signals 11D and 12.

1.2 SPECIAL APPLICATIONS

Rule 5

*** PRINCE RUPERT** — The times of No. 5 and No. 6 are for information only and do not convey any operating authority.

Judgement is to be used by crews to prevent delays to passenger trains.

Rule 48 — applicable.

Rule 94.1 — applicable between mile 93.0 and mile 94.6.

Rule 99.1 — applicable.

Rule 104(b) — applicable at all main track switches between mile 93.0 and mile 94.6.

1.3 SPECIAL INSTRUCTIONS

Regional M-3(e) — applicable.

1.4 GENERAL OPERATING INSTRUCTIONS — Form 696

Item 2.5 — applicable at the following public crossing at grade (R-41189):

Mile 1.15 (Kenney St.)

Item 6.4(g) — not applicable on sidings.

Item 16.1(6) — Terrace ..... Tracks BF 40, 41 and 43
Ridley Island ..... Tracks SF 69 and 70
Prince Rupert ..... Tracks RR 55, 57, 64 and 65

2 GENERAL FOOTNOTES

2.1 **Look out** for fallen rocks between miles 8.2 and 8.7, between miles 13.2 and 14.7, at miles 30.7, 39.5, 40.0, 50.0, between miles 51.0 and 52.0, between miles 67.1 and 67.6 and between miles 80.8 and 84.0.

2.2 **Westar Timber Ltd.** Yard, mile 86.4 — Look out for drainage ditches at various locations in this area.

(Continued on Page 114)

SKEENA SUBDIVISION FOOTNOTES

2.3 **Prince Rupert**

(a) Private Crossing at Grade Mile 92.27 (Fairview Terminal Access Road). Cars must not be left within 150 feet of crossing on all tracks. All movements must sound whistle signal 14(L) from one quarter mile distant until crossing occupied.

(b) At Prince Rupert Ferry Slip, before movements proceed onto apron, crews must first ensure that all fastenings have been made secure. Movements must stop within 6 feet of the car to be coupled to or the fixed couplers on the barge. Speed must not exceed 5 miles per hour when movement is being made over apron or on the deck of barges. Movements must have air brakes cut in at all times when loading and unloading barges. The maximum number of cars to be handled at any time is not to exceed 21, including the 6 empty reacher cars.

2.4 **Rules for the Protection of Track Units and Track Work.**

Rules 805 and 809 applicable.

Rules 849 to 875 inclusive not applicable.

3 EQUIPMENT RESTRICTIONS

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

3.2 Units in groups E, F, G and H and cars exceeding 250,000 lbs. gross are not permitted on the following tracks:

Terrace: BF 68
Shames: SF 06
Prince Rupert: RO 43, 44 and 97
RB 35, 36, 37, 38 and 39
RR 52, 53, 54, 55, 56 and 57
Cow Bay: All tracks except RO 70 (Cold Storage Lead) and RO 74 (Drydock Lead)

except that group E units GS-418: 7000-7013 and GY-418: 7200-7231 are permitted on all tracks at Prince Rupert and Cow Bay.

3.3 At Terrace, loaded coal trains may operate on tracks BF 11, 12, 13 and 14 only.

3.4 Engines must not be operated over trestle on Woodroom lead located on extreme south side of Skeena Cellulose Watson Island Pulp Mill trackage.

4 SPEEDS

4.1 Mile		MILES PER HOUR Passenger	Freight
0.0 to 5.4	Zone	45	35
3.8 to 4.3	.....	40	..
5.4 to 14.7	Zone	55	45
8.4 to 8.6	.....	50	..
13.2 to 13.7	.....	50	..
14.7 to 26.6	Zone	50	50
20.3 to 20.7	.....	45	40
26.6 to 30.6	Zone	50	40
26.6 to 26.8	.....	40	35
30.6 to 46.1	Zone	55	45
33.8 to 34.5	.....	50	..
37.7 to 38.2	.....	50	40
40.5 to 41.5	.....	50	..
46.1 to 52.6	Zone	50	40
46.1 to 47.6	.....	45	..
52.6 to 64.2	Zone	55	45
64.2 to 77.5	Zone	50	40
64.9 to 65.3	.....	45	..
66.8 to 67.1	.....	45	..
71.6 to 72.4	.....	40	35
76.7 to 77.2	.....	40	35
77.5 to 85.6	Zone	55	45
85.6 to 91.5	Zone	40	35
86.2 to 87.1	.....	25	25
91.5 to 94.6	Zone	30	25
4.2 Sidings	.....	15	15

4.3 Passenger trains with units in group G must not exceed freight train speed.

CONDITIONAL SPEEDS

4.4	**Mile 1.15** (Kenny Street)		
	Westward movements approaching within 1200 feet of crossing and until crossing occupied	25	25
	Eastward movements approaching within 1600 feet of crossing and until crossing occupied	35	35
4.5	**Mile 92.96** (B.C. Ferry Access)		
	Eastward movements over crossing from Ferry Slip Lead switch, until crossing occupied	10	10

5 SLIDE DETECTOR FENCE

5.1 Mile	Length
89.60 to 90.20	3200 feet

6 TUNNEL

6.1 Mile	Length
39.9	400 feet

(Continued on Page 115)

SKEENA SUBDIVISION FOOTNOTES

7 SPURS AND OTHER TRACKS

7.1 **West Fraser Mills Ltd.**
Mile 1.7 — Capacity 1950 feet. Switch points face east.

(a) **West Fraser Flat Car Spur** — Off mile 0.03 West Fraser Mills Ltd. Spur. Capacity 900 feet. Switch points face east.

PUBLIC CROSSING AT GRADE

Mile 0.06 (Highway 16) — Warning Devices. Automatic: STOP signs on both sides of crossing.

7.2 **Bell Pole Ltd.**
Mile 2.9 — Capacity 1550 feet. Switch points face east.

PUBLIC CROSSING AT GRADE

Mile 0.06 *(*Highway 16) — Warning Devices. Automatic: STOP signs on both sides of crossing.

7.3

	Mile	Capacity in Feet	Points Face
Set Off Backtrack SF 05	9.6	440	East
Shames SF 06	17.7	2420	EastWest
Set Off (West end) / Storage Track SF 08	24.6	5000	West
Storage Track SF 17	61.8	1800	EastWest
Set Off Backtrack SF 18	68.1	440	East
Set Off (West end) / Storage Spur SF 27	83.9	410	West
Loop Track SF 41	86.0	930	EastWest

7.4 **Ridley Island Lead**
Extends southerly from Nemoto, mile 87.3 Skeena Subdivision to Ridley Terminals Inc. and Prince Rupert Grain Ltd.

All movements destined Ridley Island must contact Train Movement Clerk Nemoto for yarding instructions.

Prince Rupert Grain Terminal Ltd.
Prior to moving foul of ladder tracks, when Prince Rupert Grain (PRG) engine is in the vicinity, engine crew will make personal contact with PRG crew to ensure each has a clear understanding of the other crew's intended movements and make arrangements to avoid conflict.

CN engines must not enter PRG's elevator, runaround, or transfer tracks without permission from PRG or RTC.

Certain switches along the south ladder track may be operated manually or by push-button electric track-side control. In electric track-side control mode, the position of the switch is reversed by pressing the "Reverse" button located in the blue box adjacent to each switch. PUSH-BUTTON MUST BE DEPRESSED UNTIL SWITCH POINTS ARE PROPERLY LINED. Instructions for manual operation of switches are contained inside the blue box. Route Indicator lights at each switch indicate whether switch is lined for straight track or diverging route. PRIOR TO PROCEEDING OVER THESE SWITCHES, IT MUST BE DETERMINED BY VISUAL INSPECTION OF SWITCH POINTS THAT THE SWITCH IS PROPERLY LINED, REGARDLESS OF THE INDICATION OF THE ROUTE INDICATOR LIGHT.

Train Departures
On departure from PRG, Conductor must confirm that the TMC/Bunkhouse Attendant is available and accepts responsibility for replacing and securing the derail. Immediately after train departs, the TMC/Bunkhouse Attendant will replace and secure the derail.

Train Arrivals
On the approach of westbound grain trains, Conductor will contact the TMC/Bunkhouse Attendant by radio and request yarding instructions and, that derail be removed and switch lined for movement into PRG.

TMC/Bunkhouse Attendant will, when other duties permit, remove the derail and ensure switch is properly lined for movement into PRG. Immediately after train arrives and the last car has cleared the derail, the TMC/Bunkhouse Attendant will replace and lock the derail, unless relieved of that responsibility by a member of the train crew.

Ridley Terminals Inc.
Movements must not enter the thaw shed, indexer or dumper area unless accompanied by an employee of Ridley Terminals Inc.

(a) Restricted clearance inside THAW SHED, INDEXER and DUMPER. Locomotives equipped with bay windows are not permitted within the thaw shed, indexer or dumper area. Awnings and wind deflectors on all locomotives must be placed in closed position prior to entering the thaw shed.

Crews will use extreme caution in the vicinity of the thaw shed, indexer and dumper area, entraining and detraining only when train and engine is stationary and then only when necessary.

(b) Maximum speed through thaw shed, indexer and dumper is 5 miles per hour.

7.5

	Mile	Capacity in Feet	Points Face
Storage Track SF 90	89.2	2170	EastWest

7.6 **Seal Cove Branch** — Extends westward from mile 94.6 Skeena Sub. for a distance of 1.3 miles.

PUBLIC CROSSING AT GRADE

Mile 0.54 (Cow Bay Road) — Warning Devices. Automatic: STOP signs at crossing.

KITIMAT SUBDIVISION

NORTHWARD TRAINS	Miles	Cautionary Limits	Daily Operating Bulletin (Smithers West)	STATIONS	Siding Capacity in Feet	RTC Standby Channels, Tones and DTMF Tower Codes	Mtce. of Way Channel and DTMF Tower Codes	SOUTHWARD TRAINS
↓	38.5	↓	38.5 ↑	OCS ..... KITIMAT ..... DUY	....	CH-2 T-1	CH 82	↑
		37.7		6.4				
	32.1	....		..... WEDEENE	....	✱071	✱271	
				10.6				
	21.5	....		..... DUBOSE	1260			
				8.1				
	13.4	....		..... LAKELSE	....	CH-2 T-1	CH 84	
				5.9				
	7.5	....		..... THUNDERBIRD	....	✱061	✱261	
		2.2 ↑		7.5				
	0.0		0.0	..... TERRACE .... BCDUY	....			

KITIMAT SUBDIVISION FOOTNOTES ON PAGE 117

KITIMAT SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **SPECIAL APPLICATIONS**
Rule 48 — applicable.
Rule 99.1 — applicable.

1.2 **SPECIAL INSTRUCTIONS**
Regional M-3(e) — applicable.

1.3 **GENERAL OPERATING INSTRUCTIONS — Form 696**
Item 16.1(6) — Terrace . . . . . Tracks BF 40, 41 and 42
Kitimat . . . . . Track KF 18

2 GENERAL FOOTNOTES

2.1 **Look out** for fallen rocks between miles 15.0 and 17.0 and between miles 27.6 and 30.0.

2.2 **Terrace** — Kitimat Sub connects with yard lead at Terrace.

2.3 **Kitimat** — Extreme caution must be used when switching Eurocan trackage because of sharp curvature.
Restricted clearance between the Alcan Industrial Lead and Eurocan lead switch stand, also between this switch stand and Eurocan storage track KF 39.

2.4 **Kitimat** — Ocelot Chemicals Trackage.
Engines are only permitted to operate up to signs posted restricting their movement on tracks KF 73, KF 74 and KF 75 account fire hazard.
No open flame appliances or smoking permitted while on this trackage.
Methanol tank cars are only partially loaded account weight restrictions. When these cars are switched for placement they must remain coupled to the engine for 1 minute after the movement has stopped to allow sloshing action to subside.

2.5 **Kitimat** — When switching movements are required between track KF32 and the Ocelot Industries switch, and an Alcan engine is on the Alcan Industrial Lead or in Alcan transfer track KF38, conductors or locomotive engineers must make personal contact with the Alcan crew to ensure that each has a clear understanding of the other crew's intended movements, and make arrangements to avoid conflict.

2.6 **Rules for the Protection of Track Units and Track Work.**
Rules 849 to 875 inclusive not applicable.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 220,000 lbs. gross must be covered by District Superintendent handling instructions.

3.2 Units in groups F, G and H are not permitted beyond mile 1.6. Units in group E are not permitted beyond mile 2.5.

3.3 Movements are restricted to 4 units.

4 SPEEDS

4.1

Mile		MILES PER HOUR All Trains
0.0 to 6.8	Zone	20
0.7 to 1.1	. . . . .	10
6.4 to 6.8	. . . . .	10
6.8 to 10.3	Zone	15
8.3 to 8.8	. . . . .	10
10.3 to 14.1	Zone	25
14.1 to 18.9	Zone	20
18.9 to 24.7	Zone	25
21.8 bridge	. . . . .	15
24.5 to 24.7	. . . . .	10
24.7 to 31.9	Zone	20
31.9 to 38.5	Zone	25
34.7 to 35.1	. . . . .	20

CONDITIONAL SPEEDS

4.2 **Kitimat** (Alcan Access Road)
Approaching within 500 feet of crossing and until crossing occupied 5

5 SPURS AND OTHER TRACKS

5.1

	Mile	Capacity in Feet	Points Face
Spur KF 04	5.1	720	NorthSouth
Spur KF 06	7.2	720	North
Spur KF 07	13.4	1100	South
Spur KF 09	32.3	800	South

RADIO DIRECTORY

These Instructions supplement SECTION 3.0 of General Operating Instructions (Form 696)

ROAD MOBILE RADIOS		RADIO CHANNELS 1	2	3	4	5	6	7	8
Mainline Engines	(8 Ch)	O	X	X	X	X	X	X	X
Train Crew Portables	(2 Ch)	O			X				
Train Crew Portables	(4 Ch)	O	X	X	X				
On Track Mtce. Equipment	(2 Ch)	O			X				
On Track Mtce. Equipment	(4 Ch)	O	X	X	X				
On Track Mtce. Equipment	(8 Ch)	O	X	X	X	X	X	X	X
Track Mtce. Portables	(2 Ch)	O			X				
Track Mtce. Portables	(4 Ch)	O	X	X	X				
Track Mtce. Portables and mobiles	(8 Ch)	O	X	X	X				
BASE STATION CONTROL									
Alberta District									
Calder Switchtender, Yardmaster		O			O				
Edmonton VIA Stationmaster		O							
Edson Yard		O							
Grande Prairie Yard		O			X				
Hanna Yard		O							
McLennan Yard		O							
Roma Jct. Yard		O			O				
Sarcee Yard Yardmaster		X			O				
Scotford Yardmaster		X				O			
Vermilion Yard					O				
Wainwright Yard				O					
Whitecourt Yard					O				②
BC South District									
Blue River Yard Office				O					
Boston Bar Yard Office				O					
Jasper Yardmaster		X		O					
Kamloops Yardmaster		X		O					
Kelowna Yard Office				O					
Thornton Yard Operators		O							
Thornton Yard Yardmaster					O				
Vancouver Main Yard Yardmaster				O					
*Vancouver Lynn Creek Yardmaster						O			
*Second Narrows Control Operator						O			X
Fraser River Bridge Operator									O
BN Train Dispatcher									O

* Refer to Greater Vancouver Terminals footnote 2.7.

BC North District									
Endako Train Movement Clerk		X		O					
Nemoto Train Movement Clerk		X		O					
Prince George Yardmaster		X		O					
Smithers Train Movement Clerk		X		O					
Terrace Train Movement Clerk		X		O					
Prince Rupert Yardmaster		X			O				

LEGEND TO CHART

O	standby channel
X	alternate channel
②	standby channel with tone 2 call

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.) RTCs' channels are monitored continuously.

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. O).
(3) Select his standby channel on your radio.

PORTABLE RADIOS

Train or yard portable radios (caboose or handi-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.

TRACKSTAR IIIA LOCOMOTIVE RADIO INSTRUCTIONS

Locomotives equipped with TRACKSTAR IIIA radios are capable of accessing both CN channels and those of other railroads both in Canada and the U.S.A. For convenience, 36 commonly used channels (18 CN and 17 foreign railroads and 1 spare) have been alphabetically preset. When a preset channel is selected the applicable railway initials and channel number will appear in the display as for example: CN 1 or CP 2 etc. The radio is capable of accessing 97 AAR railway channels. When an AAR channel is selected, its four digit designation will appear in the display as for example: 25 25 or 55 55 etc. For easy reference, a chart depicting the position number, the corresponding radio channel and display are shown below.

TRACKSTAR IIIA MULTI-CHANNEL RADIO CHART

POSITION No.	RAILWAY	CHANNEL	DISPLAY
1	CN	1	CN1
2	CN	2	CN2
3	CN	3	CN3
4	CN	4	CN4
5	CN	5	CN5
6	CN	6	CN6
7	CN	7	CN7
8	CN	8	CN8
9	CN	20	CN20
10	CN	26	CN26
11	CN	28	CN28
12	CN	31	CN31
13	CN	40	CN40
14	CN	81	CN81
15	CN	82	CN82
16	CN	83	CN83
17	CN	84	CN84
18	CN	85	CN85
19	CP	1	CP1
20	CP	2	CP2
21	CP	3	CP3
22	CP	4	CP4
23	CP	5	CP5
24	CP	6	CP6
25	CP	7	CP7
26	CP	8	CP8
27-35	OTHER FOREIGN CHANNELS (USA)		
36	-	SPARE	-

AAR CHANNELS			
RAILWAY	CHANNEL	DISPLAY	
		TX	RX
BCR	1	06	06
BCR	2	84	06
BCR	3	75	75
BCR	5	39	39
BCR	6	94	39

TRACKSTAR IIIA radio operating instructions are contained in notices or bulletins. All engine crew members affected are required to be conversant with such instructions.

TABLE OF LOCOMOTIVE GROUPS

In the following table, locomotives are grouped into categories A-H based on weight, suspension design, axle spacing and number of axles.

Subdivision footnotes refer to locomotives permitted or restricted by group letter.

GROUP A
1054-1056
1600-1614
1750-1787

GROUP B
1205-1215
1227-1285
1287-1396

GROUP C
3100-3111
3832 & 3842
4208-4351
4371-4396

GROUP D

GROUP D1		GROUP D2	
233-263	4000-4128	1217 & 1218	7100-7107
1101-1182	4365	1286	7300-7317
1400-1423	4401-4595	1504-1508	7721
1900-1915	4700-4810		
3500-3589	7232-7270		
3624-3684			

GROUP E

GROUP E1	GROUP E2	
211-232	106-119	400
7000-7013	160-168	402-405
7200-7231	200-209	500-524
7500-7530	268 & 271	700 & 701
9302-9667	301-309	8700-8711
	351-356	

GROUP F
5700-5703

GROUP G
2100-2119
2400-2499
5000-5363
5400-5459
5500-5599

GROUP H
2000-2043
2305-2339

Unless further restricted, modified or cancelled by other instructions 4 axle foreign units to be considered as Group E and 6 axle foreign units to be considered as Group H.

EQUATED TONNAGE RATINGS — See General Operating Instructions (Form 696)

WESTWARD OR NORTHWARD — Single Unit Ratings									Between Station — Station	EASTWARD OR SOUTHWARD — Single Unit Ratings								
Car Factor	1054-1056 - GR12 1600-1614 - GR612 4361-4365 - GR17	1101-1396 } GR12 1504-1508 } 1900-1915 } 1400-1423 - GR412 7100-7107 - GS413 7300-7317 - GS412	4000-4199 - GR418 4206-4353 } GR17 4371-4595 } 7000-7013 - GS418 7200-7299 - GY418	9316-9317 - GR430	4700-4810 - GR420 9400-9667 - GF430 9302-9315 - GR430	5700-5703 - GF620	5000-5363 - GF30	2400-2429 - EF640 5400-5459 - GF636 5500-5599 - GF638		2400-2429 - EF640 5400-5459 - GF636 5500-5599 - GF638	5000-5363 - GF30	5700-5703 - GF620	4700-4810 - GR420 9400-9667 - GF430 9302-9315 - GR430	9316-9317 - GR430	4000-4199 - GR418 4206-4353 } GR17 4371-4595 } 7000-7013 - GS418 7200-7299 - GY418	1101-1396 } GR12 1504-1508 } 1900-1915 } 1400-1423 - GR412 7100-7107 - GS413 7300-7317 - GS412	1054-1056 - GR12 1600-1614 - GR612 4361-4365 - GR17	Car Factor
10	2330	3150	3480	3960	4540	5540	6770	7420	**WAINWRIGHT SUBDIVISION** Wainwright — Calder	8920	8130	6670	5450	4760	4190	3790	2810	12
11	2600	3510	3870	4410	5040	6170	7520	8250	**EDSON SUBDIVISION** Calder — Jasper	8570	7820	6410	5240	4580	4020	3640	2700	12
7	1680	2280	2520	2880	3300	4020	4920	5400	**CAMROSE SUBDIVISION** Mirror — Camrose	5140	4680	3830	3140	2740	2400	2170	1600	7
9	1980	2690	2970	3380	3880	4740	5780	6350	Camrose — Bretville Jct.	5470	4980	4080	3340	2910	2560	2310	1700	7
10	2330	3150	3480	3960	4540	5540	6770	7420	**ALLIANCE SUBDIVISION** Alliance — Alliance Jct.	7420	6770	5540	4540	3960	3480	3150	2330	10
12	2810	....	....	....	....	....	....	....	**DEMAY SUBDIVISION** Roundhill — Ryley	....	....	....	....	....	....	....	1950	8
10	2210	3000	3310	3770	4320	5280	6440	7060	**VEGREVILLE SUBDIVISION** Vermilion — Calder	7060	6440	5280	4320	3770	3310	3000	2210	10

EQUATED TONNAGE RATINGS — See General Operating Instructions (Form 696)

WESTWARD OR NORTHWARD — Single Unit Ratings									Between Station — Station	EASTWARD OR SOUTHWARD — Single Unit Ratings								
Car Factor	1054-1056 - GR12 1600-1614 - GR612 4361-4365 - GR17	1101-1396 } GR12 1504-1508 } 1900-1915 } 1400-1423 - GR412 7100-7107 - GS413 7300-7317 - GS412	4000-4199 - GR418 4206-4353 } GR17 4371-4595 } 7000-7013 - GS418 7200-7299 - GY418	9316-9317 - GR430	4700-4810 - GR420 9400-9667 - GF430 9302-9315 - GR430	5700-5703 - GF620	5000-5363 - GF30	2400-2429 - EF640 5400-5459 - GF636 5500-5599 - GF638		2400-2429 - EF640 5400-5459 - GF636 5500-5599 - GF638	5000-5363 - GF30	5700-5703 - GF620	4700-4810 - GR420 9400-9667 - GF430 9302-9315 - GR430	9316-9317 - GR430	4000-4199 - GR418 4206-4353 } GR17 4371-4595 } 7000-7013 - GS418 7200-7299 - GY418	1101-1396 } GR12 1504-1508 } 1900-1915 } 1400-1423 - GR412 7100-7107 - GS413 7300-7317 - GS412	1054-1056 - GR12 1600-1614 - GR612 4361-4365 - GR17	Car Factor
									SANGUDO SUBDIVISION									
10	2210	3000	3310	3770	4320	5280	6440	7060	Calder — Whitecourt	7060	6440	5280	4320	3770	3310	3000	2210	10
5	1120	1540	1710	1950	2240	2720	3340	3670	Whitecourt — Pass Creek	7060	6440	5280	4320	3770	3310	3000	2210	10
7	1580	2140	2370	2700	3100	3780	4630	5080	Pass Creek — Kaybob	3990	3630	2960	2430	2120	1860	1670	1220	5
									FOOTHILLS-MOUNTAIN PARK SUBDIVISIONS									
3	680	950	1060	1220	1400	1700	2100	2310	Bickerdike — Coalspur	6350	5780	4740	3880	3380	2970	2690	1980	9
3	540	760	850	980	1130	1360	1690	1870	Coalspur — Foothills	5540	5050	4130	3380	2950	2590	2340	1720	8
2	460	650	730	840	980	1180	1460	1620	Coalspur — Cadomin	3640	3310	2700	2220	1930	1690	1520	1110	5
									GRANDE CACHE SUBDIVISION									
4	760	1050	1180	1340	1550	1880	2310	2550	Swan Landing — Hanlon	11140	10160	8340	6810	5960	5240	4750	3530	15
4	760	1050	1180	1340	1550	1880	2310	2550	Hanlon — Mile 60	3990	3630	2960	2430	2120	1860	1670	1220	5
15	3530	4750	5240	5960	6810	8340	10160	11140	Mile 60 — Winniandy	3990	3630	2960	2430	2120	1860	1670	1220	5
4	780	1080	1210	1380	1590	1930	2380	2620	Winniandy — Latornell	8920	8130	6670	5450	4760	4190	3790	2810	12
5	1220	1670	1860	2120	2430	2960	3630	3990	Latornell — Grande Prairie	3990	3630	2960	2430	2120	1860	1670	1220	5
									OYEN-DRUMHELLER SUBDIVISIONS									
10	2330	3150	3480	3960	4540	5540	6770	7420	Kindersley — Hanna	7420	6770	5540	4540	3960	3480	3150	2330	10
10	2330	3150	3480	3960	4540	5540	6770	7420	Hanna — Munson	5920	5390	4410	3610	3150	2770	2500	1840	8
10	2330	3150	3480	3960	4540	5540	6770	7420	Munson — Drumheller	3050	2770	2260	1860	1610	1410	1270	920	4
7	1700	2310	2560	2910	3340	4080	4980	5470	Drumheller — Sarcee Yard	8920	8130	6670	5450	4760	4190	3790	2810	12
									MANTARIO SUBDIVISION									
9	2080	2810	3110	....	4050	4950	6050	6640	Glidden — Mantario Jct.	7060	6440	5280	4320	....	3310	3000	2210	10
									SHEERNESS SUBDIVISION									
12	2750	3720	4100	....	5340	6540	7970	8740	Sheerness — Batter Jct.	6000	5470	4470	3660	....	2810	2540	1870	8
									STETTLER SUBDIVISION									
8	1720	2340	2590	2950	3380	4130	5050	5540	Dinosaur — Mile 106.5	5540	5050	4130	3380	2950	2590	2340	1720	8
7	1600	2170	2400	2740	3140	3830	4680	5140	Mile 1.7 — Ferlow Jct.	4690	4270	3490	2860	2500	2190	1980	1450	6

EQUATED TONNAGE RATINGS — See General Operating Instructions (Form 696)

WESTWARD OR NORTHWARD — Single Unit Ratings

Car Factor	1054-1056 - GR12 1600-1614 - GR612 4361-4365 - GR17	1101-1396 } GR12 1504-1508 } 1900-1915 } 1400-1423 - GR412 7100-7107 - GS413 7300-7317 - GS412	4000-4199 - GR418 4206-4353 } GR17 4371-4595 } 7000-7013 - GS418 7200-7299 - GY418	9316-9317 - GR430	4700-4810 - GR420 9400-9667 - GF430 9302-9315 - GR430	5700-5703 - GF620	5000-5363 - GF30	2400-2429 - EF640 5400-5459 - GF636 5500-5599 - GF638
					Between Station — Station			
					THREE HILLS SUBDIVISION			
7	1580	2140	2370	2700	3100	3780	4630	5080
7	1700	2310	2560	2910	3340	4080	4980	5470
9	1980	2690	2970	3380	3880	4740	5780	6350
					BRAZEAU SUBDIVISION			
7	1600	2170	2400	2740	3140	3830	4680	5140
7	1600	2170	2400	2740	3140	3830	4680	5140
					RAM RIVER SUBDIVISION			
8	1930	2610	2890	3290	3770	4600	5620	6170
					ALBREDA-ROBSON-CLEARWATER SUBDIVISIONS			
10	....	3260	3600	4100	4690	5740	7000	7680
					Redpass Albreda			
11	....	3510	3870	4410	5040	6170	7520	8250
11	....	3510	3870	4410	5040	6170	7520	8250
					Redpass Harvey			
15	....	4750	5240	5960	6810	8340	10160	11140
					Redpass Peterson			
15	....	4750	5240	5960	6810	8340	10160	11140
15	....	4750	5240	5960	6810	8340	10160	11140
15	....	4750	5240	5960	6810	8340	10160	11140
15	....	4750	5240	5960	6810	8340	10160	11140
15	....	4750	5240	5960	6810	8340	10160	11140
					TETE JAUNE-FRASER SUBDIVISIONS			
15	....	4750	5240	5960	6810	8340	10160	11140
12	....	3640	4020	4580	5240	6410	7820	8570
12	....	3790	4190	4760	5450	6670	8130	8920

EASTWARD OR SOUTHWARD — Single Unit Ratings

2400-2429 - EF640 5400-5459 - GF636 5500-5599 - GF638	5000-5363 - GF30	5700-5703 - GF620	4700-4810 - GR420 9400-9667 - GF430 9302-9315 - GR430	9316-9317 - GR430	4000-4199 - GR418 4206-4353 } GR17 4371-4595 } 7000-7013 - GS418 7200-7299 - GY418	1101-1396 } GR12 1504-1508 } 1900-1915 } 1400-1423 - GR412 7100-7107 - GS413 7300-7317 - GS412	1054-1056 - GR12 1600-1614 - GR612 4361-4365 - GR17	Car Factor
5080	4630	3780	3100	2700	2370	2140	1580	7
5080	4630	3780	3100	2700	2370	2140	1580	7
6350	5780	4740	3880	3380	2970	2690	1980	9
7420	6770	5540	4540	3960	3480	3150	2330	10
6170	5620	4600	3770	3290	2890	2610	1930	8
2230	2030	1640	1360	1170	1030	920	660	3
8920	8130	6670	5450	4760	4190	3790	....	12
5330	4860	3970	3260	2840	2490	2250	....	7
3990	3630	2960	2430	2120	1860	1670	....	5
3990	3630	2960	2430	2120	1860	1670	....	5
5080	4630	3780	3100	2700	2370	2140	....	7
5330	4860	3970	3260	2840	2490	2250	....	7
5330	4860	3970	3260	2840	2490	2250	....	7
7680	7000	5740	4690	4100	3600	3260	....	10
8920	8130	6670	5450	4760	4190	3790	....	12
5330	4860	3970	3260	2840	2490	2250	....	7
8920	8130	6670	5450	4760	4190	3790	....	12
8920	8130	6670	5450	4760	4190	3790	....	12

EQUATED TONNAGE RATINGS — See General Operating Instructions (Form 696)

WESTWARD OR NORTHWARD — Single Unit Ratings

Car Factor	1054-1056 - GR12 1600-1614 - GR612 4361-4365 - GR17	1101-1396 } GR12 1504-1508 } 1900-1915 } 1400-1423 - GR412 7100-7107 - GS413 7300-7317 - GS412	4000-4199 - GR418 4206-4353 } GR17 4371-4595 } 7000-7013 - GS418 7200-7299 - GY418	9316-9317 - GR430	4700-4810 - GR420 9400-9667 - GF430 9302-9315 - GR430	5700-5703 - GF620	5000-5363 - GF30	2400-2429 - EF640 5400-5459 - GF636 5500-5599 - GF638
					ASHCROFT-YALE SUBDIVISIONS			
12	2810	3790	4190	4760	5450	6670	8130	8920
15	3530	4750	5240	5960	6810	8340	10160	11140
					GREATER VANCOUVER TERMINALS			
7	1580	2140	2370	2700	3100	3780	4630	5080
7	1580	2140	2370	2700	3100	3780	4630	5080
					OKANAGAN-LUMBY SUBDIVISIONS			
5	1120	1540	1710	1950	2240	2720	3340	3670
4	840	1160	1290	....	1700	2070	2540	2800
5	1070	1470	1630	1860	2140	2610	3200	3520
4	910	1260	1400	1600	1840	2240	2750	3030
15	3530	4750	5240	5960	6810	8340	10160	11140
12	2810	3790	4190	4760	5450	6670	8130	8920
					NECHAKO-TELKWA-BULKLEY-SKEENA SUBDIVISIONS			
12	2810	3790	4190	4760	5450	6670	8130	8920
15	3530	4750	5240	5960	6810	8340	10160	11140
					KITIMAT SUBDIVISION			
4	....	1030	1150	....	1520	....	.....	.....
4	....	1030	1150	1320	1520	....	.....	.....

Between Station — Station

Between Station	— Station
ASHCROFT-YALE SUBDIVISIONS	
Kamloops	Savona
Savona	Thornton Yard
GREATER VANCOUVER TERMINALS	
Thornton Yard	Vancouver
Thornton Yard	Lynn Creek
OKANAGAN-LUMBY SUBDIVISIONS	
Kelowna	Vernon
Lumby	Lumby Jct.
Vernon	Armstrong
Armstrong	Monte Lake
Monte Lake	Can. Pac. Jct.
Can. Pac. Jct.	Kamloops
NECHAKO-TELKWA-BULKLEY-SKEENA SUBDIVISIONS	
Prince George	Terrace
Terrace	Prince Rupert
KITIMAT SUBDIVISION	
Kitimat	Dubose
Dubose	Terrace

EASTWARD OR SOUTHWARD — Single Unit Ratings

2400-2429 - EF640 5400-5459 - GF636 5500-5599 - GF638	5000-5363 - GF30	5700-5703 - GF620	4700-4810 - GR420 9400-9667 - GF430 9302-9315 - GR430	9316-9317 - GR430	4000-4199 - GR418 4206-4353 } GR17 4371-4595 } 7000-7013 - GS418 7200-7299 - GY418	1101-1396 } GR12 1504-1508 } 1900-1915 } 1400-1423 - GR412 7100-7107 - GS413 7300-7317 - GS412	1054-1056 - GR12 1600-1614 - GR612 4361-4365 - GR17	Car Factor
8920	8130	6670	5450	4760	4190	3790	2810	12
8920	8130	6670	5450	4760	4190	3790	2810	12
3520	3200	2610	2140	1860	1630	1470	1070	5
5210	4740	3880	3180	2770	2430	2200	1620	7
3670	3340	2720	2240	1950	1710	1540	1120	5
1970	1790	1440	1200	....	900	810	570	3
3030	2750	2240	1840	1600	1400	1260	910	4
5470	4980	4080	3340	2910	2560	2310	1700	7
1890	1710	1390	1150	990	870	770	550	3
11140	10160	8340	6810	5960	5240	4750	3530	15
8920	8130	6670	5450	4760	4190	3790	2810	12
8920	8130	6670	5450	4760	4190	3790	2810	12
.....	....	....	6810	....	5240	4750	....	15
.....	....	....	1520	1320	1150	1030	....	4

EQUATED TONNAGE RATINGS — See General Operating Instructions (Form 696)

WESTWARD OR NORTHWARD — Single Unit Ratings

Car Factor	1054-1056 - GR12 1600-1614 - GR612 4361-4365 - GR17	1101-1396 } GR12 1504-1508 } 1900-1915 } 1400-1423 - GR412 7100-7107 - GS413 7300-7317 - GS412	4000-4199 - GR418 4206-4353 } GR17 4371-4595 } 7000-7013 - GS418 7200-7299 - GY418	9316-9317 - GR430	4700-4810 - GR420 9400-9667 - GF430 9302-9315 - GR430	5700-5703 - GF620	5000-5363 - GF30	2400-2429 - EF640 5400-5459 - GF636 5500-5599 - GF638

Between Station	— Station

EASTWARD OR SOUTHWARD — Single Unit Ratings

2400-2429 - EF640 5400-5459 - GF636 5500-5599 - GF638	5000-5363 - GF30	5700-5703 - GF620	4700-4810 - GR420 9400-9667 - GF430 9302-9315 - GR430	9316-9317 - GR430	4000-4199 - GR418 4206-4353 } GR17 4371-4595 } 7000-7013 - GS418 7200-7299 - GY418	1101-1396 } GR12 1504-1508 } 1900-1915 } 1400-1423 - GR412 7100-7107 - GS413 7300-7317 - GS412	1054-1056 - GR12 1600-1614 - GR612 4361-4365 - GR17	Car Factor

Car Factor	WESTWARD OR NORTHWARD								Between Station	— Station	EASTWARD OR SOUTHWARD									
									MANNING-MEANDER RIVER-PINE POINT SUBDIVISIONS											
9	1980	2690	2970	....	3880	4740	.....	.....	Roma Jct.	Leddy	.....	....	5740	4690	....	3600	3260	2410	10	
12	2810	3790	4190	....	5450	6670	.....	.....	Leddy	Dixonville	.....	....	5540	4540	....	3480	3150	2330	10	
12	2700	3640	4020	....	5240	6410	.....	.....	Dixonville	Manning	.....	....	4740	3880	....	2970	2690	1980	9	
9	1980	2690	2970	....	3880	4740	.....	.....	Manning	Kemp River	.....	....	4740	3880	....	2970	2690	1980	9	
15	3530	4750	5240	....	6810	8340	.....	.....	Kemp River	High Level	.....	....	4740	3880	....	2970	2690	1980	9	
11	2550	3440	3800	....	4950	6060	.....	.....	High Level	Meander River	.....	....	7420	6060	....	4650	4220	3130	13	
8	1870	2540	2810	....	3660	4470	.....	.....	Meander River	Steen River	.....	....	4470	3660	....	2810	2540	1870	8	
10	2330	3150	3480	....	4540	5540	.....	.....	Steen River	Enterprise	.....	....	4740	3880	....	2970	2690	1980	9	
13	2990	4040	4460	....	5800	7100	.....	.....	Enterprise	Pine Jct.	.....	....	4410	3610	....	2770	2500	1840	8	
9	1980	2690	2970	....	3880	4740	.....	.....	Pine Jct.	Pine Point	.....	....	4670	3820	....	2930	2650	1950	8	
15	3530	4750	5240	....	6810	8340	.....	.....	Pine Jct.	Hay River	.....	....	7250	5930	....	4550	4130	3060	13	
									WESTLOCK-SLAVE LAKE-PEACE RIVER SUBDIVISIONS											
10	2250	3050	3360	3830	4390	5360	6540	7180	Dunvegan Jct.	Smith	5920	5390	4410	3610	3150	2770	2500	1840	8	
8	1820	2470	2730	....	3560	4350	.....	.....	Smith	McLennan	.....	....	6170	5040	....	3870	3510	2600	11	
10	2330	3150	3480	....	4540	5540	.....	.....	Winagami	Judah	.....	....	4740	3880	....	2970	2690	1980	9	
10	2330	3150	3480	....	4540	5540	.....	.....	Judah	Peace River	.....	....	1200	950	....	750	670	470	2	
3	490	690	780	....	1040	1250	.....	.....	Peace River	Roma	.....	....	5540	4540	....	3480	3150	2330	10	
9	2040	2770	3060	....	3990	4880	.....	.....	Roma	Berwyn	.....	....	5540	4540	....	3480	3150	2330	10	
10	2330	3150	3480	....	4540	5540	.....	.....	Berwyn	Hines Creek	.....	....	5190	4250	....	3260	2950	2180	9	
									SMOKY-GRANDE PRAIRIE SUBS.											
9	2180	2950	3260	....	4250	5190	.....	.....	McLennan	Culp	.....	....	4540	3710	....	2850	2570	1900	8	
9	2180	2950	3260	....	4250	5190	.....	.....	Culp	Watino	.....	....	1980	1630	....	1240	1110	800	4	
4	790	1100	1220	....	1610	1960	.....	.....	Watino	Tangent	.....	....	4180	3430	....	2620	2370	1750	8	
8	1720	2340	2590	....	3380	4130	5050	5540	Tangent	Rycroft Jct.	5610	5110	4180	3430	....	2620	2370	1750	8	
10	2290	3100	3420	....	4460	5450	6650	7300	Rycroft Jct.	Spirit River	5610	5110	4180	3430	....	2620	2370	1750	8	
5	1040	1420	1580	1800	2070	2520	3090	3400	Rycroft Jct.	Webster	5400	4920	4020	3300	2880	2520	2280	1680	7	
5	1220	1670	1860	2120	2430	2960	3630	3990	Webster	Grande Prairie	3740	3400	2770	2280	1980	1740	1570	1140	5	
7	1660	2250	2490	....	3260	3970	.....	.....	Grande Prairie	Dawson Creek	.....	....	4130	3380	....	2590	2340	1720	8	
									LAC LA BICHE-WATERWAYS SUBS.											
12	2810	....	....	....	....	....	.....	.....	Banko	Bon Accord	.....	....	....	....	....	....	....	2330	10	
5	1220	1670	1860	....	2430	....	.....	.....	Kerensky	Lac La Biche	.....	....	....	2430	....	1860	1670	1220	5	
5	1220	1670	1860	....	2430	....	.....	.....	Lac La Biche	Devenish	.....	....	....	2430	....	1860	1670	1220	5	
5	1220	1670	1860	....	2430	....	.....	.....	Devenish	Lynton	.....	....	....	2070	....	1580	1420	1040	5	
12	2810	3790	4190	....	5450	....	.....	.....	Lynton	Waterways	.....	....	....	1220	....	920	820	580	3	

EQUATED TONNAGE RATINGS — See General Operating Instructions (Form 696)

WESTWARD OR NORTHWARD — Single Unit Ratings									Between Station — Station		EASTWARD OR SOUTHWARD — Single Unit Ratings								
Car Factor	1054-1056 - GR12 1600-1614 - GR612 4361-4365 - GR17	1101-1396 }GR12 1504-1508 } 1900-1915 } 1400-1423 - GR412 7100-7107 - GS413 7300-7317 - GS412	4000-4199 - GR418 4206-4353 }GR17 4371-4595 } 7000-7013 - GS418 7200-7299 - GY418	9316-9317 - GR430	4700-4810 - GR420 9400-9667 - GF430 9302-9315 - GR430	5700-5703 - GF620	5000-5363 - GF30	2400-2429 - EF640 5400-5459 - GF636 5500-5599 - GF638			2400-2429 - EF640 5400-5459 - GF636 5500-5599 - GF638	5000-5363 - GF30	5700-5703 - GF620	4700-4810 - GR420 9400-9667 - GF430 9302-9315 - GR430	9316-9317 - GR430	4000-4199 - GR418 4206-4353 }GR17 4371-4595 } 7000-7013 - GS418 7200-7299 - GY418	1101-1396 }GR12 1504-1508 } 1900-1915 } 1400-1423 - GR412 7100-7107 - GS413 7300-7317 - GS412	1054-1056 - GR12 1600-1614 - GR612 4361-4365 - GR17	Car Factor
									BARRHEAD-ATHABASCA SUBDIVISIONS										
7	1540	2090	2320	2640	3030	3700	4520	4970	Carley Jct.	Barrhead	4970	4520	3700	3030	2640	2320	2090	1540	7
10	2330	3150	....	....	....	....	.....	.....	Morin Jct.	Mile 21.0	.....	....	....	....	....	....	3790	2810	12
15	3530	4750	....	....	....	....	.....	.....	Mile 21.0	Athabasca	.....	....	....	....	....	....	3000	2210	10
									BONNYVILLE-CORONADO SUBDIVISIONS										
7	1500	2040	2260	....	2960	....	.....	.....	Grand Centre	Bonnyville	.....	....	....	3140	....	2400	2170	1600	7
5	1200	1640	1820	....	2390	....	.....	.....	Bonnyville	Abilene Jct.	.....	....	....	2200	....	1680	1510	1100	5
6	1340	1830	2030	....	2660	....	.....	.....	Elk Point	Abilene Jct.	.....	....	....	2390	....	1820	1640	1200	5
6	1390	1890	2100	....	2740	....	.....	.....	Abilene Jct.	Redwater	.....	....	....	2390	....	1820	1640	1200	5
7	1700	2310	2560	....	3340	....	.....	.....	Redwater	St. Paul Jct.	.....	....	....	3340	....	2560	2310	1700	7

MEDICAL OFFICERS

DR. R. M. DUFRESNE, Director of Medical and Health Services, Montreal, Quebec
DR. R. HILLIS, Regional Medical Officer, Edmonton, Alberta

CN MEDICAL SERVICES CLINIC AND ADMINISTRATION CENTRE
EDMONTON — (403) 421-6768
FAX NO. — (403) 421-6141

TO AVOID DUPLICATION OF SERVICE
ALL DISTRICT CLINIC EXAMINATIONS MUST BE PREAUTHORIZED
BY THE EDMONTON MEDICAL SERVICES CLINIC

ARRANGEMENTS TO BE MADE THROUGH THE OFFICE OF YOUR EMPLOYING OFFICER
FOR ANY DISTRICT CLINIC EXAMINATION.

CHARGES RESULTING FROM EXAMINATIONS RENDERED WITHOUT CN MEDICAL SERVICES AUTHORIZATION WILL BE THE RESPONSIBILITY OF THE INDIVIDUAL EMPLOYEE.

VIA OFFICERS

D. D. Davidson
Regional Director Transportation
Toronto

W. R. Radcliffe
Manager Transportation
Toronto

D. F. Doig
Senior Officer Transportation
Winnipeg

Trainmaster/Master Mechanics

L. G. Iley
Edmonton
403-425-7487

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Kamloops
604-374-3319

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 (DATED DECEMBER 9th, 1990) ACCESSIBLE WHILE ON DUTY.

1.0 CANADIAN RAIL OPERATING RULES

1.1 OPERATING RULE NOTE (ix)
In addition to the abbreviations included in this note, the following abbreviations are authorized:

Ack	Acknowledgement
Ex	Extra
Frt	Freight
Sdg	Siding
Swt	Switch
Wk Ex	Work Extra

1.2 RULE 81
In CTC, a regular train may leave its initial station without a clearance.

In CTC, other movements except those confined to switching zones, will operate as extra trains and may leave their initial station without a clearance.

1.3 RULE 83.1(e)
In the application of this rule, all members of the train and engine crew are required to see that the DOB is properly dated and that the number of pages and the number of items in the DOB compare with that shown on the last page of the DOB. Each crew member must initial each page of the DOB and sign the last page of the DOB when the comparison has been made.

1.4 RULE 104(b)
In the application of this rule, an employee encountering an unattended hand operated main track switch lined and locked in the reversed position, must restore it to normal position unless such employee requires the use of this switch in reversed position.

1.5 RULE 104.1(d)
The provisions of this rule are applicable when a train or engine passes a fixed signal indicating "Proceed at restricted speed" which governs movement over a spring switch in the facing point direction.

1.6 RULE 142(a)
In the application of this rule, all members of the train and engine crew, other than the employees copying the OCS clearance and/or GBO, are required to initial such clearance and/or GBO as soon as possible after it has been received. In addition, such clearance and/or GBO must be placed in a location where all members of the crew can see it.

1.7 RULE 564.1(b)
In the application of this rule, the conductor and locomotive engineer of each train or engine must first have a thorough understanding in writing, with respect to the movements of each train or engine and the protection to be provided.

1.8 RULE 573(c)
In the application of this rule, the RTC must be notified before a reverse movement is made within a block where a spring switch is located.

1.9 At locations where there is no advance signal to the signal governing movements into ABS, CTC or an interlocking, all train and engine movements must approach such governing signal prepared to stop and there be governed by the indication displayed.

1.10 Refer to page 186 **French** edition of the Canadian Rail Operating Rules (Excluding Train Order Control System and Movement by Signal Indication). The rule number on this page should read 618 instead of 18.

2.0 OPERATION OF A TRACK UNIT AS A TRAIN OR AN ENGINE

The following rail maintenance equipment are exempted from operating under these instructions:

- Sperry rail defect detector cars when running light (not testing);
- *DAPCO-180 rail defect detector car;
- Loram RG-16 rail grinding equipment; and
- Speno RMS-12 and RMS-13 rail grinding equipment.

* The DAPCO-180 rail defect detector car must be operated in accordance with item 2.11 at interlocked railway crossings at grade and interlocked drawbridges.

OPERATING REQUIREMENTS

2.1 A track unit, when under the direction of a conductor, must be operated as a train or an engine and all Canadian Rail Operating Rules and Special Instructions apply except as provided herein.

2.2 A track unit operating under these instructions is defined as a unit of on-track equipment not primarily intended for movement in a train.

2.3 A track unit operating as a train or an engine will be designated in accordance with Rule 137 (f) or (g).

2.4 A track unit, whether standing or moving, cannot be relied upon to properly activate signal systems. Block and interlocking signal indications do not provide operating authority and the indication of such signals may be considered suspended.

2.5 A track unit must observe time table freight speed, time table passenger speed, or specified speed for the unit, whichever is the lesser.

2.6 Before passing over a spring switch the conductor must observe the points to know that they are properly closed.

2.7 On subdivisions where line-ups of train movement are issued, a track unit operating as a train or an engine must be shown in line-ups.

CTC TERRITORY

2.8 A track unit must always be authorized by Rule 566 or 567.

2.9 The RTC must, when practicable, line and block devices controlling dual control switches, for the movement of a track unit. When the RTC cannot line and block devices controlling dual control switches, the conductor must operate such switches in the "hand" position and not restore them to the "power" position until the track unit has moved off the switch. Before passing over a dual control switch the conductor must observe the points to know that the switch is properly lined.

2.10 A track unit must not exceed a speed of five mph while passing over a dual control switch.

(Continued on Page 129)

SYSTEM SPECIAL INSTRUCTIONS

INTERLOCKINGS

2.11 A track unit must stop before passing a signal governing movement into interlocking limits regardless of the indication displayed and be governed by (a), (b), (c) or (d).

(a) At a remotely or locally controlled interlocking, 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 a remotely or locally controlled interlocking, 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 switch in the box marked "switches", must wait five minutes, unless a greater time is specified, before allowing the track unit to proceed. The switch must not be closed until the track unit has cleared the interlocking limits. Where switches are not provided the conductor must be governed by special instructions.

(c) At a drawbridge, when no bridgetender is on duty, the track unit must stop clear of the drawbridge and after the conductor has made certain the route is properly lined, may proceed.

(d) At an automatic interlocked railway crossing at grade, when no immediate conflicting movement is evident, the conductor after opening the switch in the box marked "switches", must wait five minutes, unless a greater time is specified, before allowing the track unit to proceed. The switch must not be closed until the track unit has cleared the interlocking limits. At an automatic interlocked railway crossing at grade in multitrack, the conductor must contact the RTC before opening the switch.

NON-INTERLOCKED RAILWAY CROSSINGS AT GRADE AND NON-INTERLOCKED DRAWBRIDGES

2.12 A track unit must stop at the STOP sign, and after the conductor has made certain there is no conflicting movement and the route is properly lined, may proceed.

PUBLIC CROSSINGS AT GRADE

2.13 A track unit must not enter a public crossing at grade until the movement is properly protected as prescribed by (a), (b) or (c).

(a) At a crossing where gatemen or watchmen are employed, the conductor must not allow the track unit to enter the crossing until the gates are in the horizontal position or "proceed" hand signal has been received.

(b) At a crossing protected by automatic gates, the conductor must not allow the track unit to enter the crossing without the protection of a flagman until the gates are in the horizontal position or unless it is known that there is no traffic closely approaching the crossing.

(c) At other crossings, the conductor must not allow the track unit to enter the crossing without the protection of a flagman unless it is known that there is no traffic closely approaching the crossing.

3.0 GENERAL

General Operating Instructions, Form 696, Revision 1990 is in effect.

3.1 General Operating Instructions, Form 696, Section 3.0, item 3.2(1)(a), page 20 revised to read:

(a) Approaching stations, cautionary limits and yard limits; and

3.2 General Operating Instructions, Form 696, Section 3.0, item 3.2(2), page 21, paragraphs (a), (b) and (c) revised to read: "advance signal" instead of "approach signal".

3.3 General Operating Instructions, Form 696, Section 4.0, item 4.1, page 28, Special Protection Signal revised to read (not provided with advance signal) — One mile.

3.4 General Operating Instructions, Form 696, Section 4.0, item 4.1, page 30. Operating sign "OCS Ends" is revised to display one diagonal line from the top right corner to the bottom left corner, only.

3.5 General Operating Instructions, Form 696, Section 6.0, item 6.3(d)(2), page 55 is revised to read:

"Between the advance signal and an interlocked railway crossing at grade protected by signals with automatic features."

3.6 General Operating Instructions, Form 696, Section 6.0, item 6.5(m), page 62 second paragraph is revised to read:

"80 to 90 foot container flat cars will be loaded with at least two containers, when practicable to do so, to obtain an even weight distribution over the two trucks. When it is found necessary to load a single 20 foot container, it must not be loaded on extreme end positions."

3.7 General Operating Instructions, Form 696, Section 6.0, item 6.5(n), page 62 revised to read:

Articulated Spine Cars: Articulated Spine cars should be marshalled in the last half of the train with not more than 4000 tons of traffic to the rear of this car when either end platform is empty. When both end platforms are loaded, this marshalling restriction does not apply.

3.8 General Operating Instructions, Form 696, Section 6.0, item 6.7(a), page 66, High Speed Cranes. High Speed Cranes listed below are restricted to 25 MPH and will have the following stencilled on both sides of the rotating deck in 6 inch letters "SLOW SPEED MAX. 25 MPH":

CN 50430	CN 50422	CN 50476
CN 50431	CN 50470	CN 50482
CN 50435	CN 50471	CN 50483
CN 50436	CN 50472	CN 50484

3.9 General Operating Instructions, Form 696, Section 14.0, item 14.2.25, page 155, Shop Track Tests of IDU and CLU, first paragraph has been revised to read as follows:

It must be known that the IDU and CLU are operating as designed when they are received from the radio shop and prior to being dispatched from the shop track. In order to accomplish this Test SBU's bearing identity code "05500" are located at the motive power shops at the following yards; Thornton, Calder, Prince George, Symington, MacMillan, Taschereau, Gordon and Halifax.

(Continued on Page 130)

SYSTEM SPECIAL INSTRUCTIONS

3.10 General Operating Instructions, Form 696, Section 14.0, item 14.3.19, page 178, Shop Track Tests of the IDU, first paragraph has been revised to read as follows:

It must be known that the IDU is operating as designed when they are received from the radio shop and prior to being dispatched from the shop track. In order to accomplish this Test SBU's bearing identity code "05500" are located at the motive power shops at the following yards; Thornton, Calder, Prince George, Symington, MacMillan, Taschereau, Gordon and Halifax.

3.11 General Operating Instructions, Form 696, Section 14.0, item 14.4.11, page 191, Pre-Departure Testing of SBU, first paragraph revised to read:

Once the locomotives are on the train the employee who installs the SBU or performs the air brake test is responsible for testing the equipment. This test will only be performed at the location where the TIBS components are initially installed on the train. Once a pre-departure test of TIBS has been performed, such test will not be repeated unless the SBU, IDU or CLU has been changed out.

4.0 CABOOSELESS TRAIN OPERATING INSTRUCTIONS

4.1 TIBS Failures

(a) A cabooseless train will not be permitted to depart a scheduled crew change location if the TIBS equipment fails to display brake pipe pressure, or if any of the following features are inoperative:

(i) Emergency Braking Feature,
(ii) Marker light,
(iii) Distance Measuring Device, or
(iv) If it is known that the batteries are weak.

(b) If while en route the TIBS fails to display BRAKE PIPE PRESSURE and/or if the EMERGENCY BRAKING FEATURE becomes inoperative, trains are to be governed as follows:

(i) While train is stopped or in motion and the standard locomotive gauges and air flow meter indicate correct trainline pressure, the train may proceed at a speed not exceeding 25 MPH, until the equipment resumes normal operation, or to a point where the equipment can be exchanged en route, or to the next regular crew change point where the TIBS equipment can be repaired or changed out.

(ii) While the train is stopped or in motion and the standard locomotive gauges and air flow meter indicate a loss of air pressure, the train crew are required to perform a No. 3 Brake Test. After completion of the No. 3 Brake Test, the train may proceed at a speed not exceeding 25 MPH, until the equipment resumes normal operation, or to a point where the equipment can be exchanged en route, or to the next regular crew change point where the TIBS equipment can be repaired or changed out.

Note: If a train experiences a failure of the TIBS and the standard locomotive gauges and air flow meter indicate a loss of air pressure and a successful No. 3 Brake Test cannot be performed, the train may proceed to the nearest location where such train can clear the main track, and then only with a sufficient number of car brakes operative, and at a speed not exceeding 15 MPH, until the TIBS is repaired, resumes normal operation, or a No. 3 Brake Test is successfully completed.

4.2 All SBU's, whether active or deadheading, must be reported on the train consist, along with the appropriate "09" setout card(s) as follows:

(a) On a train designated as cabooseless, all SBU's must be consisted at the rear of the train with the active or working SBU listed as the last one on the consist.

(b) On a train not designated as cabooseless, all SBU's must be consisted ahead of the manned caboose.

NOTE: This method of consisting deadhead SBU's must be followed and applies regardless of where the deadhead SBU(s) is/are physically located on the train.

VIA SPECIAL INSTRUCTIONS

1.0 VIA RESET SAFETY CONTROL AND EVENT RECORDERS

1.1 Definitions

Reset Safety Control (RSC) — A vigilante safety device designed to bring the train to a stop should the locomotive engineer become incapacitated.

Event Recorder (ER) — A device designed to record the activities taking place in a locomotive in order that they may be reviewed and/or analyzed. This is not a safety related device.

Originating Train — VIA originates train consists from designated VIA Maintenance Centres. All other stations not associated with VIA Maintenance Centres are considered as turn around locations (e.g. Quebec City, Windsor, etc.) or run through locations (e.g. Ottawa, Moncton, etc.) and as such do not have originating trains.

Designated VIA Maintenance Centres — These centres are located at Halifax, Montreal, Toronto, Winnipeg and Vancouver.

2.0 OPERATIONAL RSC

2.1 The RSC device in the controlling cab of all VIA trains which originate at, turn around at, or run through locations where there is a designated VIA Maintenance Centre shall be operative.

2.2 The locomotive engineer must verify the proper operation of the RSC device before commencing each trip and must promptly report any malfunction to the proper authority.

3.0 ENROUTE RSC FAILURES

3.1 Enroute RSC failures (penalty brake application) must immediately be reported to the RTC. In addition, the locomotive engineer must record the defect on the Unit Defect Report. This report must include the location, date, time defect occurred and the locomotive engineer's signature.

3.2 Upon receiving authority from the RTC, the locomotive engineer shall break the seal on the **RED OVERRIDE** switch on the event recorder panel and place the switch in the **OVERRIDE** position. The penalty brake application circuit will now be disabled. The train shall proceed to the nearest designated VIA Maintenance Centre in the direction of the train's planned movement where repairs will be made.

NOTE: Prior to the RTC authorizing the locomotive engineer to break the seal on the **RED OVERRIDE** switch on the event recorder panel, the RTC Centre will contact the VIA Rail Control Centre, Montreal for the proper authorization from that office.

3.3 At all turn around and run through locations not supported by a designated VIA Maintenance Centre, VIA Rail will undertake every reasonable effort to exchange the controlling locomotive with a failed RSC for an alternative locomotive in the engine consist equipped with cab controls and a functional RSC. It must be noted that such an exchange is not possible on trains operating with a single locomotive.

3.4 When an enroute RSC failure occurs as outlined in item 3.1, VIA Rail will ensure that before the train proceeds as per item 3.2, there is a second qualified railway employee present in the operating cab of the locomotive prior to proceeding until repairs can be affected. This second qualified railway employee must be knowledgeable in the proper use and location of the emergency brake.

4.0 EVENT RECORDERS

4.1 It is the responsibility of the VIA equipment maintenance staff at the designated VIA Maintenance Centres to ensure there is an operative EVENT RECORDER on all locomotives equipped with cab controls upon dispatch.

4.2 The EVENT RECORDER device in the controlling cab of an engine consist for all VIA trains which originate at locations where there is a designated VIA Maintenance Centre shall be operative and must be verified by the locomotive engineer through the authorized VIA equipment maintenance employee.

4.3 While enroute, should the locomotive engineer detect the fact that the EVENT RECORDER has failed, it must be immediately reported to the RTC. In addition, the locomotive engineer must record the defect on the Unit Defect Report. This report must include the location, date, time defect occurred or detected and the locomotive engineer's signature.

4.4 At all turn around and run through locations, whether or not supported by a designated VIA Maintenance Centre, VIA Rail will undertake every reasonable effort to exchange the controlling locomotive with a failed EVENT RECORDER for an alternative locomotive in the engine consist equipped with cab controls and a functional EVENT RECORDER. It must be noted that such an exchange is not possible on trains operating with a single locomotive.

4.5 Nullifying, tampering or interference with the functioning of the locomotive reset safety control or event recorder device other than as outlined in item 4.2 is prohibited.

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REGIONAL SPECIAL INSTRUCTIONS

M-1. At public crossings at grade, where this special instruction applies, movements stopped by a STOP indication of a block or interlocking signal, must stop clear of the crossing.

M-2. At Slide Detector Fences listed in subdivision footnotes, a signal consisting of a white light with the letter "T" etched on its face is located in advance of the fence or fences, mounted either on the mast of one or more block signals, the mast of an instrument case or on a separate mast. When lighted or flashing, it indicates that the fence or fences are broken and that the main track may be impassable. Trains must approach and pass same prepared to stop and in no case exceeding 10 miles per hour until the leading end of the movement has exited the limits of the slide detector fence.

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-3. Refer to General Operating Instructions (Form 696) Item 3.0.

Additional radio procedures itemized below apply only on subdivisions specified.

(a) CALLING RTC: Select the designated RTC standby channel. Press the Tone 2 call button for two to three seconds. After an answerback tone is received confirming connection, voice call the RTC. The base station remains connected for twenty seconds. If the RTC does not answer within this time period, a light on the RTC's control console will continue to identify the calling base station. When the RTC is ready to respond, the RTC will acknowledge the call by reactivating the calling base station.

(b) EMERGENCY CALL to RTC: Select the designated RTC standby channel and call the RTC per Item (a) above. After the answerback tone is received, transmit the emergency call in the manner prescribed by General Operating Instructions (Form 696) Item 3.4(2). The base station remains connected for twenty seconds after voice communication ends.

(c) END-TO-END CALL ON TRAINS OR BETWEEN TRAINS: Voice call on the designated RTC standby channel without using the tone call buttons or transmitting (where applicable) a DTMF key sequence. Communication requires the use of the near base station as a repeater rather than direct radio to radio.

(d) CALLING TRAINS BEYOND RANGE OF NEAR BASE STATION: Press the Tone 1 call button for two to three seconds. After an answerback tone is received, voice call the desired train. Pressing the Tone 1 call button connects all of the base stations. The base station activated by the answering train remains connected for the duration of the communication.

(e) CALLING RTC: Select the designated RTC standby channel. Press the designated tone call button for one second or if your radio is equipped with a DTMF (touch-tone) keypad, transmit the key sequence ∗, 1, # for Tone 1 or ∗, 2, # for Tone 2. Ring-back tones, or fail tone, or no tone may be heard.

DTMF TOWER CODES: Connection to RTC or Maintenance of Way base stations (towers) is also available by transmitting designated tower codes with a DTMF (touch-tone) keypad equipped radio. The codes are in the form ∗XXX or #XXX for RTC base stations and ∗XXX for Maintenance of Way base stations. XXX represents a three digit number. These codes can be used in lieu of transmitting key sequences ∗, 1, # for Tone 1 or ∗, 2, # for Tone 2. If this method of call connection to the RTC is desired, select the designated RTC standby channel and then transmit the designated RTC DTMF tower code. Ring-back tones, or fail tone, or no tone may then be heard.

AUDIBLE TONE INDICATIONS:

Receipt of ring-back tones indicates that the call is registered on the RTC's control console screen. Await RTC's reply.

Fail tone indicates system problems and the call was not registered.

No tone indicates a failed base station or the base station did not receive transmission. Call again.

EMERGENCY CALL To RTC: Select the designated RTC standby channel. Press one of the tone call buttons for one second, then IMMEDIATELY press the other tone call button for one second. If your radio is equipped with a DTMF (touch-tone) keypad, transmit the key sequence ∗, 0, #. After the "go-ahead" tone is received, transmit the emergency call in the manner prescribed by General Operating Instructions (Form 696) Item 3.4(2).

(NOTE: The "go-ahead" tone will not be received when the base station is being used to monitor Channel 1. If the "go-ahead" tone is not received, IMMEDIATELY Select Channel 1 and repeat the emergency call procedure in the same manner as calling in on the designated RTC standby channel.)

(f) EMERGENCY CALL to RTC: Select the designated RTC standby channel. Press the Tone 1 call button momentarily, release and IMMEDIATELY press the Tone 2 call button momentarily and release. After three ring-back tones are received, transmit the emergency call in the manner prescribed by General Operating Instructions (Form 696) Item 3.4(2).

(g) EMERGENCY CALL to RTC: Select Channel 1. Press the Tone 1 call button momentarily, release and IMMEDIATELY press the Tone 2 call button momentarily, then release and select Channel 3. After three ring-back tones are received, transmit the emergency call in the manner prescribed by General Operating Instructions (Form 696) Item 3.4(2).

(h) CALLING RTC USING A DTMF (TOUCH-TONE) KEYPAD EQUIPPED RADIO: Select the designated RTC standby channel. Transmit the key sequence ∗, 1, # for Tone 1 or ∗, 2, # for Tone 2. After an answerback tone is received confirming connection, await RTC's reply or transmit emergency message as required.

(Continued on Page 134)

REGIONAL SPECIAL INSTRUCTIONS

M-4. Movements on other than main track, unless otherwise provided, must not exceed 10 miles per hour. Item 6.9 of General Operating Instructions (Form 696) is restricted accordingly.

M-5. When livestock is killed or injured by a train, locomotive engineer will submit a special "livestock report" in lieu of Form 3903. General Operating Instructions (Form 696) Item 13.1(4)(c) is amended accordingly.

M-6. Refer to General Operating Instructions (Form 696) Item 13.1(4)(e).

V.C. Report (Form 691) is only required in cases of accidents at public and private crossings at grade which are not attended by personal injury. In such cases, the report is to be submitted by each member of the crew involved.

M-7. Wherever reference is made to Item 17.9(1) of General Operating Instructions (Form 696) in subdivision footnotes, pressure retaining valves must be used unless the train can be controlled by a functioning pressure maintaining brake valve.

M-8. DAILY OPERATING BULLETIN

Thirteen Daily Operating Bulletins (DOB) will be issued on the Mountain Region. The designation and subdivisions or portions thereof covered by each, are as indicated below:

Edmonton Terminals DOB

Edson Sub	- Mile 3.9 to Mile 10.0
Wainwright Sub	- Mile 257.0 to Mile 266.3
Calder Entry-Exit Line	- East Jct. to Mile 0.6 on Tracks E2 and E3
Camrose Sub	- Mile 0.0 to Mile 10.0
Sangudo Sub	- Mile 0.0 to Mile 2.3
Vegreville Sub	- Mile 124.2 to Mile 127.7
Westlock Sub	- Mile 0.0 to Mile 6.0

Edmonton North West DOB

Edson Sub	- Mile 3.9 to Mile 10.0
Westlock Sub	- Mile 0.0 to Mile 130.9
Lac La Biche Sub	- Mile 0.0 to Mile 9.5
Athabasca Sub	- Mile 20.2 to Mile 93.1
Barrhead Sub	- Mile 0.0 to Mile 25.9
Slave Lake Sub	- Mile 130.9 to Mile 261.9
Smoky Sub	- Mile 261.9 to Mile 352.3
Grande Prairie Sub	- Mile 0.0 to Mile 138.0
Grande Cache Sub	- Mile 107.1 to Mile 231.0
Peace River Sub	- Mile 0.0 to Mile 113.4
Manning Sub	- Mile 1.6 to Mile 182.9
Meander River Sub	- Mile 182.9 to Mile 374.5
Pine Point Sub	- Mile 0.0 to Mile 49.0

Edmonton North East DOB

Edson Sub	- Mile 3.9 to Mile 10.0
Wainwright Sub	- Mile 257.0 to Mile 266.3
Calder Entry-Exit Line	- East Jct. to Mile 0.6 on Tracks E2 and E3
Vegreville Sub	- Mile 0.0 to Mile 127.7
Beamer Spur	- Mile 0.0 to Mile 5.0
Blackfoot Sub	- Mile 0.0 to Mile 124.4
Battleford Sub	- Mile 0.0 to Mile 7.8
Aberdeen Sub	- Mile 143.7 to Mile 147.7
Turtleford Sub	- Mile 0.0 to Mile 4.5
Coronado Sub	- Mile 0.0 to Mile 138.0
Bonnyville Sub	- Mile 0.0 to Mile 61.1
Lac La Biche Sub	- Mile 29.0 to Mile 113.1
Waterways Sub	- Mile 113.1 to Mile 285.3
Sangudo Sub	- Mile 0.0 to Mile 167.3
Grizzly Sulphur Spur	- Mile 0.0 to Mile 14.6
Windfall Spur	- Mile 0.0 to Mile 6.2

Edmonton East DOB

Edson Sub	- Mile 3.9 to Mile 10.0
Wainwright Sub	- Mile 0.0 to Mile 266.3
Calder Entry-Exit Line	- East Jct. to Mile 0.6 on Tracks E2 and E3
Bodo Sub	- Mile 0.0 to Mile 40.3
Demay Sub	- Mile 12.0 to Mile 25.0
Watrous Sub	- Mile 246.0 to Mile 247.3

Edmonton South DOB

Edson Sub	- Mile 3.9 to Mile 10.0
Wainwright Sub	- Mile 257.0 to Mile 266.3
Calder Entry-Exit Line	- East Jct. to Mile 0.6 on Tracks E2 and E3
Camrose Sub	- Mile 0.0 to Mile 95.1
Demay Sub	- Mile 0.0 to Mile 1.3
Alliance Sub	- Mile 0.0 to Mile 59.2
Stettler Sub	- Mile 0.0 to Mile 1.7 and Mile 106.5 to Mile 108.0
Brazeau Sub	- Mile 0.0 to Mile 95.9
Ram River Sub	- Mile 0.0 to Mile 25.5
Three Hills Sub	- Mile 0.0 to Mile 125.7
Drumheller Sub	- Mile 0.0 to Mile 130.4
Oyen Sub	- Mile 0.0 to Mile 136.4
Mantario Sub	- Mile 0.0 to Mile 43.8
Sheerness Sub	- Mile 0.0 to Mile 13.0
Elrose Sub	- Mile 103.4 to Mile 104.2
Rosetown Sub	- Mile 119.9 to Mile 121.3

Edmonton West DOB

Edson Sub	- Mile 3.9 to Mile 235.7
Sangudo Sub	- Mile 0.0 to Mile 2.3
Wainwright Sub	- Mile 257.0 to Mile 266.3
Calder Entry-Exit Line	- East Jct. to Mile 0.6 on Tracks E2 and E3
Albreda Sub	- Mile 0.0 to Mile 1.5
Foothills Sub	- Mile 0.0 to Mile 49.9
East Connecting Track	- Bickerdike East to Bickerdike
West Connecting Track	- Bickerdike West to Holloway East
Mountain Park Sub	- Mile 0.0 to Mile 25.6
Luscar Industrial Spur	- Mile 0.0 to Mile 7.9
Grande Cache Sub	- Mile 0.0 to Mile 110.5

(Continued on Page 135)

REGIONAL SPECIAL INSTRUCTIONS

Jasper West DOB

Edson Sub	- Mile 233.0 to Mile 235.7
Albreda Sub	- Mile 0.0 to Mile 132.3
Robson Sub	- Mile 0.0 to Mile 29.8
North Connecting Track	- Mile 0.0 to Mile 4.8
South Connecting Track	- Mile 0.0 to Mile 1.4
Tete Jaune Sub	- Mile 0.0 to Mile 1.9
Clearwater Sub	- Mile 0.0 to Mile 2.5

Kamloops East DOB

Albreda Sub	- Mile 130.0 to Mile 132.3
Clearwater Sub	- Mile 0.0 to Mile 139.4
Ashcroft Sub	- Mile 0.0 to Mile 3.4
Okanagan Sub	- Mile 0.0 to Mile 118.9
Lumby Sub	- Mile 0.0 to Mile 14.4

Kamloops West DOB

Clearwater Sub	- Mile 135.0 to Mile 139.4
Ashcroft Sub	- Mile 0.0 to Mile 125.5
Yale Sub	- Mile 0.0 to Mile 1.5
Okanagan Sub	- Mile 0.0 to Mile 3.5

Vancouver East DOB

Ashcroft Sub	- Mile 124.0 to Mile 125.5
Yale Sub	- Mile 0.0 to Mile 113.8
Rawlison Sub	- Mile 0.0 to Mile 2.5

Prince George East DOB

Tete Jaune Sub	- Mile 1.9 to Mile 43.4
Fraser Sub	- Mile 0.0 to Mile 146.1
Nechako Sub	- Mile 0.0 to Mile 2.2

Prince George West DOB

Fraser Sub	- Mile 143.0 to Mile 146.1
Nechako Sub	- Mile 0.0 to Mile 115.4
Telkwa Sub	- Mile 0.0 to Mile 125.2
Bulkley Sub	- Mile 0.0 to Mile 2.0

Smithers West DOB

Telkwa Sub	- Mile 121.0 to Mile 125.2
Bulkley Sub	- Mile 0.0 to Mile 131.9
Kitimat Sub	- Mile 0.0 to Mile 38.5
Skeena Sub	- Mile 0.0 to Mile 94.6

M-9. Unless otherwise indicated in special instructions, **station one mile** signs at either end of a subdivision are located one mile in advance of the first main track switch leading to the yard at that location.

Item 4.1 of General Operating Instructions (Form 696) is modified accordingly.

M-10. In the application of paragraph 1, of Item 6.2 General Operating Instructions, Form 696, unless otherwise restricted, all 200 series trains powered by four axle locomotives may operate at express train speed not exceeding 60 miles per hour or passenger train speed, whichever is less, at any point on the following subdivisions:

Wainwright (mile 140.1 to mile 263.3)
Edson
Albreda
Robson
Clearwater
Ashcroft
Yale

If any six axle units are in the consist, the train must be restricted to freight train speed.

Exception: Trains with six axle locomotives in the consist may operate at express train speed between mile 140.1 and mile 263.3 Wainwright Sub and between mile 6.2 and mile 128.6 Edson Sub. All 200 series trains are restricted to freight train speed on all permanent slow orders between mile 140.1 and mile 263.3 Wainwright Sub and between mile 6.2 and mile 128.6 Edson Sub.

M-11. CROR Rule 154 applicable to the retention of DOBs.

M-12. Refer to Dangerous Goods Special Instructions D6.0 Marshalling Chart and footnote 3).

Cabooseless trains are subject to all dangerous goods marshalling requirements and in addition, if the car loaded with dangerous goods is equipped with plain bearings or if any cars with plain bearings are marshalled ahead of the dangerous goods, the following applies:

a) When train length exceeds 3999 feet, loaded dangerous goods cars must not be marshalled nearer than 2000 feet from the rear of the train.

b) When train length is less than 4000 feet, loaded dangerous goods cars must be marshalled within 2000 feet of the lead locomotive.

M-13. Refer to: **RULES FOR THE PROTECTION OF TRACK UNITS AND TRACK WORK** — Rules 849 to 875 inclusive are only in effect on a subdivision when so indicated in the subdivision footnotes.

M-14. In the application of General Operating Instructions Form 696 item 2.18(b), whenever cabooseless trains are not operated on connection, a roll-by inspection of the train must be performed by the inbound train crew on arrival, the outbound train crew, other qualified operating employees or qualified car equipment employees. When this roll-by inspection has been performed by other than the outbound train crew, the employees performing the inspection will complete a **"Cabooseless Train Pull-By Inspection Report"** form which is to be attached to the train journal and be available for the outbound train and engine crew prior to their departure from the location where the inbound pull-by inspection was conducted.

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DISTRICT SUPERINTENDENTS' TERRITORIES

ALBERTA DISTRICT
SUPERINTENDENT — M. C. DARBY

Alliance Sub.		59.2 miles
Athabasca Sub.		72.9 miles
Barrhead Sub.		26.1 miles
Brazeau Sub.		97.0 miles
Bonnyville Sub.		61.1 miles
Camrose Sub.	Miles 4.8 to 95.1	90.3 miles
Calgary Terminal		
Coronado Sub.		140.2 miles
Demay Sub.	Miles 0.0 to 1.3 and 12.0 to 25.0	14.3 miles
Drumheller Sub.		131.9 miles
Edson Sub. not including Edson Yard		
	Miles 15.1 to 128.6	113.5 miles
Grande Cache Sub.	Miles 111.6 to 232.9	121.3 miles
Grande Prairie Sub.		138.0 miles
Greater Edmonton Terminals		
Camrose Sub.	Miles 0.0 to 4.8	4.8 miles
Edson Sub.	Miles 3.9 to 15.1	11.2 miles
Sangudo Sub.	Miles 0.0 to 2.3	2.3 miles
Vegreville Sub.	Miles 104.8 to 127.7	22.9 miles
Wainwright Sub.	Miles 258.0 to 266.7	8.7 miles
Westlock Sub.	Miles 0.0 to 6.0	6.0 miles
Lac La Biche Sub.	Miles 0.0 to 9.5 and 29.7 to 113.1	92.9 miles
Manning Sub.		182.9 miles
Mantario Sub.	Miles 0.0 to 42.9	42.9 miles
Meander River Sub.		194.1 miles
Oyen Sub.	Miles 2.0 to 136.4	134.5 miles
Peace River Sub.		113.4 miles
Pine Point Sub.		54.3 miles
Ram River Sub.		27.0 miles
Sangudo Sub.	Miles 2.3 to 167.6	165.3 miles
Sheerness Sub.		13.0 miles
Slave Lake Sub.		131.3 miles
Smoky Sub.		95.0 miles
Stettler Sub.		3.2 miles
Three Hills Sub.		126.0 miles
Vegreville Sub.	Miles 0.0 to 104.8	104.8 miles
Wainwright Sub.	Miles 139.4 to 258.0	118.6 miles
Waterways Sub.		172.4 miles
Westlock Sub.	Miles 6.0 to 130.9	124.9 miles

B.C. SOUTH DISTRICT
SUPERINTENDENT — D. E. LUSSIER

Albreda Sub.		132.3 miles
Ashcroft Sub.		125.5 miles
Clearwater Sub.		139.4 miles
Edson Sub. including Edson Yard		
	Miles 128.6 to 235.7	107.1 miles
Foothills Sub.		49.9 miles
Grande Cache Sub. including Winniandy		
	Miles 0.0 to 111.6	111.6 miles
Greater Vancouver Terminals		
Lumby Sub.		14.4 miles
Mountain Park Sub.		31.6 miles
Okanagan Sub.		118.9 miles
Rawlison Sub. including Roberts Bank		2.5 miles
Robson Sub.		29.8 miles
Tete Jaune Sub.		43.4 miles
Yale Sub.		131.8 miles

B.C. NORTH DISTRICT
SUPERINTENDENT — J. B. ANDERSON

Bulkley Sub.	131.9 miles
Fraser Sub. including McBride	146.1 miles
Kitimat Sub.	38.5 miles
Nechako Sub.	115.4 miles
Skeena Sub.	94.6 miles
Telkwa Sub.	125.2 miles

REGIONAL TRANSPORTATION OFFICERS

Edmonton

Senior Director Transportation Services ..... G. J. Pichette
Manager Operations Control (Western Canada) ..... R. A. Lloyd
Superintendent Quality Control ..... W. S. Rodgers
Senior Manager, Engine Service (Western Canada) ..... D. S. Barr
Acting Coordinator Rules and Training ..... T. S. Urbanovitch

DISTRICT OFFICERS

ALBERTA DISTRICT

District Superintendent
Edmonton ..... M. C. Darby

Assistant Superintendent
Calder ..... W. C. Whiteman

Transportation Officer
Edmonton ..... M. J. Romano

Managers, Train Service
Calder ..... R. L. Anderson
Calder ..... C. W. King
Calder ..... K. W. Turner
Calder ..... C. S. White
Grande Prairie ..... G. L. Fox

Managers, Train and Engine Service
Calder ..... W. J. Gette
Calder ..... R. J. Reynolds
McLennan ..... R. S. Apps

Superintendent
(Edmonton Terminals)
Calder ..... A. J. Wagner

Assistant Superintendent
(Edmonton Terminals)
Calder ..... L. H. Umpherville

Managers, Train Service
Calder ..... W. Arychuk
Calder ..... F. J. Halberg
Calder ..... A. S. Nashman
Calder ..... D. J. Pierce
Calder ..... R. K. Sherbo

Manager, Train and Engine Service
Calder ..... L. K. Lindsay

Operations Coordinators
Calder ..... B. T. Cail
Calder ..... R. M. Maze
Calder ..... A. Nashman
Calder ..... H. J. Singer
Calder ..... K. R. Trout

Superintendent
Calgary ..... K. L. Hammell

Manager, Train Service
Calgary ..... J. M. Raynard

Manager, Train and Engine Service
Mirror ..... W. A. Barber

B.C. SOUTH DISTRICT

District Superintendent
Kamloops ..... D. E. Lussier

Assistant Superintendents
Kamloops ..... D. J. Fisher
Jasper ..... C. M. Pieper

Transportation Officer
Kamloops ..... A. Wingrave

Managers, Train Service
Kamloops ..... R. M. Anderson
Kamloops .....
Jasper ..... S. G. Cromwell
Jasper ..... G. D. Wilson

Managers, Train and Engine Service
Kamloops ..... K. C. Myer
Jasper ..... E. J. Burke
Edson ..... R. G. McCarthy

Superintendent — Vancouver
Thornton Yard ..... G. L. Gheyssen

Assistant Superintendent
Thornton Yard ..... B. G. Cromp

Managers, Train and Engine Service
Thornton Yard ..... B. N. Marchinko

Managers, Train Service
Thornton Yard ..... D. J. Chornoluk
Thornton Yard ..... C.F. Jones
Thornton Yard ..... G. A. Jones
Thornton Yard ..... E. J. Mould
Thornton Yard ..... G. B. Spaetgens
Thornton Yard ..... G. B. Sullivan

Operations Coordinators
Thornton Yard ..... D. W. Larson
Thornton Yard ..... T. J. Haupt
Thornton Yard ..... R. F. Howe
Thornton Yard ..... D. A. Kelly
Thornton Yard ..... G. J. Sturn

B.C. NORTH DISTRICT

District Superintendent
Prince George ..... J. B. Anderson

Assistant Superintendent
Prince George ..... R. C. Hartline

Transportation Officer
Prince George ..... B. A. Kalin

Managers, Train Service
Prince George ..... J. B. Flann
Prince George ..... D. A. Stewart
Smithers ..... W. C. Jackson
Smithers ..... A. E. McMillan
Terrace ..... B. D. Doyle

Managers, Train and Engine Service
Prince George ..... B. M. Macdonald
Smithers ..... G. E. McAllister

CALDER RAIL TRAFFIC CONTROL CENTRE

Telephone Numbers (403)	472-3046	Manager	
	472-3058	Chief Rail Traffic Controller (Main Line)	
	472-3060	Chief Rail Traffic Controller (Branch Line)	
	472-3196	"A" Desk	(Sangudo, Grande Cache, Foothills, Mountain Park Subs.)
	472-3055	"B" Desk	(Wainwright East)
	472-3052	"C" Desk	(Edson West)
	472-3051	"D" Desk	(Camrose, Brazeau, Drumheller, Oyen, Three Hills, Coronado, Bonnyville Subs.
	472-3053	"E" Desk	(Edson East)
	472-3049	"F" Desk	(Vegreville, Blackfoot, Manning, Meander River, Pine Point Subs.
	472-3048	"G" Desk	(Westlock, Slave Lake, Smoky, Grande Prairie, Peace River, Lac La Biche, Waterways Subs.)
	472-3056	"H" Desk	(Wainwright West)

D. G. Buchinski ..... Manager
D. I. Anderson ..... Chief Rail Traffic Controller
T. W. Dennis ..... Chief Rail Traffic Controller
E. C. Dowdell ..... Chief Rail Traffic Controller
F. A. Matwychuk ..... Chief Rail Traffic Controller
M. Medvid ..... Chief Rail Traffic Controller
N. T. Skretting ..... Chief Rail Traffic Controller

Rail Traffic Controllers

P. E. Anderson
D. E. Andrews
B. L. Beisiegel
L. C. Bennett
S. D. Brownlee
W. M. Burgess
R. G. Calhoun
D. Clermont
J. K. Dowdell
L. M. Downey
G. D. Eirhart
M. P. Fowler
W. M. Fraser
A. C. Frerichs
L. M. Haczkewicz
J. H. Hillacre
R. R. Hillis
M. B. Hilton
M. R. Hladun
W. S. Houston
G. C. Irvine
K. R. Johns
D. D. Keough
K. E. Kirsch
D. L. Krowchenko
R. G. Landry
M. S. Luten
D. G. MacDonald
K. L. MacLeod
R. G. McMinn
H. A. Mills
K. A. Nein
E. J. Patenaude
D. L. Paterson
B. L. Relitz
J. A. Rushton
G. A. Schiele
R. D. Sherman
P. W. Skretting
J. L. Vilandre
J. P. Voytechek
C. A. Whiteman
V. Zavaduk
S. M. Zomber

KAMLOOPS RAIL TRAFFIC CONTROL CENTRE

Telephone Numbers (604)	374-1553	Emergency Telephone
	828-6326	Manager (Fax 372-8224)
	828-6327	Chief Rail Traffic Controller
	828-6330	First Set (Albreda, Robson Subs)
	828-6331	Second Set (Clearwater, Okanagan-Lumby Subs)
	828-6332	Third Set (Ashcroft Sub)
	828-6333	Fourth Set (Yale-Rawlison Subs)
	828-6328	Hot Box Operators
	828-6329	Staff/Tracs Operators
	828-6306	D.O.B. Operator

K. C. Sherman ..... Manager
J. K. Castle ..... Chief Rail Traffic Controller
T. J. Dryden ..... Chief Rail Traffic Controller
K. L. Marlow ..... Chief Rail Traffic Controller
B. E. Mollan ..... Chief Rail Traffic Controller

Rail Traffic Controllers

G. E. Ashbaugh
V. Baun
S. D. Begley
A. A. Drummond
S. J. Fabian
W. D. Footz
P. J. Geddis
J. Griffin
V. M. Guest
W. S. Herman
T. B. Hewitt
J. W. Hill
K. G. Johnston
J. D. Landsburg
L. G. Loranger
J. S. Malanchuk
P. J. Mallach
L. J. Mazur
B. T. Pape
W. S. Pich
R. J. Richardson
A. C. Spivak
B. J. Stubbs
P. F. VanHoof
L. A. Watson
G. S. West

PRINCE GEORGE RAIL TRAFFIC CONTROL CENTRE

Telephone Numbers (604)	565-8252	Manager
	565-8239	Chief Rail Traffic Controller
	565-8251	First Set (Fraser, Tete Jaune Subs)
	565-8250	Second Set (Bulkley, Skeena, Kitimat Subs)
	565-8249	Third Set (Nechako, Telkwa Subs)
	565-8232	Fourth Set (Tete Jaune Sub)
	565-8254	Tracs Operator "SM"
	565-8240	DOB Operator

L. M. Quilichini ..... Manager
S. F. Apps ..... Chief Rail Traffic Controller
D. L. James ..... Chief Rail Traffic Controller
M. G. Rusnak ..... Chief Rail Traffic Controller
S. Shurma ..... Chief Rail Traffic Controller
M. D. Swanson ..... Chief Rail Traffic Controller

Rail Traffic Controllers

D. R. Ashton
M. K. Balcom
N. A. Bigland
G. D. Evanoff
R. L. Evanoff
P. W. Hardcastle
R. L. Hayduk
K. D. Hine
N. C. Houseman
J. E. Kinnear
D. L. Knuff
B. E. McDonald
R. S. McInnis
G. F. Marshall
D. J. Martinson
E. M. Miller
M. B. Miller
F. J. Penney
K. E. Toews

DANGEROUS GOODS

NOTE: The following interpretation and abbreviations apply:
Dangerous Goods means the same as Dangerous Commodities PIN — Product Identification Number
UN — United Nations NA — North American

D1.0 GENERAL

The transportation of dangerous goods regulations for rail is administered by the "Transport of Dangerous Goods Directorate" and violations of such regulations will result in penalties.

Any accident or incident involving dangerous goods must be reported to the proper authorities.

Cars in series CN 429000 - 429338, CN 445000 - 445956 and CN 445983 - 446999 must not be moved in trains carrying dangerous goods loads or empties. (RTC R-37928 and RTC R-38695)

D2.0 PLACARDING

2.1 Before lifting cars from shippers' tracks, or from interchange tracks, a member of the train or yard crew must compare placard notations on the shipping documents with the placards affixed to the sides and ends of the cars to ensure appropriate placards have been applied.

Exception: Placards may be attached to containers or trailers on flat cars instead of being attached to their respective flat cars, provided placards can be clearly identified from the sides of their respective flat cars.

2.2 PIN / UN numbers will not be shown on placards or on orange panels for:
(a) Explosives;
(b) Radioactive Material;
(c) Mixed Loads;
(d) Class 9 Products; or
(e) On Subsidiary Placards.

Traffic originating in the United States and overseas may display placards with either words or UN / NA numbers.

Certain dangerous goods or mixes of dangerous goods require more than one type of placard and will be so identified in the body of the shipping document. Additional placards may or may not indicate Class or PIN / UN numbers.

2.3 Placards will be replaced at designated locations. Missing or mutilated placards must be promptly reported to those who will arrange replacement.

2.4 Cars placarded "Explosive 1.1" or "Explosive 1.2" must have a car certificate applied at origin, to both sides of the car adjacent to the placards.

2.5 Cars, containers or trailers that contain dangerous goods residue will display the placards that are representative of the loaded move.

Exceptions:
1. Empty tank cars that contain dangerous goods residue will display placards that are representative of the previous lading except that the placards will have a black triangle and the words "VIDE-EMPTY" or "RESIDUE" shown; and
2. Empty covered hopper cars that contain dangerous goods residue will display:
   (i) placards that are representative of the previous lading except that the placards will have a black triangle and the words "VIDE-EMPTY" or "RESIDUE" shown; or
   (ii) placards that are representative of the loaded move.

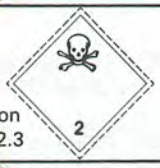
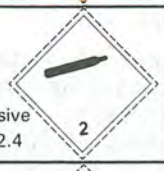
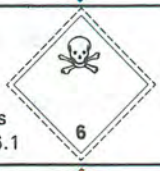
2.6 PLACARDS

	CANADA	UNITED STATES*
Placard Group 1 **Explosives A**	 Explosives 1.1  Explosives 1.2	 
Placard Group 2 **Poison Gas**	  Poison Gas 2.3 Poison gas placards with a square background may display words or PIN/UN numbers. Those with words must display the PIN/UN number on an orange panel next to the placard. 	
Placard Group 3 **Radioactive**	 Radioactive Substance 7	

(Continued on Page 142)

DANGEROUS GOODS

2.6 PLACARDS—(Continued)

CANADA	UNITED STATES*
Placard Group 4  Explosives 1.3 **Dangerous**  Explosives 1.4  Explosives 1.5	  
 Flammable Gas 2.1  Non Flammable Gas 2.2  Poison Gas 2.3  Corrosive Gas 2.4	
 Flammable Liquid 3  Flammable Solid 4.1  Spontaneously Combustible 4.2	
 Dangerous When Wet 4.3  Oxidizer 5.1  Organic Peroxide 5.2	 
 Poisonous Substance 6.1  Corrosive Substance 8  Mixed Load	
Placard Group 5  **Dangerous Empty Placarded Tank Cars** 	
Placard Group 6  **Flammable Poison Gas** Flammable Gas 2.1	
Placard Group 7  **No Marshalling** Miscellaneous Substance Class 9   Poisonous Substance 6.1	 
 Placards may show words	
 Placards may show numbers	*Only those U.S. Placards that are different from the Canadian Placards are shown in this column.
    Subsidiary Placards will show symbols only	

(Continued on Page 143)

DANGEROUS GOODS

D3.0 DOCUMENTATION

3.1 EMERGENCY RESPONSE FORMS

An emergency response form is required for each loaded car, trailer or container of dangerous goods transported in Canada, except:

(a) Flammable Liquids 3.3;
(b) Miscellaneous Substances 9;
(c) Commodities identified as "No Marshalling"; These include:
  (i) Combustible Liquids;
  (ii) Other regulated materials (ORM);
  (iii) Poisonous substances 6.1 packing group III;
  (iv) Molten sulphur;
(d) Consumer Commodities;
(e) Limited Quantities; and
(f) Mixed Loads.

When required, emergency response forms must accompany each of the dangerous goods in a compartmentalized tank car.

The emergency response form contains information respecting the precautions and handling instructions for shipments involved in an incident. The form also contains the shipper's emergency telephone number for situations where additional information or assistance is required.

A copy of both the emergency response form and the shipping document or a copy of the combination emergency response form/shipping document when used, must precede or accompany the dangerous goods car to a repair track for delivery to the repair track supervisor before repairs are commenced.

3.2 SHIPPING DOCUMENTS

The shipper must provide a shipping document to accompany the dangerous goods load or empty from shippers' or interchange tracks to consignee's or interchange tracks. The shipping document may be:

(a) a Combination emergency response form/shipping document;
(b) a Bill of Lading;
(c) a Waybill; or
(d) Any other document used as a shipping document.

Whenever the bill of lading, waybill or other document is used as the shipping document, the emergency response form when required, must also accompany the dangerous goods shipment.

Documentation for dangerous empties may be a copy of the same shipping document used for the load marked "empty last contained".

The following is an example of the shipping document information for a loaded car:

Shipping Name	Acetal
Primary Classification	Flammable Liquid 3.1, or Class 3.1
Product Identification No.	PIN 1088 (product number may be preceded by UN, NA or PIN)
Packing Group	II (may be I, II or III)
Weight or Volume	133,600 lbs.
24-Hour Emergency No.	(519) 377-8251
Placards Required	4 - Flammable Liquid 3 or 4 - Class 3

3.3 A Waste Manifest is required for each shipment of waste dangerous goods. The Waste Manifest will serve as the shipping document and it must accompany the shipment.

3.4 Limited Quantities are dangerous goods shipped in low volume packagings. The shipping document need only show shipping name, classification (primary and subsidiary), PIN/UN/NA numbers, the words "Limited Quantity", the consignor, the consignee and the flash point for flammable liquids. Limited quantities are exempt from placarding requirements.

3.5 Consumer Commodities are dangerous goods readily available to the public through retail distribution. Consumer commodities are exempt from documentation and placarding.

(Continued on Page 144)

DANGEROUS GOODS

D4.0 DOCUMENTATION MUST ACCOMPANY SHIPMENTS

4.1 RECEIPT AND DELIVERY OF DOCUMENTS

Train and yard crews are responsible at time of pick up to be in possession of documents required by (a), (b) and (c) below. Train and yard crews are responsible to leave such documents at designated locations when setting out or placing cars.

(a) The shipping document for each dangerous goods shipment;

(b) The shipping document for each empty, last containing dangerous goods, not cleaned or purged; and

(c) An emergency response form, when applicable.

Exception: When switching in a make-up yard, where cars are being switched onto trains or into classification tracks, the train or yard crew is not required to be in possession of the above documentation, if available at the responsible yard office.

4.2 REPLACEMENT OF EMERGENCY RESPONSE FORM

Except when used as a shipping document, emergency response forms lost en route may be replaced by a computer-generated emergency response inquiry or a photocopy of emergency response information, taken from the Bureau of Explosives Manual.

4.3 CARS SET OUT IN BAD ORDER

Whenever cars containing dangerous goods are set out due to bad order or other irregularity, the conductor will ensure the RTC is informed and the RTC will advise a member of the crew as to the disposition of the documentation.

D5.0 INSPECTION

5.1 LIFTING CARS

Before lifting placarded cars from the shippers' tracks, from interchange tracks or while en route, train and yard crews must inspect such cars in accordance with Schedule "A" of R.T.C. R-37253, as outlined in "General Operating Instructions", Form 696, Section 2.0. Defective cars must not be lifted until all exceptions have been corrected.

5.2 DEFECTS EN ROUTE

When inspections are made en route, crews will inspect for the same defects as in Item 5.1. When defects are found, corrective action must be taken in accordance with Schedule "A" of R.T.C. R-37253 as outlined in "General Operating Instructions", Form 696, Section 2.0.

5.3 LEAKING CARS

Leaking cars must be kept away from switch heaters, lighted open flame lanterns and other fire. They must also be kept away from engines, cabooses, occupied passenger equipment, loaded bi-level and tri-level cars, and cars, containers or trailers with operating mechanical refrigerator units or open flame heaters. They must not be entered with open flame lanterns.

Particulars of cars found leaking and set out en route must be reported to the RTC immediately.

5.4 DEFECTIVE BRAKES

Dangerous goods cars must have air and hand brakes in proper condition for service when lifted from shippers' tracks and interchange points.

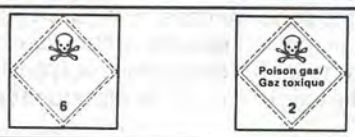
Dangerous goods cars that are discovered to have defective air or hand brakes, while enroute, are subject to "General Operating Instructions", Form 696, Section 17.0, Item 17.8.

(Continued on Page 145)

D6.0 MARSHALLING

The symbol "X" indicates wording at the top applies

POSITION IN FREIGHT OR MIXED TRAIN OF CARS CONTAINING DANGEROUS GOODS

1	2	3	4	5	6	7	8	9	10	11	12	13
			*WHEN TRAIN LENGTH PERMITS	**WHEN TRAIN LENGTH DOES NOT PERMIT	MUST NOT BE PLACED NEXT TO							
TYPE OF PLACARDS	PLACARD GROUP	TYPE OF CAR	MUST NOT BE NEARER THAN 6th CAR FROM ENGINE, OCCUPIED CABOOSE OR OCCUPIED CAR ③	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd CAR FROM ENGINE, OCCUPIED CABOOSE OR OCCUPIED CAR ③	OPEN-TOP CAR WHEN LADING PROTRUDES BEYOND CAR OR WHEN LADING ABOVE CAR END IS LIABLE TO SHIFT	LOADED FLAT CAR	ANY CAR, TRAILER, CONTAINER OR OTHER UNIT HAVING AUTOMATIC HEATING OR REFRIGERATION, LIGHTED HEATERS, STOVES OR LANTERNS, OR OPERATING INTERNAL COMBUSTION ENGINE.	CARS IN PLACARD GROUP				
								GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 6
	1	ANY CAR	X	X	X	X②	X		X	X	X	X
	2	ANY CAR	X	X	X	X	X	X		X	X	X
	3	ANY CAR	X	X				X	X		X	X
	4	TANK CAR	X①	X①	X	X②	X	X	X	X		X
		OTHER THAN TANK CAR						X	X	X		X
	5	TANK CAR	①MUST NOT BE NEXT TO ENGINE OR OCCUPIED CABOOSE									
	6	ANY CAR	X	X	X	X	X	X	X	X	X	
	7	ANY CAR	NO MARSHALLING REQUIRED									

FOOTNOTES:

① Except when train consists only of placarded tank cars, may be next to engine or occupied caboose.

② Except trailer(s)-on-flat-car, container(s)-on-flat-car, tri-level and bi-level cars and any other car specially equipped with tie down devices for handling vehicles or auto frames.

③ Cabooseless Train Operations - Cabooseless trains are subject to all dangerous goods marshalling requirements and in addition the following applies:
(a) When train length exceeds 3999 feet, loaded dangerous goods cars must not be marshalled nearer than 2000 feet from the rear of the train.
(b) When train length is less than 4000 feet, loaded dangerous goods cars must be marshalled within 2000 feet of the lead locomotive.
(c) Regardless of train length, paragraphs (a) and (b) do not apply if all cars marshalled ahead of the loaded dangerous goods cars are equipped with roller bearings.
(d) Paragraph (c) does not apply when a car loaded with dangerous goods is equipped with plain bearings.

Tank cars containing Flammable Gases must be separated in a train from tank car shipments of Chlorine, Anhydrous Ammonia and Sulphur Dioxide by at least five cars.

Flat cars equipped with permanent end bulk heads are considered the same as open top cars and must be marshalled as per column (6).

Empty cars other than tank cars which last contained dangerous goods are not subject to marshalling requirements.

* "When train length permits", applies to any train having sufficient buffer cars to provide a 5 car separation.

** "When train length does not permit", applies to train not having sufficient buffer cars to provide the 5 car separation.

(Continued on Page 146)

DANGEROUS GOODS

D7.0 SWITCHING RESTRICTIONS

7.1 EMPTY CARS

Except as provided in CROR Rule 116(i), there are no restrictions governing the switching of placarded empty cars.

7.2 LOADED CARS

(a) Switching requirements for carloads of dangerous goods can be related to the shape of the placard or type of car.

(b) Cars bearing a placard with a square background or flat cars carrying trailers or containers bearing any placard type, must not be cut off while in motion or coupled onto with more force than is necessary to complete the coupling.

(c) No car moving under its own momentum shall be allowed to strike any car bearing a placard with a square background or a flat car carrying trailers or containers bearing any placard type.

(d) In humping operations, any loaded tank car in placard group 4 must be a single car cut over the hump. Also, the next car into the same track must be a single car cut.

A placard group 4 loaded tank car must not be released from the crest of the hump until the preceding car has cleared the route to be used. The car following a placard group 4 loaded tank car must not be released from the crest of the hump until the placard group 4 loaded tank car has cleared the route to be used.

(e) In flat yard switching operations, a tank car containing flammable gas must not be cut off in motion but must be shoved to rest. Also, the next car into the same track must be shoved to rest.

(f) In switching operations, a car bearing a placard with a square background must be separated from the engine and caboose by at least one non-placarded car.

(g) In switching operations where the use of hand brakes is necessary, a placarded loaded tank car or a draft which includes a placarded loaded tank car must not be cut off until the preceding car or cars clear the ladder track. Also, a placarded loaded tank car or a draft containing a placarded loaded tank car must clear the ladder track before another car is allowed to follow.

(h) In switching operations where hand brakes are used, it must be determined by trial whether a loaded placarded car, or a car occupied by a rider in a draft containing a loaded placarded car has its hand brakes in proper working condition before it is cut off.

(i) A car bearing a placard with a square background shall be placed so that it will be safe from all probable danger of fire while in a yard, on a siding or side track. A car so placarded shall not be placed under a bridge or overhead highway crossing, nor in or alongside a passenger shed or station.

(j) Hand brakes must be applied on cars placed for loading or unloading.

(k) Loaded cars equipped with doors bearing a placard with a square background must have the lading securely braced and the doors closed and securely fastened before the car is moved.

D8.0 POSITIONS OF PLACARDED CARS

Train crews shall have in their possession a document indicating the position of each placarded car in the train, except when the position is changed or the placarded car is placed in the train by a member of the train crew.

A train journal, switch list or other such prepared list may be used to meet this requirement.

D9.0 TRAIN JOURNALS/LISTS

The train journal, switch list or other such prepared list, when received by the conductor at a terminal will have the placard group preprinted or hand written for each placarded car on the train. The conductor must print the placard group on the train journal/list for placarded cars lifted en route.

Exception: Dangerous empties other than tank cars will not have a placard group; these cars will be identified with the notation "EMPTY-NO MARSHALLING REQUIRED".

D10.0 TRAIN/YARD INCIDENT PROCEDURES

When dangerous goods are involved in an incident, the following procedures must be followed after the movement has been protected and the RTC or yard supervisor has been notified:

(a) Keep clear of the incident scene and take immediate action to warn other employees and if necessary, the public of the dangerous goods involved.

(b) Avoid any unnecessary exposure to smoke or fumes and keep all open flames, including smoking material away from the incident scene.

(c) Determine as quickly as possible what cars are directly involved in the incident, as well as those in close proximity to them.

(d) Before approaching the cars, identify commodities involved in the incident from information contained in the following documentation:
- (i) emergency response forms;
- (ii) shipping documents;
- (iii) computer inquiries;
- (iv) train journals;
- (v) switch lists; and
- (vi) any other available documentation used in connection with the transportation of dangerous goods.

In the event that such information is unavailable, contact the RTC or yard supervisor for assistance in identifying the goods involved.

(e) When involved in an incident, a car suspected to contain poisonous gas or toxic material should be approached from upwind, and from as high a level as possible.

(f) If the engine is not directly involved in the incident, the movement should be cut as close as possible to the incident location and the remaining cars removed to a safe distance.

(Continued on Page 147)

DANGEROUS GOODS

(g) Provide the RTC or yard supervisor the following information for the dangerous goods cars involved in the incident;
(i) car numbers;
(ii) contents, using proper name if possible;
(iii) emergency response telephone numbers; and
(iv) condition of cars; i.e., leaking, on fire.

Also provide the same information for cars containing dangerous goods not directly involved in the incident, that are located near the cars involved.

(h) The Rail Traffic Control Centre, using information supplied by the road crew and the yard supervisor, using information supplied by the yard foreman, will follow the procedures outlined in "TP1110L Handling Train and Yard Accidents/Incidents Manual" and/or local procedures, to inform the crews of what emergency action to take to minimize the effect of the dangerous goods involved.

(i) When dangerous goods are involved in an incident, extreme caution must be taken by all concerned. At no time shall wrecking operations begin until the area has been declared safe.

(j) Documentation accompanying the cars involved in an incident must remain at the scene and be made available to emergency response authorities. Employees will provide only factual information to any properly identified police officer, officer of Transport Canada, or any other federal, provincial or municipal authority who at the time, has the authority to make any decision pertaining to employee or public safety.

Employees must not speculate or express opinions concerning the incident.

Employees must retain possession of the documentation, including emergency response forms, until relieved of that responsibility by a railway officer.

The contents of tank cars present the most obvious threat. Other cars including box cars, hopper cars, cars loaded with containers or trailers may also contain dangerous goods and their contents must be determined before any work commences on the cars.

Placarded empty tank cars, because of the residue remaining, must be approached and treated with the same degree of caution as placarded loaded tank cars.

D11.0 SPECIAL DANGEROUS COMMODITIES

(a) Trains and transfer movements carrying one or more loaded cars, trailers or containers, identified as a special dangerous commodity, will be governed by subdivision footnotes, under the heading "SPECIAL DANGEROUS COMMODITIES".

The words "SPECIAL COMMODITY" will identify these cars on their emergency response forms and shipping documents.

These cars will be identified on switch lists and journals by the phrase "SPL DAN 35 MPH CTC ORDER R32791" — below the car number.

(b) Conductors must advise their engine crews of special dangerous commodities in their trains or transfer movements. Locomotive engineers and conductors will ensure that other members of their crews are made aware that special dangerous commodities are being handled. Conductors must advise the RTC when their trains are handling special dangerous commodities:
(i) upon departure from the station at which their train was ordered;
(ii) when moving from one RTCs' territory to another; and
(iii) when special dangerous commodities are lifted en route.

(c) When an inspection is required or when performed in lieu of a speed restriction in compliance with Special Dangerous Commodities Subdivision Footnotes, it must be carried out within 1 mile of the mileage indicated in the subdivision footnotes.

A moving train or transfer movement may be inspected by a hot box and dragging equipment detector. When not so inspected, equipment in the movement affected must be examined at a speed not exceeding 5 MPH by:
(i) Equipment Department car inspectors; or
(ii) Crews of standing trains or transfer movements; or
(iii) A pull-by inspection by crew members; or
(iv) A walking inspection, while the movement is stopped.

Such inspections may be confined to the portion of the movement from its front, back to and including the second car behind the last special dangerous commodity.

The RTC must be advised if speed is to be reduced or movement is to be stopped for inspection in complying with these instructions.

(d) **In Non-CTC Territory,** where a hot box and dragging equipment detector is provided, at locations where trains carrying special dangerous commodities must be inspected in compliance with Time Table Subdivision Special Dangerous Commodity Footnotes, a crew member must immediately contact the appropriate Rail Traffic Control Centre after passing the detector to ensure that it has been properly inspected. If contact with the Rail Traffic Control Centre cannot be made or the crew member cannot be assured that proper inspection has been carried out, the train must be inspected as outlined in clause (c).

Exception: Clause (d) does not apply when a train receives a "NO ALARMS" response after passing a hot box and dragging equipment detector equipped with a "talker" system.

(e) In the event of failure of a hot box and dragging equipment detector which protects a populated area (census metropolitan area), appropriate instructions with regard to inspection of trains will be issued by the Rail Traffic Control Centre.

(Continued on Page 148)

DANGEROUS GOODS

(f) Whenever rail grinding equipment is to be operated in the grinding mode on main tracks and sidings under the territorial control of a RTC, prior to the commencement in the grinding mode, each applicable RTC must be advised of the grinding limits by the conductor or foreman in charge of the rail grinding equipment. When so advised, the RTC will arrange to advise, the conductors and locomotive engineers of all trains handling special dangerous commodities, the location of the rail grinding equipment. Such advice must be issued prior to the RTC authorizing a train handling special dangerous commodities into the grinding limits.

Unless otherwise directed by the RTC, trains handling special dangerous commodities must not enter the grinding limits without permission from the conductor or foreman in charge of the rail grinding equipment. Before authorizing such trains to enter the grinding limits the conductor or foreman in charge must first ensure that grinding has stopped until after such train has passed. Speed of trains handling special dangerous commodities must be reduced when approaching and passing the location of the rail grinding equipment. When cars are standing on adjacent tracks within grinding limits, the conductor or foreman in charge of rail grinding equipment will be responsible for ensuring that grinding is stopped until it has been ascertained that such cars do not contain special dangerous commodities.

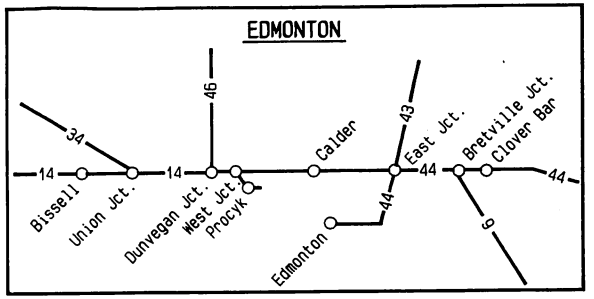
(g) Whenever rail grinding equipment is to be operated in the grinding mode in yard or terminal areas or on spurs or industrial leads, the Engineering officer responsible for the rail grinding operation will provide sufficient advance notice to the Transportation officer responsible for the territory of the proposed grinding limits so that arrangements can be made to ensure any cars containing special dangerous commodities within the proposed grinding limits are removed a safe distance or instructions as to their location are issued to the conductor or foreman in charge of the rail grinding equipment.

Unless advised otherwise by the local Transportation officer in charge of the territory, the conductor or foreman in charge of the rail grinding equipment will be responsible for ensuring that grinding has stopped when passing cars stored on adjacent tracks until it can be ascertained that such cars do not contain special dangerous commodities. When movements are seen approaching on adjacent tracks, the conductor or foreman in charge of the rail grinding equipment must ensure grinding is stopped unless it can be ascertained that such approaching movements are not handling special dangerous commodities.

SPEED TABLE

Time per mile	Miles per hour	Time per mile	Miles per hour
0 min. 36 sec.	100	1 min. 12 sec.	50
0 " 38 "	95	1 " 20 "	45
0 " 40 "	90	1 " 30 "	40
0 " 42 "	85	1 " 43 "	35
0 " 45 "	80	2 " 0 "	30
0 " 48 "	75	2 " 24 "	25
0 " 51 "	70	3 " 0 "	20
0 " 55 "	65	4 " 0 "	15
1 " 0 "	60	6 " 0 "	10
1 " 5 "	55	12 " 0 "	5

CN
Mountain Region



1 ALBREDA
2 ALLIANCE
3 ASHCROFT
4 ATHABASCA
5 BARRHEAD
6 BONNYVILLE
7 BRAZEAU
8 BULKLEY
9 CAMROSE
10 CLEARWATER
11 CORONADO
12 DEMAY
13 DRUMHELLER
14 EDSON
15 FOOTHILLS
16 FRASER
17 GRANDE CACHE
18 GRANDE PRAIRIE
19 KITIMAT
20 LAC LA BICHE
21 LUMBY
22 MANNING
23 MANTARIO
24 MEANDER RIVER
25 MOUNTAIN PARK
26 NECHAKO
27 OKANAGAN
28 OYEN
29 PEACE RIVER
30 PINE POINT
31 RAM RIVER
32 RAWLISON
33 ROBSON
34 SANGUDO
35 SHEERNESS
36 SKEENA
37 SLAVE LAKE
38 SMOKY
39 STETTLER
40 TELKWA
41 TETE JAUNE
42 THREE HILLS
43 VEGREVILLE
44 WAINWRIGHT
45 WATERWAYS
46 WESTLOCK
47 YALE

Prairie Region
48 ABERDEEN
49 BATTLEFORD
50 BLACKFOOT
51 BODO
52 ELROSE
53 ROSETOWN
54 TURTLEFORD
55 WAINWRIGHT
56 WATROUS

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