

**SAFETY FIRST**

# **NORTHERN ALBERTA RAILWAYS**



## **TIME 50 TABLE**



**TAKING EFFECT AT 24:01 O'CLOCK SUNDAY, MAY 15th, 1960**  
(MOUNTAIN STANDARD TIME)

**FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY**

**DESTROY ALL FORMER TIME TABLES**

**READ SPECIAL INSTRUCTIONS CAREFULLY—IMPORTANT CHANGES HAVE BEEN MADE**

**CHECK DAYS OF WEEK WITH CARE**

**J. F. COOPER,**  
GENERAL MANAGER

J. H. VOLLANS, Superintendent ..... Edmonton, Alta.  
 R. V. STORMS, Asst. Superintendent ..... Edmonton, Alta.  
 J. G. ROUSE, Asst. Superintendent ..... McLennan, Alta.

Dispatching Office at Edmonton ..... Dispatchers—Telegraph Call, "D"

W. J. DONLEVY ..... Chief Dispatcher

J. A. LANGLOIS .....  
 S. MICKELSON .....  
 G. H. KELLY .....  
 W. A. McFARLANE .....  
 D. R. NEVILL .....  
 D. H. GIBSON .....  
 } Train Dispatchers

C. J. SWANSON ..... Relief Dispatcher

**MEDICAL OFFICER-IN-CHARGE**

DR. W. S. ANDERSON ..... Edmonton, Alta.

**MEDICAL OFFICERS**

	Address	Territory
DR. GEO. L. WHISELL	Westlock	Edmonton to Smith
DR. H. W. FISH	McLennan	McLennan to Peace River
DR. J. A. WULFF	Peace River	McLennan to Hines Creek
DR. T. W. GARRISON	Fairview	Peace River to Hines Creek
DR. F. M. LAW	Spirit River	McLennan to Grande Prairie
DR. H. L. DOBSON	Grande Prairie	Rycroft to Dawson Creek
DR. A. B. WATSON	Dawson Creek	Rycroft to Dawson Creek
DR. W. CADZOW	Lac La Biche	Edmonton to Waterways
DR. W. A. MacDONALD	Fort McMurray	Edmonton to Waterways

These Doctors will be available to attend to cases of illness or to injury resulting from accidents on our trains.

**WATCH INSPECTORS**

HENRY BIRKS AND SONS ..... Edmonton, Alta.  
 S. R. ASH ..... McLennan, Alta.  
 C. S. HOOK AND SONS ..... Grande Prairie, Alta., and Dawson Creek, B.C.

**MILEAGE OF SUBDIVISIONS**

Page	SUBDIVISION	Miles
3	Edmonton.....Dunvegan Yards to Smith.....	131.0
8	Bárrhead.....Busby Junction to Barrhead.....	26.5
4	Slave Lake.....Smith to McLennan.....	131.2
5	Smoky.....McLennan to Spirit River.....	95.8
6	Grande Prairie.....Rycroft to Dawson Creek.....	138.9
7	Peace River.....Winagami Jct. to Hines Creek.....	113.7
8	Lac La Biche.....Carbondale Jct. to Lac La Biche.....	113.1
9	Waterways.....Lac La Biche to Waterways.....	172.8
		<u>923.0</u>

**TELEPHONE CALLS**

**LAC LA BICHE AND WATERWAYS SUBDIVISIONS**

Dunvegan Yards.....	One long, one short.....	
Carbondale.....	Three short.....	
Bon Accord.....	Two short, one long.....	Section Foreman's House
Fedorah.....	Two short, one long, two short.....	Section Foreman's House
Egremont.....	One short, one long, one short.....	Station Shelter
Thorhild.....	One long, one short, one long.....	
Newbrook.....	One long, one short, one long, one short.....	Section Foreman's House
Ellscott.....	Three long, one short.....	Section Foreman's House
Boyle.....	Two long, one short.....	
Mile 76.....	Two long, one short, one long.....	Water Tank
Caslan.....	One long, two short, one long.....	Section Foreman's House
Noral.....	One long, three short.....	Section Foreman's House
Venice.....	Four short.....	Section Foreman's House
Lac La Biche.....	Two short, two long.....	
Lac La Biche.....	One short, two long, one short.....	Shops
Tweedie.....	One short, two long.....	Section Foreman's House
Imperial Mills.....	One short, one long.....	Section Foreman's House
Philomena.....	One long, two short.....	Section Foreman's House
Mile 168.....	Two long, three short.....	Section Foreman's House
Devenish.....	Two long.....	Section Foreman's House
Conklin.....	One long, three short, one long.....	Store
Mile 199.....	Three long.....	Section Foreman's House
Chard.....	Two long, two short.....	Section Foreman's House
Mile 224.....	Four short.....	Section Foreman's House
Mile 235.....	Two short, one long, one short.....	Section Foreman's House
Mile 253.....	Three short, one long.....	Section Foreman's House
Anzac.....	One short, one long, three short.....	Station
Waterways.....	One long.....	
Conductors on Line.....	Four long.....	

Car Capacity 48-ft. Avge.	Westward Trains—Inferior Direction								Miles from N.A.R. Junction	Train Order Offices	EDMONTON SUBDIVISION	Telegraph Calls	Eastward Trains Superior Direction				
	Fourth Class					Third Class	First Class						First Class		Fourth Class		
	47	41	513	61	81	31	1	7					2	8	40	514	
Sidings Other Tracks	Frts. Daily	Frts. Daily	Frts. Mon. Wed. Fri.	Frts. Mon. Wed. Fri.	Frts. Daily	Frts. Daily	Psgr. Sun. Thurs. C.N. No. 191	Psgr. Tues. Fri. C.N. No. 197			STATIONS		Psgr. Tues. Sat. C.N. No. 192	Psgr. Wed. Sat. C.N. No. 198	Frts. Daily	Frts. Tues. Thurs. Sat.	
							L17.30	L 8.30	4.9		Edmonton (C.N.R.) K	C.N.R.	A10.10	A20.00			
							17.45	8.45	0.7		West Junction		9.55	19.45			
							17.48	8.48	0.0		N.A.R. Jct.		9.52	19.42		A13.55	
Yard	L16.30	L15.15	10.20	L 9.45	L 5.00	L 6.15	s17.54	s 8.55	0.7	DN	Dunvegan Yds. CWYK	NY	S 9.45	s19.37	A11.45	13.45	
56	16.40	15.25	10.35	9.55	5.10	6.31	F18.00	F 9.04	4.3		Campbell	Z	F 9.40	F19.28	11.39	13.35	
									9.4		*Z	W					
34	17.00	15.50	10.55	10.18	5.35	6.52	F18.18	s 9.23	14.3	D	Z	Carbondale	R BN	F 9.23	s19.07	11.20	13.10
	A17.00	15.50	10.55	10.18	A 5.35	6.52	18.18	A 9.23	14.3		Carbondale Jct.	Y	9.23	L19.07	11.20	13.10	
											(Jct. Lac La Biche Sub.)						
47		16.02	11.10	10.31		7.05	F18.27		20.0	D	Z	Morinville	R DF	F 9.15		11.10	12.52
			A11.15						20.2			Morin Jct. (C.N.R.)					L12.50
46		16.21		10.50		7.22	F18.39		28.5			Mearns		F 9.02		10.50	
23							F18.42		30.5		*	Alcomdale		F 8.59			
45		16.40		11.05		7.36	s18.49		35.2	D	Z	Busby	R BU	F 8.52		10.37	
									35.2			Busby Jct.	WY				
												(Jct. Barrhead Sub.)					
44		16.58		11.30		8.05	F19.03		43.7			Picardville		F 8.37		10.13	
62	72	17.17		11.55		8.23	s19.20		52.3	D		Westlock	WS	S 8.23		9.49	
56		17.31		13.05		8.37	s19.36		59.5	D	Z	Pibroch	RO	F 8.03		9.35	
41		17.43		13.30		8.49	F19.46		65.9			Dapp		F 7.52		9.23	
49		18.03		14.00		9.05	s19.59		74.3	D	Z	Jarvie	W JA	S 7.39		9.05	
42		18.22		14.30		9.21	s20.13		82.2	D		Fawcett	FC	F 7.25		8.42	
43		18.32		14.45		9.39	F20.21		87.1			Kilsyth		F 7.18		8.30	
45		18.46		15.00		9.52	F20.32		93.7			Flatbush		F 7.10		8.07	
46		19.02		15.16		10.07	F20.44		101.4			Tieland		F 6.59		7.52	
									109.4		*Z	W					
46	19	19.18		15.35		10.23	s20.56		109.7	D		Chisholm	CH	F 6.46		7.35	
48		19.41		16.31		10.48	F21.18		122.6			Hondo		F 6.25		7.06	
Yard		A20.00		A16.50		A11.05	A21.35		131.0	DN	Z	Smith	CWYK	SM	L 6.10		L 6.45

**SPEED RESTRICTIONS**

	Miles Per Hour	
	Psgr.	Frts.
Between N.A.R. Junction and Campbell	50	35
Between Campbell and Carbondale	40	30
Between Carbondale and Hondo	50	35
Between Hondo and Smith	40	35
Except between following slow boards account Curvature:		
Mileage 5.6 and Mileage 7.7	35	25
Mileage 9.4 and Mileage 10.4	35	25
Mileage 13.4 and Mileage 13.8	35	25
Mileage 38.0 and Mileage 39.5	35	25
Mileage 115.9 and Mileage 116.5	35	25
Mileage 119.1 and Mileage 119.8	35	25
Mileage 125.8 and Mileage 126.5	35	25
Mileage 129.7 and Mileage 129.9	15	15
Mileage 130.7 (Highway Crossing)	10	10

**SPECIAL INSTRUCTIONS**

Times shown between Edmonton (C.N.R.) and N.A.R. Junction, for information only. Trains using C.N.R. Tracks between N.A.R. Junction and C.N.R. Depot at Edmonton will be governed by C.N.R. Time Table and special instructions. Train and Enginemen employed on trains operating over this territory must have a copy of C.N.R. Time Table, will sign for all Bulletins in C.N.R. Yard Office, affecting movement of trains in that territory and be governed accordingly.

Conductors of Trains Nos. 2 and 8 will on arrival at Dunvegan Yards register out as Nos. 2 and 8 respectively. Trains Nos. 2, 8 and 514 will obtain Terminal Clearance at Dunvegan Yards before proceeding to N.A.R. Junction but will not obtain Terminal Clearance at N.A.R. Junction.

Conductors of Trains 191 and 197 on arrival at Dunvegan Yards will register in as No. 1 and No. 7 respectively for information only. Trains No. 1 (191), No. 7 (197), and 513 will not obtain terminal clearance at N.A.R. Junction.

All regular trains leaving Carbondale to or from the Lac La Biche Subdivision when no Operator on duty will be governed by Rule 83.

All eastward freight trains not going beyond Dunvegan Yards will head in at the west switch of the working lead.

Providing standing train inspection has been made between twenty-five (25) and forty (40) miles after leaving its initial terminal, except when the weather or other conditions prevent proper running inspection, special instructions "2" is amended to read sixty (60) miles for Train No. 31 on this subdivision.

**YARD LIMITS**

- Dunvegan Yards extend to 4,000 ft. west of west switch at Campbell.
- Mileage 9.4 extend from 4,000 ft. east of water tank to 4,000 ft. west of west switch Mileage 10.6.
- Carbondale extend from 4,000 ft. east of Carbondale Jct. switch to 4,000 ft. west of west siding switch.
- Morinville extend from 4,000 ft. east of east switch Morinville to 4,000 ft. west of west switch Mileage 21.5.
- Busby extend from 4,000 ft. east of east switch to 4,000 ft. west of west wye switch Busby Jct.
- Chisholm extend from 4,000 ft. east of water tank to 4,000 ft. west of west switch.

Inspection Points for Passenger Trains: Jarvie and Smith

**RULES 41 AND 44 APPLICABLE**

**RULE 93(A) APPLICABLE**

**OTHER TRACKS**

	Mileage	Capacity	Connected
Permatubes Ltd.	1.7	7	West End
Namao Airport and Supply Depot Spurs (Derail at East End)	4.6	188	East End
Capital Coal Company (Derail at East End)	10.6	25	Both Ends
Grain Elevator Spur	21.5	16	Both Ends
Ballast Pit	108.5	220	West End
Chisholm Saw Mills, Ltd.	109.6	56	East End

Car Capacity 48-ft. Avge.	Westward Trains Inferior Direction			Miles from N.A.R. Junction	Train Order Offices	SLAVE LAKE SUBDIVISION	Telegraph Calls	Eastward Trains Superior Direction	
	Fourth Class	Third Class	First Class					First Class	Fourth Class
Sidings Other Tracks	63 Frts. Daily	31 Frts. Daily	1 Psg. Sun. Thurs.			STATIONS		2 Psg. Tues. Sat.	40 Frts. Daily
Yard	L 6.20	L12.00	L21.40	131.0	DN	Smith ZCWAYK	SM	A 6.05	A 1.30
46	6.40	12.20	F21.53	137.5		Decrene		F 5.51	1.11
			F21.59	141.3		*Z Spurfield		F 5.46	
46	7.00	12.32	F22.03	144.0		Saulteaux		F 5.42	24.58
49	7.15	12.45	F22.12	150.8		Overlea		F 5.33	24.44
51	14 7.34	12.55	F22.19	155.7	Z	Mitsue W		F 5.27	24.34
55	40 7.50	13.19	s22.29	162.6	D Z	Slave Lake	SK	S 5.15	24.19
46	8.30	13.37	F22.47	172.3		Wagner		F 5.02	23.59
46	8.45	13.48	F22.56	177.4		Canyon Creek		F 4.53	23.47
34	8.55	13.55	F23.02	181.2		Assineau		F 4.48	23.39
				190.6		*Z	W		
42	43 9.20	14.15	s23.18	191.2	D	Kinuso	KU	S 4.34	23.18
47	9.50	14.31	s23.32	199.0	D	Faust	FN	S 4.21	22.55
				202.0		*Z			
46	13 10.10	14.42	F23.41	204.4		Driftpile		F 4.13	22.44
47	10.30	14.56	F23.51	211.4		Joussard		F 4.04	22.30
45	10.50	15.19	F24.01	218.2		Arcadia		F 3.55	22.16
				219.8		*Z	W		
67	45 11.15	15.38	s24.15	227.0	D Z	Enilda	NA	S 3.43	21.58
36	31 11.45	15.53	s24.30	234.3	DN Z	High Prairie	GH	S 3.27	21.34
50	12.10	16.09	F24.46	239.9	Z	Aggie		F 3.19	21.23
				240.5		*Z	W		
52	17 12.35	16.29	F24.58	247.9		Kenzie		F 3.08	21.07
33	12.55	16.45	F 1.09	255.6		Kathleen		F 2.57	20.53
Yard	A13.10	A17.00	A 1.20	262.2	DN Z	McLennan CWYK	KN	L 2.45	L20.30
	63 Daily	31 Daily	1 Mon. Fri.			*No Siding		2 Tues. Sat.	40 Daily

**SPECIAL INSTRUCTIONS**

Siding at McLennan for the meeting of passenger trains is located south of station designated as Track No. 6.

Providing standing train inspection has been made between twenty-five (25) and forty (40) miles after leaving its initial terminal, except when weather or other conditions prevent proper running inspection, special instruction "2" is amended to read sixty (60) miles for Train No. 31 on this subdivision.

DERAILS: 100 feet east of frog at west switch of back track Slave Lake. Coal dock track, Kinuso.

**YARD LIMITS**

Kinuso extend from 4,000 ft. east of water tank to 4,000 ft. west of west switch.  
 Western Plywood spur Mileage 202.0 extend 4,000 ft. east and 4,000 ft. west of spur switch.  
 High Prairie extend from 4,000 ft. east of east switch to 4,000 ft. west of Buchanan Lumber Co. spur switch, Mileage 234.6.  
 Aggie extend from 4,000 ft. east of east switch to 4,000 ft. west of water tank.  
 McLennan extend from 4,000 ft. east of east switch to 4,000 west of west wye switch Winagami Jct.

**SPEED RESTRICTIONS**

Miles Per Hour  
Psg. Frt.

Between Smith and McLennan .....	50	35
Except between the following slow boards:		
Mileage 131.2 and Mileage 133.6 (Curvature) .....	20	20
Mileage 135.3 and Mileage 135.6 (Curvature) .....	40	30
Mileage 169.0 and Mileage 176.2 (Curvature) .....	40	30
Mileage 174.0 and Mileage 174.4 (Curvature) .....	30	25
Mileage 241.7 and Mileage 244.0 (Curvature) .....	45	30

Inspection Points for Passenger Trains: Smith and Kinuso

RULES 41 AND 44 APPLICABLE

RULE 93(A) APPLICABLE

**OTHER TRACKS**

	Mileage	Capacity	Connected
Big Smoky Lumber Company .....	141.2	10	East End
Swanson Lumber Company .....	162.7	17	East End
Swanson Lumber Company .....	163.0	17	East End
Imperial Lumber Company .....	191.5	12	West End
Western Plywood (Derail) .....	202.0	15	East End
H. A. and W. G. Buchanan Lumber Co. ....	234.6	8	West End
Swanson Lumber Company .....	240.2	12	East End

TIME TABLE No. 50—MAY 15, 1960

Siding	Other Tracks	Westward Trains Inferior Direction					Miles from N.A.R. Junction	Train Order Offices	SMOKY SUBDIVISION	Telegraph Calls	Eastward Trains Superior Direction			
		Fourth Class		Third Class	Second Class	First Class					Class First	Second Class	Fourth Class	
		65 Frts. Daily	31 Frts. Daily	27 Mixed Mon. Wed. Fri.	3 Psgr. Mon. Fri.	1 Psgr. Mon. Fri.					4 Psgr. Mon. Fri.	2 Psgr. Tues. Sat.	28 Mixed Tues. Thurs. Sat.	40 Frts. Daily
Yard		L 8.00	L19.00	L 6.30	L 1.35	262.2	DN	McLennan ZCWYK	KN	A 2.30	A16.25	A17.40		
		8.09	19.09	A 6.35	1.38	263.5		Z Winagami Jct. YR (Jct. Peace River Sub.)		2.27	L16.20	17.36		
36		8.30	19.27		S 1.50	270.2	D	Donnelly	ON	F 2.16		17.23		
45	7	8.55	19.35		S 2.00	273.9	DN	Z Falher	FA	S 2.07		17.16		
						276.1		* W						
34	30	9.05	19.42		F 2.07	277.4		Dreau		F 1.59		17.09		
60		9.15	19.47		S 2.13	279.5	D	Girouxville	RU	F 1.55		17.04		
33	29	9.50	20.20		S 2.31	288.2		Z Culp	Y	F 1.40		16.48		
41	56	10.35	20.50		S 2.59	298.2	D	Z Watino	WY SY	S 1.12		15.55		
45	20	11.25	21.35		F 3.30	307.5		Z Tangent	Y	S24.47		15.14		
36		11.50	21.51		S 3.42	315.6	D	Eaglesham	GA	F24.33		14.51		
34		12.10	22.04		F 3.53	322.7		Codesa		F24.23		14.37		
35		12.35	22.16		F 4.02	329.2	D	Z Belloy	W BO	F24.14		14.24		
50	34	13.10	22.28		S 4.13	335.5	D	Wanham	WN	F24.04		14.02		
34		13.50	22.40		F 4.24	341.7		Manir		F23.55		13.50		
33		14.12	23.00		F 4.40	348.0		Prestville		F23.37		13.30		
Yard		14.22	A23.10		S 4.48	352.1	DN	Z Rycroft	CK RY	A5.34	S23.30	L13.20		
						352.3		(Jct. Gr'de Prairie Sub.)	Y					
						352.7		* W						
48	55	A14.50			A 5.10	357.3	D	Spirit River	K SI	L 5.15	L23.12			

OTHER TRACKS		Mileage	Capacity	Connected
Ballast Pit		298.6	33	End End
Park Bros. Ltd.		357.9	16	East End

SPEED RESTRICTIONS

	Miles Per Hour	
	Psgr.	Frts.
Between McLennan and Culp	50	35
Between Culp and Tangent	25	20
Between Tangent and Manir	50	35
Between Manir and Prestville	35	25
Between Prestville and Rycroft	50	35
Between Rycroft and Spirit River	25	20
Except between the following slow boards:		
Mileage 286.6 and Mileage 286.8 (Curvature)	35	25
Mileage 288.5 and Mileage 289.3 (Curvature)	15	15
Mileage 291.7 and Mileage 292.0 (Curvature)	15	15
Mileage 293.5 and Mileage 293.8 (Curvature)	10	10
Mileage 343.1 and Mileage 343.6 (Curvature)	15	15
Mileage 345.1 and Mileage 345.6 (Curvature)	15	15
Mileage 346.4 and Mileage 346.6 (Curvature)	25	20
Rycroft and Spirit River, P1, J4 Class Engines and Diesel Units	15	15

SPECIAL INSTRUCTIONS

Regular trains leaving Rycroft when there is no Operator on duty will be governed by Rule 83.

Train No. 3 may leave Rycroft without obtaining terminal clearance provided train order signal indicates proceed.

No. 4 will wait at Spirit River until No. 1 has arrived.

No. 2 will wait at Spirit River until No. 3 has arrived.

Winagami Jct. is a register station for trains 1, 2, 27 and 28 only.

Providing standing train inspection has been made between twenty-five (25) and forty (40) miles after leaving its initial terminal, except when weather or other conditions prevent proper running inspection, special instruction "2" is amended to read sixty (60) miles for Train No. 31 on this subdivision.

YARD LIMITS

McLennan extend from 4,000 ft. east of east switch to 4,000 ft. west of west wye switch Winagami Jct.

Falher extend from 4,000 ft. east of east switch to 4,000 ft. west of water tank Mileage 276.1.

Rycroft extend from 4,000 ft. east of east switch to Spirit River.

DERAILS

West end of back track Culp.

Inspection Points for Westward Passenger Trains Culp, Watino and Rycroft.

Inspection Points for Eastward Passenger Trains Rycroft, Tangent and Watino.

RULES 41 AND 44 APPLICABLE

RULE 93(A) APPLICABLE

Car Capacity 48-ft. Avge.	Westward Trains Inferior Direction			Miles from Rycroft (Jct. Smoky Sub.)	Train Order Offices	GRANDE PRAIRIE SUBDIVISION	Telegraph Calls	Eastward Trains Superior Direction	
	Fourth Class	Third Class	First Class					First Class	Fourth Class
	<b>45</b> Frts. Daily	<b>31</b> Frts. Daily	<b>1</b> Pgr. Mon. Fri.			<b>STATIONS</b>		<b>2</b> Pgr. Mon. Fri.	<b>40</b> Frts. Daily
Sidings Other Tracks									
Yard		L23.25	L 5.35	0.0	DN	Rycroft (Jct. with Smoky Sub.) 5.5	ZCK RY	A22.50	A13.10
39		23.48	F 5.44	5.5		Silverwood 7.4		F22.41	12.54
33		24.08	F 5.59	12.9	D	Woking 6.1	W	F22.29	12.40
36		24.24	F 6.11	19.0		Braeburn 8.4		F22.17	12.25
24 20		24.49	F 6.28	27.4	Z	Webster 8.7	WY	F22.00	12.00
61 63		1.14	s 6.44	36.1	D	Sexsmith 7.0	SX	s21.45	11.35
39 35		1.26	F 6.56	43.1		Clairmont 6.6		F21.34	11.10
Yard	L 6.00	A 1.40	s 7.20	49.7	DN	Grande Prairie 8.8	WYR RA	s21.21	L10.45
34 30	6.20		F 7.34	58.5		Dimsdale 6.3		F20.59	
40 41	6.34		s 7.46	64.8	D	Wembley 6.2	W MR	F20.49	
42	6.47		F 7.57	71.0		Huallen 7.5		F20.39	
47 58	7.06		s 8.10	78.5	D	Beaverlodge 4.9	BG	s20.27	
42	7.16		F 8.17	83.4		Albright 4.7		F20.20	
51 65	7.27		s 8.24	88.1	D	Hythe 9.1	WY H	s20.12	
42	7.46		F 8.37	97.2		Lymburn 9.0		F20.00	
42	8.04		F 8.50	106.2	Z	Demmitt (Alta.) 8.7		F19.49	
				114.9	*Z	0.2	W		
42	8.23		F 9.04	115.1		Tupper (B.C.) 7.3		F19.35	
42	8.38		F 9.15	122.4		Gundy 9.6		F19.24	
42	8.58		F 9.30	132.0	D	Pouce Coupe 6.0	CU	F19.09	
Yard	A 9.10		A 9.40	138.0	DN	Dawson Creek	CWYK KR	L19.00	
	<b>45</b> Daily	<b>31</b> Daily	<b>1</b> Mon. Fri.			*No Siding		<b>2</b> Mon. Fri.	<b>40</b> Daily

**OTHER TRACKS**

	Mileage	Capacity	Connected
Rottacker Co. (Derail)	0.6	17	East End
Imperial Lumber Co.	47.5	21	East End
Northern Plywood Co. (Derail at West End)	47.9	22	Both Ends
Grande Prairie Lumber Co. Ltd.	50.8	15	Both Ends
North Star Oil Co. Ltd. (2 tracks)	51.4	93	East End
X-L Refinery Spur (2 tracks)	137.1	39	East End
J. G. Wilson Spur	137.8	8	West End

**SPECIAL INSTRUCTIONS**

Regular trains leaving Rycroft when there is no Operator on duty will be governed by Rule 83.  
 Trains Nos. 1 and 2 will obtain terminal clearance at Grande Prairie.  
 No. 2 will wait at Dawson Creek until No. 1 has arrived.  
 When using Wye at Dawson Creek, engines with or without equipment will back around the west leg and head out the east leg.  
 All eastward trains will take a full tender of water at Wembley and all westward trains will take a full tender of water at Webster. Trains going through to Dawson Creek will also take a full tender of water at Hythe.  
 Account highway crossing protection signals at crossing Mileage 137.8 just east of Dawson Creek station, all eastward trains must approach and pass over the crossing at 10 miles per hour account limited length of circuit on this track.

**DERAILS**

East end Braeburn Siding, east and west ends Sexsmith Elevator track, east end Elevator track Clairmont, Coal Dock track Grande Prairie, west end Elevator track Dimsdale, Team track at Wembley, Lee Borden spur and west end of siding at Demmitt, and on main track 53 ft. west of Wheat Pool spur at Dawson Creek.

**YARD LIMITS**

Rycroft extend to 4,000 ft. west of Rottacker Co. spur switch Mileage 0.6.  
 Grande Prairie extend from 4,000 ft. east of Mileage 47 to 4,000 ft. west of North Star Oil Co. spur switch Mileage 51.4.  
 Tupper extend from 4,000 ft. east of water tank to 4,000 ft. west of west switch.  
 Dawson Creek extend from 4,000 ft. east of Mileage 136 to Dawson Creek.

**SPEED RESTRICTIONS**

	Miles Per Hour	
	Psg.	Frts.
Between Rycroft and Mileage 10	50	35
Between Mileage 10 and Webster	30	25
Between Webster and Grande Prairie	45	30
Between Grande Prairie and Beaverlodge	50	35
Between Beaverlodge and Lymburn	60	35
Between Lymburn and Demmitt	50	35
Between Demmitt and Dawson Creek	45	35
Except between the following slow boards:		
Over West Wye Switch Mileage 0.3	15	15
Mileage 17.9 and Mileage 18.1 (Curvature)	25	20
Mileage 32.4 and Mileage 32.6 (Curvature)	35	30
Mileage 33.6 and Mileage 33.8 (Curvature)	35	30
Mileage 35.4 and Mileage 35.6 (Curvature)	35	30
Mileage 37.1 and Mileage 37.4 (Curvature)	40	30
Mileage 49.3 and Mileage 49.5 (Curvature)	15	15
Grande Prairie Yards (Public Crossings)	5	5
Mileage 52.5 and Mileage 53.5 (Curvature)	45	30
Mileage 65.6 and Mileage 67.8 (Curvature)	40	30
Mileage 73.3 and Mileage 73.7 (Curvature)	40	30
Mileage 74.9 and Mileage 75.4 (Curvature)	45	30
Mileage 88.3 and Mileage 88.6 (Curvature)	40	30
Mileage 109.8 and Mileage 112.5 (Curvature)	35	25
Mileage 120.3 and Mileage 120.6 (Curvature)	25	20
Mileage 131.3 and Mileage 131.8 (Curvature and Bridge)	35	25
Mileage 134.3 and Mileage 135.1 (Curvature and Bridge)	35	25

All trains will approach rock cut at Mileage 110.5 indicated by "SLOW" boards under control prepared to stop clear of obstruction.

Inspection Points for Passenger Trains: Grande Prairie and Rycroft

RULES 41 AND 44 APPLICABLE

RULE 93(A) APPLICABLE

Siding	Other Tracks	Northward Trains Inferior Direction		Miles from Winagami Jct.	Train Order Offices	PEACE RIVER SUBDIVISION		Telegraph Calls	Southward Trains Superior Direction	
		27 Mixed Mon. Wed. Fri.	Second Class			STATIONS	Second Class		28 Mixed Tues. Thurs. Sat.	
		L 6.38		0.0		Winagami Jct. (Jct. with Smoky Sub.)	ZYR	A16.18		
25		6.55		5.1		Roxana		16.05		
37		7.20		16.6		Springburn		15.40		
53		7.40		24.1		Reno		15.25		
				30.0		*Z	W			
45		8.05		30.4	D	Nampa		15.00		
				41.0		*Z	Y			
46	18	8.35		41.8		Judah		14.30		
21	18	A 9.05 L10.00		48.6	D	Peace River	R	L14.00 A13.20		
		10.05				Duet	CWY	13.15		
30		10.50		57.8		Roma	Y	12.45		
51	112	11.10		65.3	D	Grimshaw	GW	11.45		
28	26	12.40		71.3	D	Berwyn	BR	11.30		
				75.6		*Z	W			
34	30	13.05		77.5	D	Brownvale	VA	11.05		
34	29	13.35		84.7	D	Whitelaw	WA	10.40		
42		14.05		91.8	D	Bluesky	KY	10.15		
52	61	14.20		97.4	D	Fairview	FR	9.50		
42		15.05		104.8		Gage		9.25		
				109.9		*Z	W			
Yard		A15.35		113.4	D	Hines Creek	YK	L 9.00		
		27 Mon. Wed. Fri.				*No Siding			28 Tues. Thurs. Sat.	

**SPECIAL INSTRUCTIONS**

Trains Nos. 27 and 28 will obtain terminal clearance at Peace River. Winagami Jct. is a register station for Trains 27 and 28 only.

Traffic over the Peace River Bridge Mileage 49 is controlled by signals and gates with flashing lights operated by Signalman from Control Tower at centre of bridge. Enginemen desiring to cross the bridge will sound one long blast of whistle and come to a full stop before reaching the Semaphore and will be governed by the green signal indication on the Semaphore before proceeding onto the bridge, first observing that the highway gate is in the "STOP" position. A dwarf signal is located on the south leg of the wye 190 feet from the north end of the bridge and Enginemen wishing to use the main track from the south leg of the wye will sound one long blast of the whistle and come to a full stop before reaching the dwarf signal and will proceed onto the bridge only after having received yellow indication on the dwarf signal and observing that the highway gate is in the "STOP" position.

**YARD LIMITS**

Nampa extend from 3,000 ft. south of water tank to 3,000 feet north of north switch.  
 Judah extend from 3,000 ft. south of south wye switch to 3,000 ft. north of north switch.  
 Peace River extend from 3,000 ft. south of team track switch to 3,000 ft. north of north wye switch  
 Duet  
 Grimshaw extend from 3,000 ft. south of spur Mileage 63.3 to 3,000 ft. north of north switch.  
 Hines Creek extend from 3,000 ft. south of water tank Mileage 109.9 to Hines Creek.

**SPEED RESTRICTIONS**

Miles Per Hour  
Psgr. Frt.

Between Winagami Jct. and Judah	45	35
Between Judah and Roma	20	15
Between Roma and Grimshaw	45	35
Between Grimshaw and Hines Creek	30	25
Except between the following slow boards:		
Mileage 8.8 and Mileage 9.6 (Curvature)	35	25
Mileage 17.3 and Mileage 17.6 (Curvature)	35	25
Mileage 42 and Mileage 45.4 (Curvature)	15	15
Mileage 45.6 and Mileage 45.8 (Curvature)	10	10
Mileage 47.6 and Mileage 47.9 (Curvature)	10	10
Mileage 49.7 and Mileage 50.1 (Curvature)	10	10
Mileage 59.4 (Bridge)	10	10

**DERAILS**

225 feet south of north switch Judah siding.  
 South end of elevator track at Roma.  
 South ends of elevator track, team track and siding Grimshaw.

Inspection Points for Passenger Trains Northward: Judah and Peace River

Inspection Points for Passenger Trains Southward: Roma and Peace River

**OTHER TRACKS**

	Mileage	Capacity	Connected
Ballast Pit (three tracks)	49.2	124	Both legs of wye
Grimshaw Planing Mills Ltd.	63.3	11	North End
Hemstock and Robertson Lumber Co.	97.9	4	North End
D. Shaw Lumber Co. (Derail South End)	112.7	6	South End
Grant Bros. Lumber Co.	113.2	17	North End

RULES 41 AND 44 APPLICABLE

RULE 93(A)APPLICABLE

Westward Trains Inferior Direction		Miles from Busby Jct.	Train Order Offices	BARRHEAD SUBDIVISION		Telegraph Calls	Eastward Trains Superior Direction	
Sidings	Other Tracks			STATIONS				
<b>YARD LIMIT</b>								
Barrhead extend from 3,000 ft. east of Barrhead Sawmills Ltd. spur, Mileage 22.7 to Barrhead.								
		0.0		Busby Jct. .... Z WY (Jct. with Edmonton Sub.) 5.5				
22		5.5		Arvilla 6.8				
28		12.3		Highridge 6.3				
28		18.6		Manola 0.3				
		18.9	*	7.2	W			
Yard		26.1	D Z	Barrhead	YR	BD		
*No Siding								

**SPEED RESTRICTIONS**

All trains 20 miles per hour except over Howe Truss Bridge Mileage 19.0 ..... 5 miles per hour

**RULES 41 AND 44 APPLICABLE**

**RULE 93(A) APPLICABLE**

Car Capacity 48-ft. Avge.	Northward Trains Inferior Direction			Miles from Carbondale Jct.	Train Order Offices	LAC LA BICHE SUBDIVISION		Southward Trains Superior Direction	
	Fourth Class		First Class			STATIONS		First Class	
	47	81	7					8	
Sidings	Frts. Daily	Frts. Daily	Psgr. Tues. Fri.					Psgr. Wed. Sat.	
34	30	L17.03	L 5.38	L 9.24	0.0		Carbondale Jct. ZY (Jct. with Edmonton Sub.) 2.7	A19.06	
12		17.11	5.46	F 9.28	2.7		Excelsior 5.6	F19.01	
45		17.25	6.00	F 9.41	8.3		Bon Accord 8.2	F18.50	
33		17.45	6.20	F 9.59	16.5		Fedorah 7.0	F18.33	
33		18.17	6.46	F10.15	23.5		Opal 3.0	F18.17	
					26.5		*Z 4.1	W	
34		18.35	7.04	s10.37	30.6		Egremont 8.3	s17.55	
33		18.52	7.21	s10.54	38.9	D	Thorhild 6.9	HO s17.37	
34		19.06	7.35	s11.09	45.8		Abee 7.1	s17.22	
33		19.20	7.49	s11.25	52.9		Newbrook 6.9	s17.06	
33		19.34	8.03	F11.41	59.8		Alpen 5.5	F16.52	
34		19.56	8.24	s11.53	65.3		Ellscott 7.2	s16.41	
48	7	20.12	8.40	s12.09	72.5	D	Boyle 3.5	BY s16.23	
					76.0		*Z 1.8	W	
32		20.25	8.53	s12.28	77.8		Bondiss 8.9	s16.05	
33		20.47	9.15	s12.47	86.7		Caslan 6.3	s15.46	
34		21.02	9.30	s13.01	93.0		Noral 7.1	s15.32	
34		21.19	9.47	s13.17	100.1		Hvlo 4.1	s15.16	
30		21.29	9.57	s13.27	104.2		Venice 8.9	s15.06	
Yard		A21.50	A10.20	A13.45	113.1	DN	Z Lac La Biche CWYK	BI L14.45	
		47	81	7			*No Siding	8	
		Daily	Daily	Tues. Fri.				Wed. Sat.	

**SPECIAL INSTRUCTIONS**

All regular trains leaving Carbondale to or from the Lac La Biche Subdivision when no Operator on duty will be governed by Rule 83.

**SPEED RESTRICTIONS**

	Miles Per Hour	
	Psgr.	Frts.
Between Carbondale Jct. and Egremont	30	25
Between Egremont and Mileage 69.7	50	35
Between Mileage 69.7 and Lac La Biche	30	25

Inspection Point for Passenger Trains: Newbrook

**RULES 41 AND 44 APPLICABLE**

**RULE 93(A) APPLICABLE**



Siding	Other Tracks	Northward Trains Inferior Direction			Miles from Carbondale Jct.	Train Order Offices	WATERWAYS SUBDIVISION	Telegraph Calls	Southward Trains Superior Direction	
		Fourth Class		First Class					First Class	8 Psg. Wed. Sat.
		49 Fr. Daily	83 Fr. Daily	7 Psg. Tues. Fri.					8	
Yard		L20.00	L 6.00	L14.20	113.1	DN	..... Lac La Biche ZCWYK	BI	A14.15	
35		20.25	6.25	F14.39	121.3		..... Barnegat .....		F13.55	
24		20.45	6.44	F14.57	129.0		..... Tweedie .....		F13.36	
	15	21.12	7.05	s15.19	137.5		*Z..... Imperial Mills .....		s13.15	
34		21.16	7.09	F15.24	139.3		..... Pitlochrie .....		F13.11	
37		21.46	7.47	F15.48	150.8		..... Philomena .....		F12.48	
					151.7		*Z..... 0.9 .....	W		
42		22.21	8.13	F16.16	161.6		..... 9.9 Behan .....		F12.21	
					168.2		*..... 6.6 .....			
34		22.57	8.43	F16.45	173.6		..... 5.4 Margie .....		F11.55	
34		23.22	9.08	F17.06	183.3		..... 9.7 Devenish .....		F11.30	
34		23.53	9.43	F17.29	193.5		..... 10.2 Conklin .....		F11.07	
					199.0		*Z..... 5.5 .....	W		
32		24.34	10.40	F17.57	203.2		..... 4.2 Leismer .....		F10.40	
32		1.05	11.09	F18.23	212.9		..... 9.7 Chard .....		F10.15	
34		1.26	11.25	F18.37	218.3		..... 5.4 Pingle .....		F 9.59	
					224.0		*..... 5.7 .....			
36		2.02	12.08	F19.08	232.5		..... 8.5 Quigley .....		F 9.28	
					234.8		*..... 2.3 .....			
27		2.47	12.52	F19.45	247.3		..... 12.5 Cheecham .....		F 8.48	
					252.7		*Z..... 5.4 .....	W		
18		3.13	13.06	F20.02	253.2		..... 0.5 Kinosis .....		F 8.32	
35		3.38	13.26	s20.20	261.5	D	Z..... 8.3 Anzac .....	CA	S 8.12	
9		3.52	13.37	F20.38	266.0		..... 4.5 Lenarthur .....		F 8.02	
34		4.17	14.06	s20.58	274.4		Z..... 8.4 Lynton .....		F 7.44	
27		4.48	14.35	F21.23	281.9		..... 7.5 Draper .....		F 7.22	
Yard	A	5.00	A14.45	A21.30	285.5	DN	Z..... 3.6 Waterways .....	WR	L 7.15	
		49 Daily	83 Daily	7 Tues. Fri.			*No Siding		8 Wed. Sat.	

**SPECIAL INSTRUCTIONS**

When an emergency arises such as in cases of accident where immediate assistance is required the party or parties requiring assistance will, if not in possession of phone facilities, go to the nearest phone and give one long ring of one minute duration and all parties on the circuit, irrespective of the hour, will be required to answer their phones and be governed by request from party making the call. The party making the call will also be required to file a message to heads of Departments concerned, stating circumstances at time emergency call put through.

When turning engines and equipment at Waterways the engine will be headed around the south leg of the wye through the south main track switch and a speed of four (4) miles per hour must not be exceeded over the crossover switch on the wye track and the entire south leg of wye.

Water syphons are set up at bridge Mileage 168.2 and Mileage 235 as auxiliary water supply.

**YARD LIMITS**

Anzac extend from 3,000 ft. south of spur switch Mileage 261.4 to 3,000 ft. north of north switch. Waterways extend from 3,000 ft. south of south switch Draper to Waterways.

**DERAILS**

North end Trans Canada Telephone System spur Mileage 261.4.

**SPEED RESTRICTIONS**

	Miles Per Hour	
	Psg.	Fr.
Between Lac La Biche and Leismer .....	30	25
Between Leismer and Pingle .....	25	20
Between Pingle and Lynton .....	30	25
Between Lynton and Draper .....	20	15
Between Draper and Waterways .....	45	35
Except between the following slow boards:		
Mileage 243.0 and Mileage 243.9 (Curvature) .....	15	10
Mileage 245.5 and Mileage 246.0 (Curvature) .....	15	10
Mileage 263.5 (Bridge) .....	15	15
Mileage 277.5 and Mileage 277.7 (Bridge) .....	10	10
Mileage 280.8 and Mileage 280.9 (Curvature) .....	10	10
Mileage 284.1 and Mileage 284.3 (Curvature) .....	35	25
Northern Transportation Company Ltd. Spur, Imperial Oil Spur, and tail end of wye track along the river at Waterways .....	6	6

Inspection Points for Passenger Trains Northward: Mile 199 and Lynton

Inspection Point for Passenger Trains Southward: Mile 199

**OTHER TRACKS**

Trans Canada Telephone System Mileage 261.4, capacity 13 cars, connected north end.

**RULES 41 AND 44 APPLICABLE**

**RULE 93(A) APPLICABLE**

### SPECIAL INSTRUCTIONS

(1) In compliance with Board of Transport Commissioners Order No. 707 passenger units of all wood construction being handled on passenger trains must be handled on rear of train. Cars equipped with steel underframes will not be deemed all wooden cars.

(2) In addition to the strict observance of Rule 111, freight and mixed trains will not, unless otherwise provided, run more than forty miles without stopping for standing train inspection.

(3) LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" OR RESTRICTED CLEARANCE SIGNS REGARDING GENERAL RULE "M"—RESTRICTED CLEARANCES.

Employees are hereby advised that "Tell-Tales" give warning of close approach to Restricted Overhead Clearances and that where "Tell-Tales" are erected no other advice of such restricted clearances will elsewhere or otherwise be given.

They are warned that where these are marked or indicated by "Restricted Overhead Clearance" or "Restricted Side Clearance" signs, no other advice will elsewhere or otherwise be given, and that when or if these signs are not provided in yards and terminals the location of the restricted clearances will be shown in special instructions.

They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops; they are warned that where restricted clearances exist on such tracks, they will not be marked or indicated by tell-tales or restricted clearance signs, nor will their location be elsewhere or otherwise given; and they are forbidden to ride on top or sides of cars or engines when on any engine house, main shop or car shop track whether or not the overhead and/or side clearance is restricted.

Standard restricted clearance sign consists of a board 8" x 10", painted yellow, with two diamond shaped pieces cut out. This sign contains no lettering and will be erected on posts or on brackets as occasion demands.

(4) When switching movements are required over public crossings at grade they will, if necessary, be protected by a member of the crew in accordance with Rule 103, Paragraph 4 of the Uniform Code of Operating Rules.

(5) Air brakes must be in service while switching occupied passenger equipment or occupied outfit boarding cars, also while switching empty equipment on or off occupied passenger equipment. Before making a coupling to or between passenger equipment, any of which contains passengers, or to occupied boarding cars, stop must first be made not less than six and not more than twelve feet from the point where coupling is to be made. Occupied boarding cars, while in transit, must be handled toward rear of trains.

(6) When for any reason it becomes necessary to remove the side rods from an engine the corresponding rod on the opposite side must always be removed. When these are leading or trailing wheels, no speed restrictions required, but brakes must be disconnected from the wheels without the rods. When necessary to remove all side rods, speed will be restricted to fifteen (15) miles per hour.

(7) Steam locomotives may be double headed between Dunvegan Yards and Smith, between McLennan and Rycroft excepting over Bridge Mileage 297.6, between Rycroft and Dawson Creek, between McLennan and Grimshaw excepting over Bridges Mileages 47.7 and 49. At all other points second engine to be cut in five to seven cars behind leading engine.

Diesel locomotives may be used in multiple between Dunvegan Yards and Dawson Creek, and between Winagami and Grimshaw.

When steam locomotives are used to assist diesel units between McLennan and Tagent, the steam locomotive must be cut off before proceeding over Bridge Mileage 297.6 and proceed over bridge light.

(8) There are several points on the line where business tracks and sidings are combined and when such tracks are being used for the purpose of meeting trains, train should proceed carefully expecting to find cars on this track at any time.

(9) A Trainman's walk has been constructed on the south side of Bridge Mileage 234.5 Slave Lake Subdivision, on both sides of Bridge Mileage 328.9 Smoky Subdivision and on the west side of Bridge Mileage 48.5 Peace River Subdivision.

(10) The blow-off cock must not be used around switches, on steel bridges, or where it would cause damage to track grade shoulder. Cylinder cocks must not be opened close to station platforms, public highway crossings, and at other places where liable to create a public hazard.

(11) When necessary for any train carrying passengers to make another move after the initial station stop has been made, the regulation whistle signal will be used and train must not be moved until the Engineman receives a signal from the Trainman indicating that everything is clear.

(12) Jordan spreaders handled in trains must have wings secured and must, whenever possible, be headed in the direction of train's movement, and speed restricted to twenty-five miles per hour. In cases in which these machines must be handled with rear-end forward speed restriction of twenty miles per hour must be observed.

(13) When spreaders are being used for spreading snow, ballasting and other operations, the speed of the train must not exceed fifteen (15) miles per hour, and frequent inspection must be made of the equipment to see that everything is in order. Refer Rule 110.

(14) 1750 h.p. diesel locomotives must not be used on main line laid with 60 lb. rail without authority.

(15) When flood conditions exist and water is over the rails, diesel locomotives should not be operated through such flooded areas unless it is known that water will not reach traction motors, and also must not be operated at a speed in excess of three miles per hour.

(16) 1750 h.p. diesel locomotives in multiple cannot go around curvature in excess of twenty-one (21) degrees. The main line has no curvature in excess of thirteen (13) degrees.

(17) The wyes at some points are sharp and care must be exercised when turning diesel power.

### GENERAL SPEED RESTRICTIONS

Where a speed restriction is prescribed either by time table, train order or bulletin, specified speed must not be exceeded in any one mile.

Unless further restricted by train order or special instructions, the following speed restrictions must be observed.

	Miles Per Hour
(a) Trains must not take turnouts entering or leaving the main track at a greater speed than eight (8) miles per hour.	
(b) CPR-P-1, CNR-N-4 and N-5 Class engines .....	50
(c) N.A.R. 161 and C.N.R. J-4 Class engines .....	60
(d) N.A.R. Decapod and Consolidation engines .....	35
(e) Engines backing up tender first with or without train on the Edmonton, Slave Lake and Grande Prairie Subdivisions, and between McLennan and Rycroft on the Smoky Subdivision .....	20
On other Subdivisions, and between Rycroft and Spirit River, and between Grimshaw and Hines Creek, and between Winagami and Grimshaw on Peace River Subdivision .....	15
(f) Engines from which engine truck, pony truck, or all side rods have been removed .....	15
(g) Disabled engine from which three or more side rods have been removed on one or both sides, either dead or under steam .....	15
(h) Disabled engine with main rod only disconnected but with side rods on all wheels, dead or under steam, either light or hauling train .....	25
(i) When dead engines are being handled and main rods removed, all side rods in position .....	25
(j) Trains handling Crane 16525 and all other Cranes, on the Edmonton, Slave Lake, Smoky and Grande Prairie Subdivisions, and between Winagami and Grimshaw on Peace River Subdivision .....	25
On other Subdivisions, and between Grimshaw and Hines Creek on Peace River Subdivision .....	20

At least two cars must be placed between the engine and the crane.

## REPORTING ACCIDENTS TO THE BOARD OF TRANSPORT COMMISSIONERS

General Order No. 361 of the Board requires that certain accidents be reported by telegram as under:

"That in the case of all accidents occurring on the railway, attended by personal injury, and in which accidents the movement of trains, engines or cars is involved, also where such accidents cause damage to any bridge, culvert, viaduct or tunnel on the railway, rendering the same impassable or unfit for immediate use (and whether attended by personal injury to any person or employee of the company or not) the conductors or other employees of every such company shall, at the expense of the company, and at the same time they report to the company, send to the Board addressed to its Chief Operating Officer, at Ottawa, Ont., a telegram containing the following information:

- (a) Date and place.
- (b) Name of railway.
- (c) Number and description of train or trains, engine or engines concerned.
- (d) Number of passengers, employees or others killed and injured.
- (e) Statement of any damage to any bridge, culvert, viaduct or tunnel.
- (f) A short and concise statement of the apparent cause of the accident.
- (g) Name and title of person sending report."

Employee sending message to the Board must telegraph copy to the General Manager.

The Board requires strict compliance with this General Order, and points out that in any case where the railway, or its conductor or other employee, either wilfully or negligently fails to carry out the said requirements, the imposition of penalties, as provided for in Section 412 of the Railway Act, will be enforced.

## AIR BRAKE INSTRUCTIONS

(1) When making initial terminal air brake test, the pressure maintaining feature on 24 R.L. brake equipment must be cut out during the brake pipe leakage test to determine what leakage exists. (This should not exceed five (5) pounds per minute.) After brake test it is to be cut back in and the Engineman is required to note that brake pipe pressure is then being maintained at a constant value.

(2) Except when trains can be controlled by the use of pressure maintaining feature, used with 24 R.L. brake equipment on diesel power, retainers must be used when descending the following grades: Culp to Watino, Tangent to Watino, Judah to Peace River, Roma to Duet and Lynton to Draper.

(3) A standing test of the brakes must be made on all trains at the station at the top of the grade before descending these grades. Upon signal of Conductor or Trainman, the Engineman will apply the brakes by making a service reduction of not less than 15 pounds. Trainman will examine the brake on each car to see that it is applied and released after test has been made.

(4) When pressure maintaining feature is used in place of retainers, Engineman will observe the brake pipe gauge, after making service application and lapping brake valve during standing brake test, to note that brake pipe pressure is being maintained at constant value.

(5) Except when pressure maintaining feature is used, brake pipe pressure on freight and mixed trains will be increased to 80 pounds before descending grades at Judah and Roma.

(6) When descending grades, using pressure maintaining feature, should brake cylinder pressure become too great, either because of too heavy a brake application or greater leakage than pressure maintaining feature can supply, partial release of the brakes is not to be attempted. Rather all brakes should be released; the brake system recharged; and another application made. On heavy grades tonnage trains should be stopped instead of attempting a running release.

(7) When the engine either with or without cars, is uncoupled from train on grade, a sufficient number of hand brakes must first be applied to hold the portion of the train to be left standing. After recoupling hand brakes must not be released until it is known that the train air brake system is fully charged.

## HANDLING AND MARSHALLING OF EXPLOSIVES, INFLAMMABLES AND RADIOACTIVE MATERIALS IN TRAINS

### EXPLOSIVES ON MIXED TRAINS

On lines where regular trains are operating in freight service only, cars containing explosives must not be hauled in a train that carries passengers.

Where only a mixed train service is operated, or where passengers are carried in the caboose of a freight train, a car containing a shipment of explosives (not exceeding 1,000 pounds) may be hauled, providing the said car be so placed in the train that not less than three freight cars are between it and the car carrying passengers, and not less than one freight car between it and the engine hauling the train.

If a car contains a shipment of explosives in excess of 1,000 pounds, it must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the engine hauling the train.

NOTE—That no more than one car of explosives may be handled in a mixed train, or where passengers are carried in the caboose of a freight train.

When practicable to do so, cars containing explosives must be placed between freight cars not bearing ACID or INFLAMMABLE placards. Cars containing explosives must have air and hand brakes in service.

Before leaving terminals Conductors and Enginemen on all trains handling explosives will be given Form C.S. 742 showing cars containing explosives and position in train.

### EXPLOSIVES ON THROUGH OR LOCAL FREIGHT TRAINS

Cars containing EXPLOSIVES must have air and hand brakes in service.

When practicable, they must not be marshalled between cars bearing INFLAMMABLE, CORROSIVE LIQUID, COMPRESSED GAS, POISONOUS or POISON GAS placards. They must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the engine nor the eleventh car from the caboose, if the length of the train will permit, and when helper power is cut in, must be separated from such helper by at least one car. On wayfreights must not be placed nearer than the second car from the engine or caboose. Cars placarded EXPLOSIVES must not be placed in through or local trains next to loaded tank cars, wooden frame flats or gondola cars, carloads of pipe, lumber, poles, iron, steel, or similar articles liable to break through end of car placarded EXPLOSIVES from rough handling, refrigerator cars equipped with automatic refrigeration of the gas-burning type, nor next to cars containing lighted heaters, stoves or lanterns, or cars with livestock or poultry in charge of an attendant.

### INFLAMMABLES

Placarded loaded tank cars, when practicable to do so, must be marshalled not nearer than sixth car from engine or caboose and must not be placed in trains next to cars containing lighted heaters, stoves or lanterns, nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type, or next to gondola or flat cars loaded with lumber, poles, logs, pipe, iron, steel, rails, wheels or similar articles.

### RADIOACTIVES

A car containing Radioactive Material and placarded "DANGEROUS — CLASS D POISON" must not be placed in train next to cars placarded explosives or next to carload shipments of undeveloped film.

In the event of breakage of container, wreck, fire or unusual delay involving a shipment of radioactive material in cars placarded "DANGEROUS—CLASS D POISON", the car and any loose radioactive material must be isolated as far as possible from danger of human contact and no persons must be allowed to remain close to car or contents needlessly, until qualified persons are available to supervise handling. The Board, shipper and the Bureau of Explosives must be notified immediately.

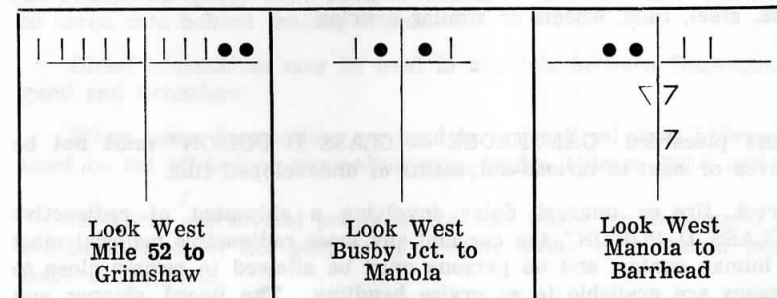
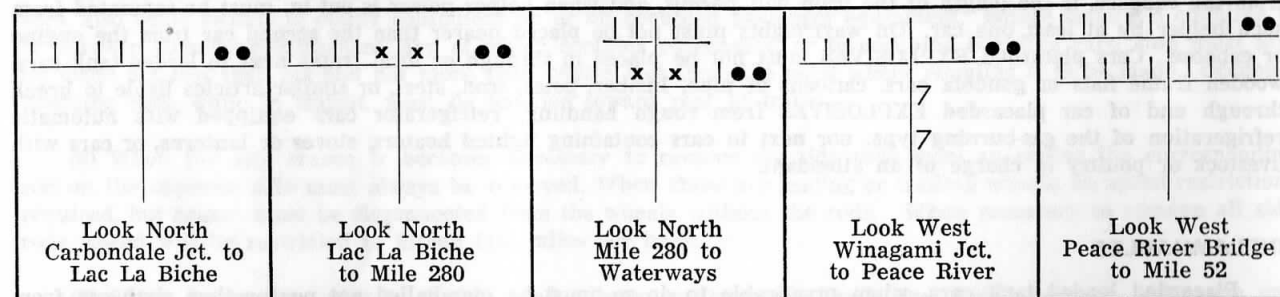
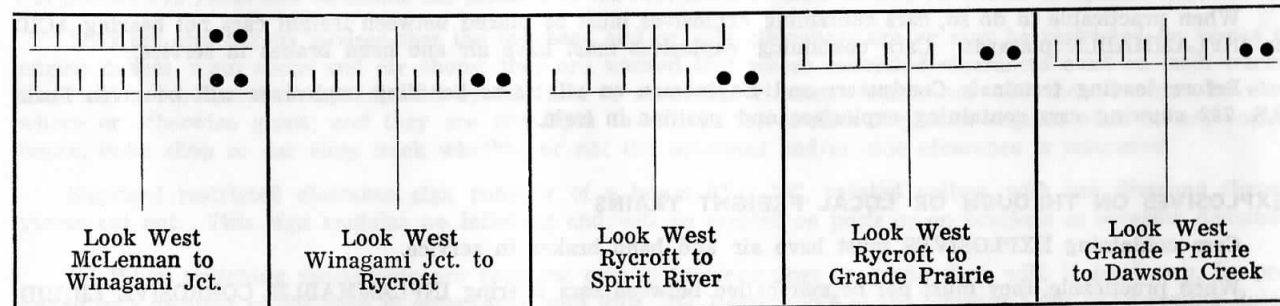
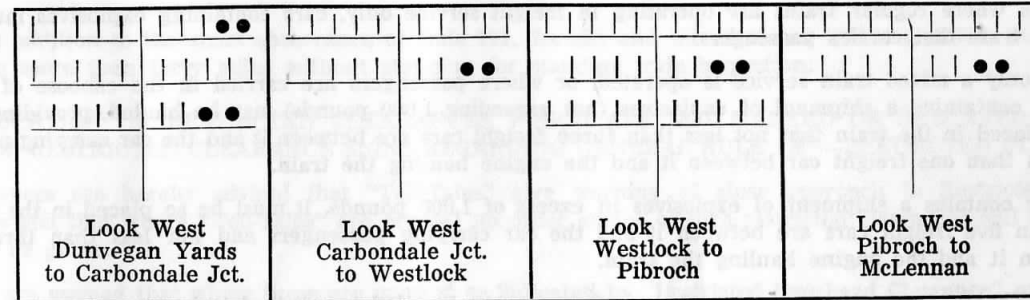
Cars, buildings, areas, or equipment in which Class D Poisons have been spilled must not be placed in service or occupied until decontaminated by qualified persons.

In the event of accident involving a car containing radioactive material placarded "DANGEROUS—CLASS D POISON", the instructions contained in the Board's Circular No. 269 should be observed.

This circular was issued under Bulletin No. 3331, February 19th, 1952.

**DIAGRAM SHOWING LOCATION OF TRAIN TELEPHONE WIRES**

Face in direction named



● ● Indicates Despatching Telephone Wires.  
 x x Indicates Way Telephone Wires.

**TONNAGE CALCULATIONS**

To arrive at proper tonnage ratings Conductors must check tonnage rating sheet using ten (10), twenty (20) and thirty (30) percent basis as shown on the various Subdivisions.

Equivalent tonnage is arrived at by adding the allowance for train resistance to the actual contents and tare tonnage.

Example for train allowed 20% chart basis:

Contents—325 tons.  
 Tare—454 tons.  
 Train resistance, tare minus one-half contents,  
 or 291 tons.  
 Equivalent tonnage 325 tons plus 454 tons plus  
 20% train resistance, 58 tons, or 837 tons.

The following reductions from "A" rating will be authorized steam locomotives.

Conditions Rail and Weather	30% Chart All Trains	20% Chart All Trains	10% Chart All Trains
Normal .....	Nil	Nil	Nil
Bad Rail .....	5%	5%	5%
15 to 10 above .....	5%	5%	5%
9 to 5 above .....	8%	8%	6%
4 to zero .....	10%	10%	7%
Zero to 4 below .....	12%	11%	8%
5 to 9 below .....	14%	12%	10%
10 to 14 below .....	16%	13%	12%
15 to 19 below .....	18%	15%	14%
20 to 24 below .....	20%	17%	16%
25 to 30 below .....	25%	20%	18%
31 to 36 below .....	30%	25%	22%
37 to 40 below .....	35%	30%	26%
41 to 45 below .....	45%	35%	30%
46 to 50 below .....	50%	45%	40%

Under weather conditions of lower than the above temperature and storms, Dispatchers shall issue special instructions. Conductors are authorized to reduce tonnage rating to meet unusual weather conditions and shall advise the Chief Dispatcher promptly when such reduction is necessary. The tonnage may be exceeded by one percent, if by so doing another car can be taken.

When engines are unable to handle authorized rating, a message signed by the Conductor and Engineman must be transmitted to the Chief Dispatcher advising him of the reduction and the reason the reduction was necessary. Conductors will advise Enginemen the tonnage of trains before leaving initial terminals.

**DIESEL UNIT LOCOMOTIVES**

The following reductions in tonnage are authorized for the rail conditions given below. No other weather reduction is authorized.

Rail Conditions	Percent Reduction from "A" Rating
Moist "greasy" rail, light rain .....	10
Light snow or frost on rail .....	12.5
Heavy snow on rail .....	15
Light snow or frost on rail in sub-zero temperatures .....	15

**SPEED TABLE**

Speed Per Hour	1 Mile in Min. Sec.	Speed Per Hour	1 Mile in Min. Sec.	Speed Per Hour	1 Mile in Min. Sec.
5	12.	25	2.24	50	1.12
10	6.	30	2.	55	1.5
15	4.	35	1.42	60	1.
20	3.	40	1.30	65	.55
		45	1.20		

# TONNAGE RATINGS

## WEST and NORTH (Inferior Direction)

## (Superior Direction) EAST and SOUTH

### ENGINE CAPACITIES

### BETWEEN

### ENGINE CAPACITIES

Chart Basis	GMD1 Diesel	GP9 Diesel	34%	39%	40%	43%	45%	47%	49%
30%	2000	3100	1960	2250	2310	2480	2600	2710	2830
30%	2000	3100	1820	2090	2150	2310	2410	2520	2630
30%	2900	4470	2770	3180	3260	3500	3660	3830	3990
30%	2110	3230	2110	2430	2490	2680	2800	2950	3050
30%	2020	3100	1820	2090	2150	2310	2410	2520	2630
30%		2850	1920	2200	2260	2430	2540	2655	2765
30%		3400	1820	2080	2140 Down Grade	2300 2300	2410	2510	2620
10%		1400	800	915	940	1010	1055	1100	1150
30%		3400	1810	2080	2130	2290	2400	2500	2610
20%		1800	965	1110	1140	1230	1280	1340	1400
20%		1870	1065	1215	1250	1340	1405	1465	1530
20%		2470	1385	1590	1630	1755	1835	1920	2000
30%		3000	1890	2160	2220 Down Grade	2380 2380	2500	2610	2720
10%		870	445	510	520	560	585	615	640
20%		2730	1365	1570	1610	1730	1810	1890	1970
30%		2950	1760	2030	2080	2240	2340	2450	2550
20%	1580	2430	1340	1540	1580	1700	1780	1860	1940
20%	2150		1750	2010	2060	2220	2320	2430	2530
20%	1300		1120	1290	1320	1425	1510	1550	1625
20%	1300		1025	1165	1200 Down Grade	1280 1280	1330	1405	1465

### EDMONTON SUBDIVISION

Dunvegan Yards and Carbondale	2860	2740	2630	2510	1330	2280	1980	3620	2350	20%
Carbondale and Busby	3710	3560	3410	3250	3030	2950	2580	4200	2730	20%
Busby and Westlock	2630	2520	2410	2310	2150	2090	1820	3090	1990	20%
Westlock and Fawcett	2630	2520	2410	2310	2150	2090	1820	3090	2420	20%
Fawcett and Smith	2420	2320	2220	2120	1970	1920	1680	2650	1800	20%

### SLAVE LAKE SUBDIVISION

Smith and McLennan	2840	2720	2610	2490	2320	2260	1970	3850		30%
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### SMOKY SUBDIVISION

McLennan and Culp	2570	2460	2360	2260	2100	2050	1780	3000		30%
Culp and Watino	1100	1055	1010	965	900	875	765	1360		10%
Watino and Tangent				Down Grade						
Tangent and Rycroft	2580	2490	2390	2280	2120	2070	1800	3350		30%

### GRANDE PRAIRIE SUBDIVISION

Rycroft and Webster	1980	1900	1820	1740	1620	1570	1370	2500		20%
Webster and Grande Prairie	1400	1340	1280	1230	1140	1110	965	1800		20%
Grande Prairie and Dawson Creek	1990	1910	1830	1750	1620	1580	1370	2350		20%

### PEACE RIVER SUBDIVISION

Winagami Jct. and Judah	2520	2420	2310	2210	2050	2000	1740	2850		20%
Judah and Peace River	565	540	520	495	460	450	390	730		10%
Peace River and Roma				Down Grade						
Roma and Berwyn				Down Grade						
Berwyn and Hines Creek	2550	2450	2340	2240	2080	2030	1760	3000		30%

### BARRHEAD SUBDIVISION

Busby Jct. and Barrhead	1780	1705	1635	1560	1450	1415	1230	2240	1500	20%
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### LAC LA BICHE SUBDIVISION

Carbondale Jct. and Bon Accord	2420	2320	2220	2120	1970	1920	1680		2250	20%
Bon Accord and Lac La Biche	1625	1550	1510	1425	1320	1290	1120		1300	20%

### WATERWAYS SUBDIVISION

Lac La Biche and Lynton	1465	1405	1330	1280	1200	1165	1025		1300	20%
Lynton and Waterways	640	615	585	560	520	510	445		590	10%

NOTE—Tonnage rating as shown for diesel unit locomotives covers a single unit.  
When used in multiple, the tonnage rating will be double that of a single unit.

34% Engines—N.A.R.—161.  
C.P.R.—G.2.—2500 Class.  
39% Engines—N.A.R. 72, 73, 74.  
45% Engines—N.A.R. 51.  
47% Engines—N.A.R.—52, 53, 54.

49% Engines—N.A.R. 55, 56, 57, 58, 101, 102.  
43% Engines—C.P.R.—P.1.—5100 Class.  
C.P.R.—N.2.—3600-3700 Class.  
40% Engines—C.N.R.—N.4. and N.5.—2500, 2600 and 2700 Class.  
38% Engines—C.N.R. J.4.—5100 Class.

**HOURS OF SERVICE FOR TRAIN ORDER OFFICES**

Station	Hours of Service	Closed
<b>EDMONTON SUBDIVISION:</b>		
Dunvegan Yards	4:30K to 23:00K	
Carbondale	6:30K to 15:30K	Sunday and Monday
Morinville	8:30K to 16:30K	Sunday and Monday
Busby	7:00K to 16:00K	Sunday and Monday
Westlock	8:00K to 17:00K	Sunday and Monday
	12:00K to 21:00K	Saturday, Sunday and Monday
Pibroch	8:00K to 17:00K	Saturday and Sunday
Jarvie	8:30K to 17:30K	Saturday and Sunday
Fawcett	7:00K to 16:00K	Saturday and Sunday
Chisholm	8:00K to 17:00K	Saturday and Sunday
Smith	6:30K to 15:30K	
	21:30K to 6:30K	
<b>SLAVE LAKE SUBDIVISION:</b>		
Slave Lake	8:00K to 17:00K	Sunday and Monday
Kinuso	8:00K to 17:00K	Sunday and Monday
Faust	9:00K to 17:00K	Sunday and Monday
Enilda	9:00K to 17:00K	Sunday and Monday
High Prairie	8:00K to 17:00K	Sunday and Monday
McLennan	24:01K to 8:00K	Wednesday and Thursday
	Continuous	Except 8:00K to 16:00K Sunday
<b>SMOKY SUBDIVISION:</b>		
Donnelly	8:30K to 17:30K	Sunday and Monday
Falher	8:00K to 17:00K	Sunday
	22:00K to 7:00K	Saturday, Sunday and Monday
Girouxville	8:00K to 17:00K	Sunday and Monday
Watino	8:00K to 17:00K	Sunday and Monday
Eaglesham	8:00K to 17:00K	Sunday and Monday
Belloy	8:00K to 17:00K	Sunday and Monday
Wanham	9:00K to 18:00K	Sunday and Monday
Rycroft	8:00K to 17:00K	Sunday
	22:15K to 7:15K	Saturday—Tuesday and Wednesday
Spirit River	8:00K to 17:00K	Sunday
	4:30K to 17:00K	
	(Monday and Friday)	
<b>GRANDE PRAIRIE SUBDIVISION:</b>		
Woking	8:00K to 17:00K	Saturday and Sunday
Sexsmith*	9:00K to 18:00K	Sunday and Monday
Grande Prairie	8:00K to 17:00K	Sunday
	24:01K to 8:00K	Saturday and Sunday
Wembley	7:00K to 16:00K	Saturday and Sunday
Beaverlodge	7:30K to 16:30K	Saturday and Sunday
Hythe	7:45K to 16:45K	Saturday and Sunday
Pouce Coupe	9:00K to 18:00K	Saturday and Sunday
Dawson Creek	6:00K to 18:00K	Sunday

**HOURS OF SERVICE FOR TRAIN ORDER OFFICES**

Station	Hours of Service	Closed
<b>PEACE RIVER SUBDIVISION:</b>		
Nampa	8:00K to 17:00K	Saturday and Sunday
Peace River	8:00K to 17:00K	Sunday
Grimshaw	8:00K to 17:00K	Sunday
Berwyn	9:00K to 18:00K	Saturday and Sunday
Brownvale	9:00K to 18:00K	Saturday and Sunday
Whitelaw	9:00K to 18:00K	Saturday and Sunday
Bluesky	9:00K to 18:00K	Saturday and Sunday
Fairview	9:00K to 18:00K	Sunday and Monday
Hines Creek	8:00K to 17:00K	Sunday and Monday
<b>LAC LA BICHE SUBDIVISION:</b>		
Thorhild	9:00K to 17:00K	Sunday and Monday
Boyle	9:00K to 18:00K	Sunday and Monday
Lac La Biche	9:00K to 18:00K	Sunday
	3:00K to 12:00K	Sunday and Monday
	13:00K to 22:00K	Monday—Thursday, Friday, Saturday
<b>WATERWAYS SUBDIVISION:</b>		
Anzac	7:40K to 16:40K	Sunday and Monday
Waterways	6:45K to 17:00K	Sunday
	18:00K to 3:00K	Saturday and Sunday
<b>BARRHEAD SUBDIVISION:</b>		
Barrhead	9:00K to 17:00K	Sunday and Monday

## INSTRUCTIONS IN THE EVENT OF ACCIDENTS INVOLVING TRAINS

These instructions will apply in all cases where there has been a train accident involving death or serious personal injury and are intended to avoid delay in the operation of trains and to protect the interests of crew members and of the Company at inquests or in subsequent legal proceedings.

When a fatal accident has occurred, crews should report the fact immediately to the local police and request that the coroner be notified and that a doctor be summoned to the scene.

When an accident involving serious personal injury has occurred,, the local police and a doctor should be summoned to the scene.

Where a Company's medical officer is available, he should be advised.

It is permissible for trains to leave the scene before the arrival of the police or coroner provided that some responsible person (an employee where practicable) is left in charge, who can inform the coroner or the police as to the number and direction of the train, the names and addresses of all members of the crew, and the direction in which vehicle concerned was moving at the time of impact.

Care should be taken not to disturb any wreckage more than is necessary to permit the starting of the train. If it is necessary to move a body, a rough sketch must be made by the Conductor, or an officer of the Company (should one be present) showing the location of the body or bodies in relation to the track and also showing the distance in feet from the point of impact to the point where the body or bodies were found. Care should be taken to note the position and condition of the body or bodies when found. The person left in charge must be able to advise the police or the coroner of the original position in which it was found. If the accident occurs in a remote locality where it is impracticable to notify the police or coroner, or if the accident occurs in such circumstances that the police or coroner are not likely to arrive for a long time and if it is not practicable to leave a responsible person in charge, a body may be taken to and left at the next station in the direction in which the train is going, with a responsible person to advise the police and coroner of the facts.

The crew should not give or sign statements other than for a person known to be a Company employee. However, if requested by the coroner or a police officer to give statements, crews may state such general facts as: their names and addresses; the number and direction of the train; the place and time of the accident and the direction of approach of the person or vehicle.

**UNDER NO CIRCUMSTANCES** should crews express opinions as to the cause of a mishap, nor attempt to estimate speeds or distances.

To avoid delay to trains, arrangements should be made with police officers or coroners for any statements required, to be given on arrival at terminals in the presence of a railway officer.

Members of the train crew and other employees of the Company who may be on the scene or otherwise concerned in an accident, should make notes of all relevant facts so that they will be in a position to give detailed information when the matter is being investigated by the Company.

In the event of public road crossing mishap, engine bell should be kept ringing after the train or engine has stopped, until the attention of outside witnesses, if any, as well as of employees, is called to the fact that the engine bell had been ringing.

Where possible, the following information should be recorded:

Name and address of owner, driver and occupants of vehicle;

Position in vehicle of each passenger;

Identification of casualties;

Make, type and license number of vehicle;

Direction and speed of vehicle approaching and passing over crossing;

Damage to vehicle and railway equipment;

Weather, road conditions and visibility;

View of crossing from track and road;

Position of vehicle after mishap; windows clean or dirty, open or closed, if glass broken out ascertain position of window mechanism;

Description of skid marks, if any, on road;

Number of rail lengths beyond crossing where train stopped;

Type of protective appliance at crossing and whether functioning properly;

Names and addresses of witnesses;

Was whistle sounded approaching crossing;

Was bell ringing approaching crossing;

Did witnesses hear whistle sounded and bell ringing.

If after sundown, did witnesses observe headlight burning;

Where was engine when whistle and bell first heard;

Where was engine when headlight first observed;

Name and address of coroner and doctor called.

