

CANADIAN PACIFIC RAILWAY

Train Handling Guidelines

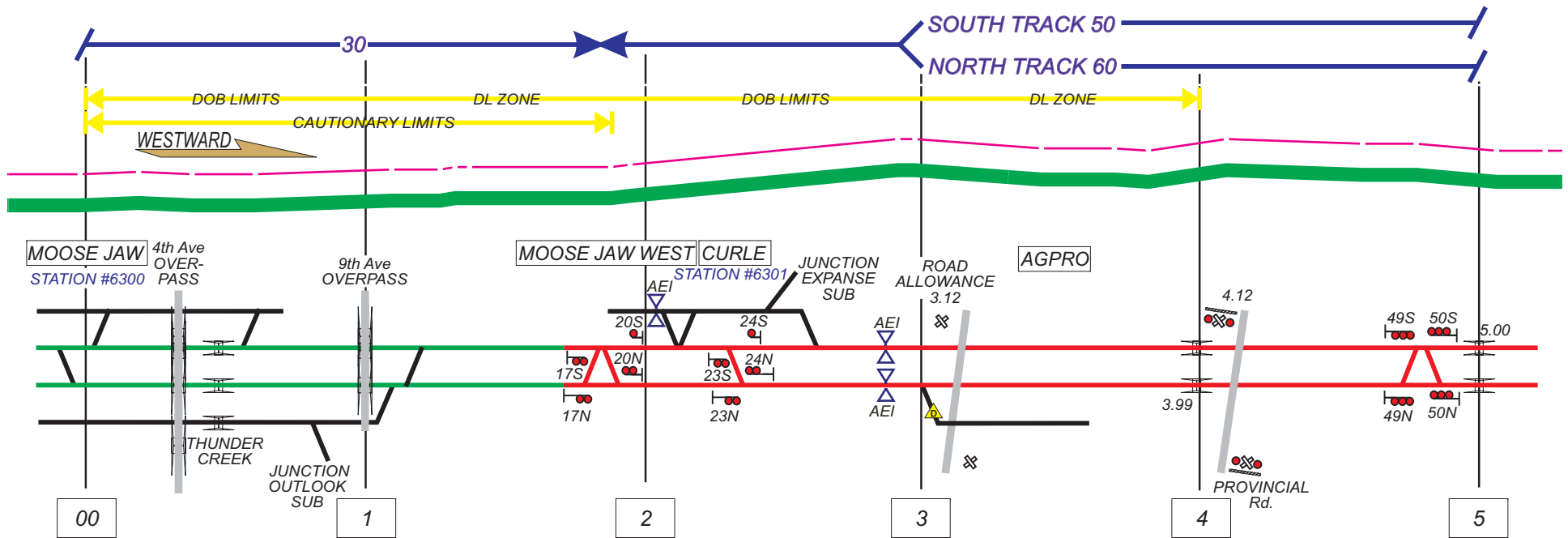
Swift Current Subdivision

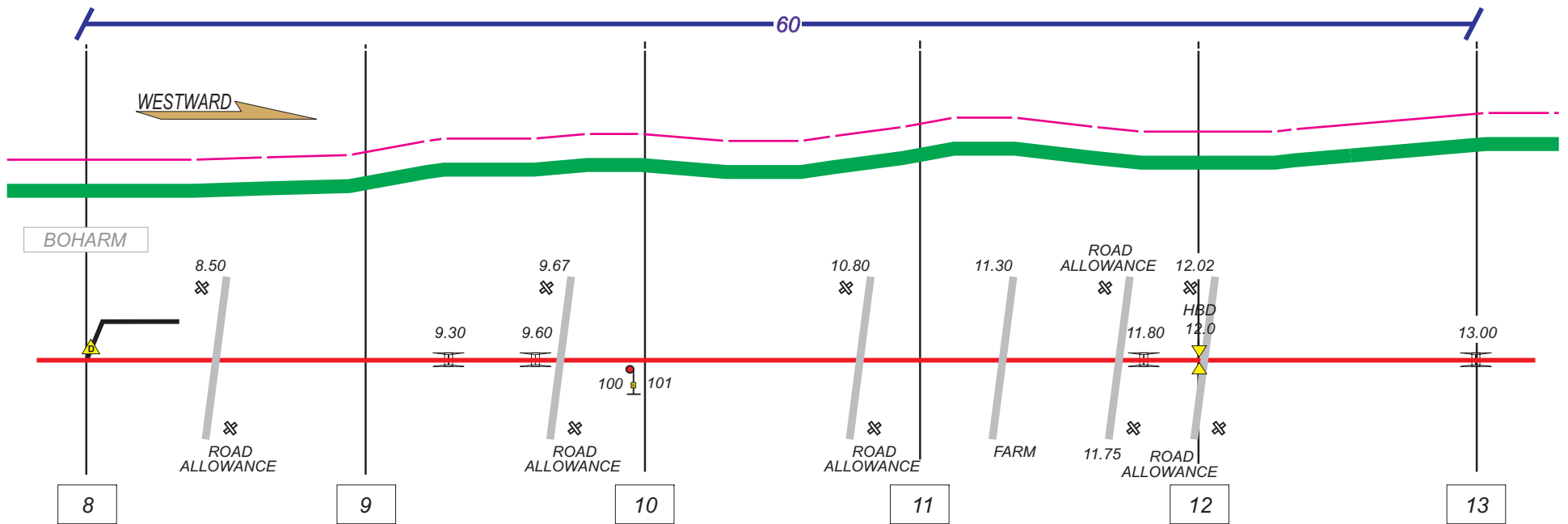
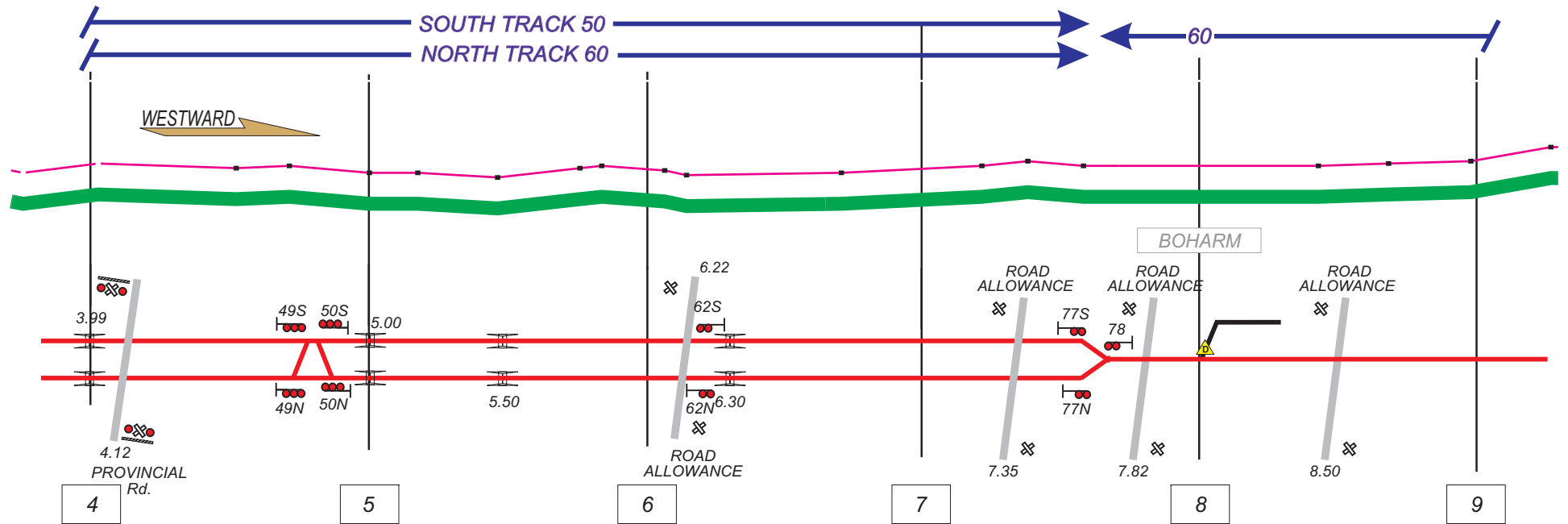
Westward Moose Jaw to Swift Current

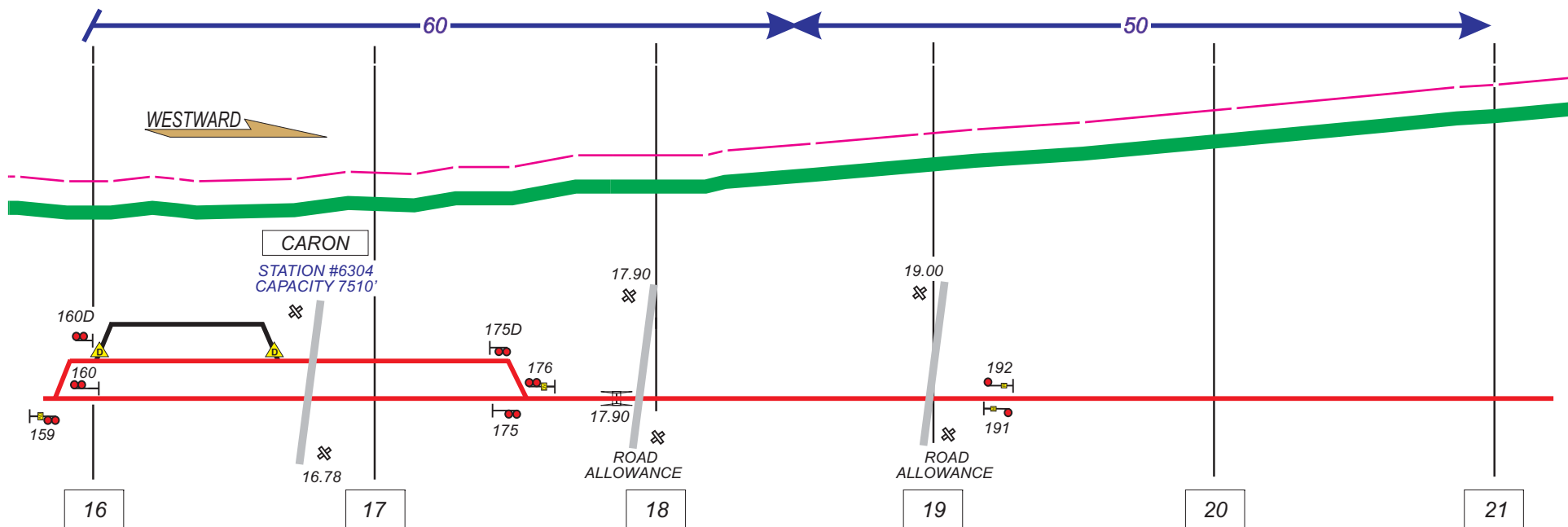
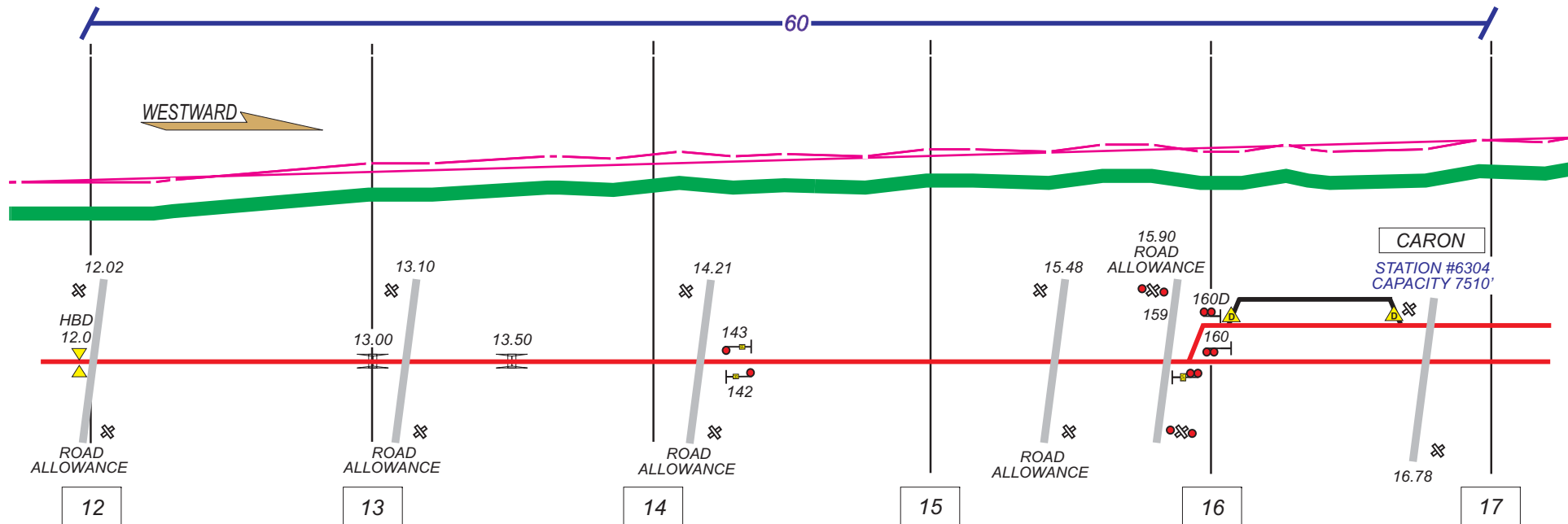
Nov 2008
TCRC Moose Jaw

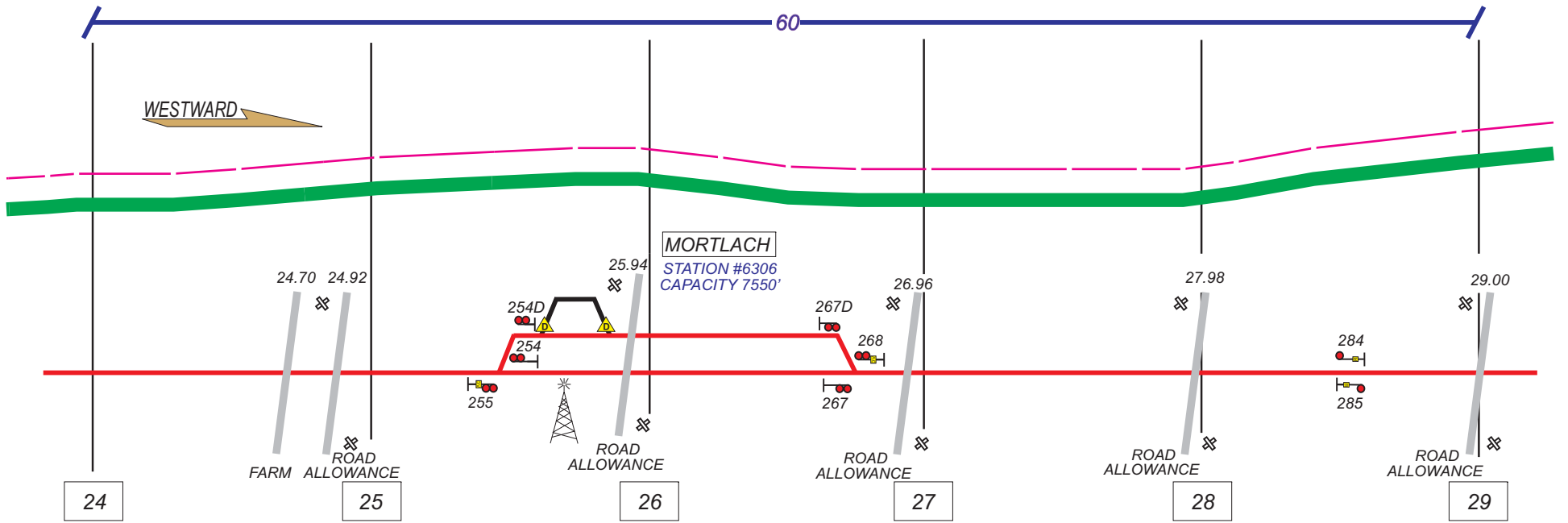
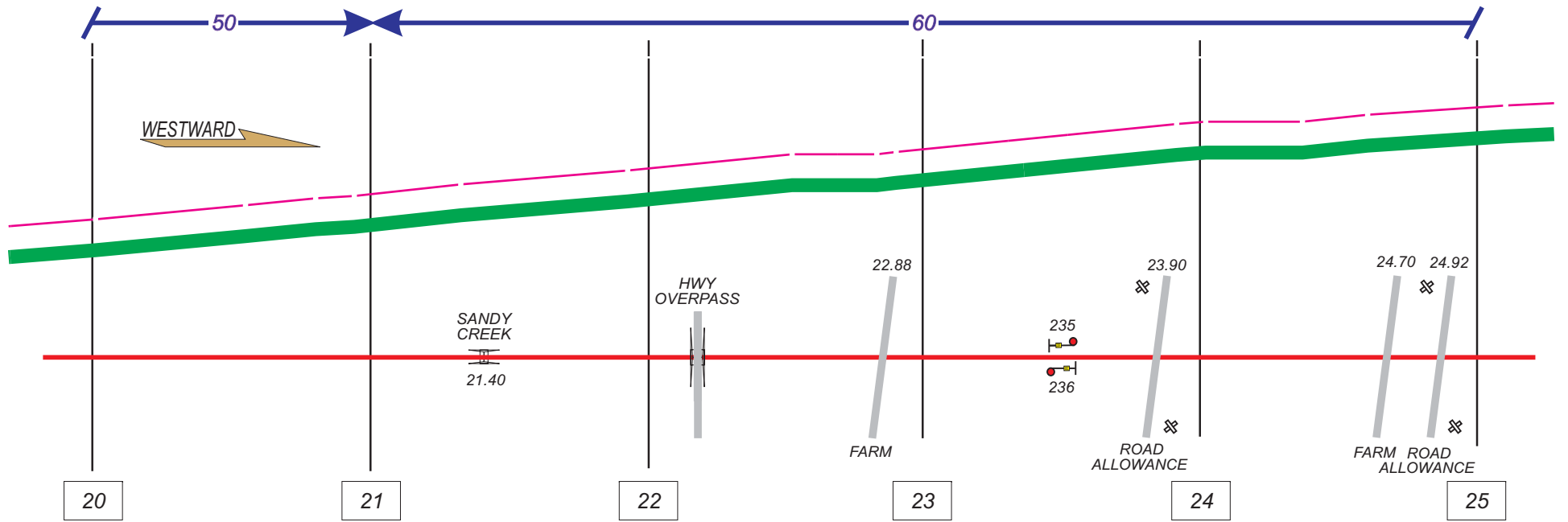


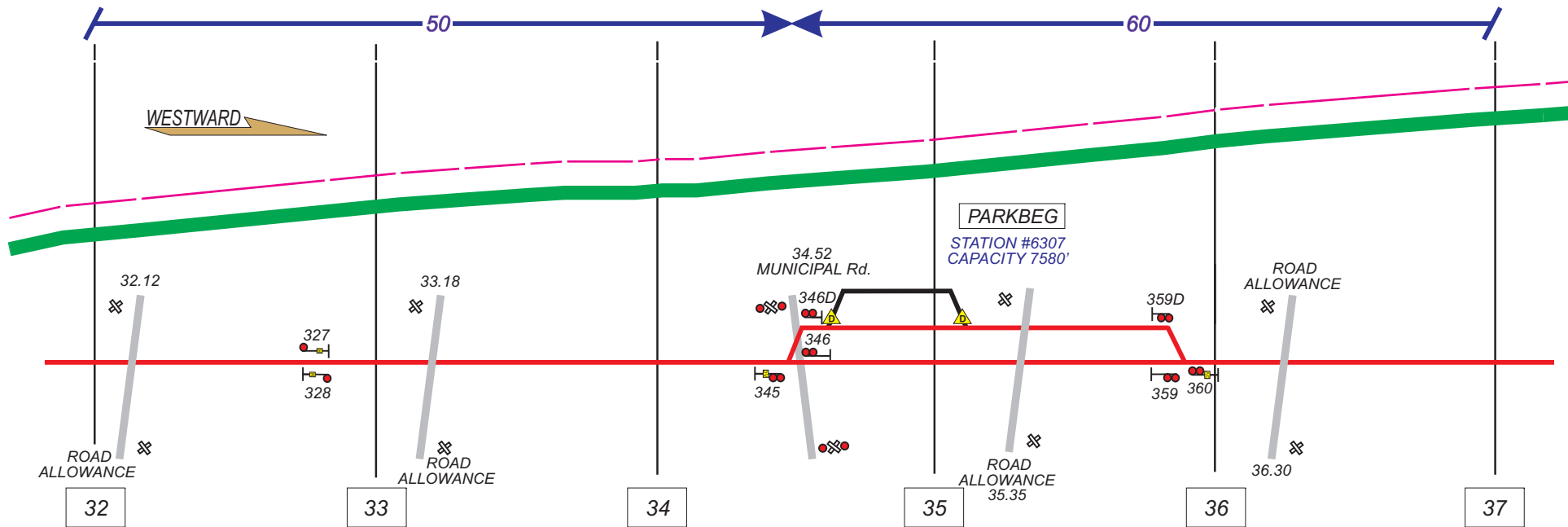
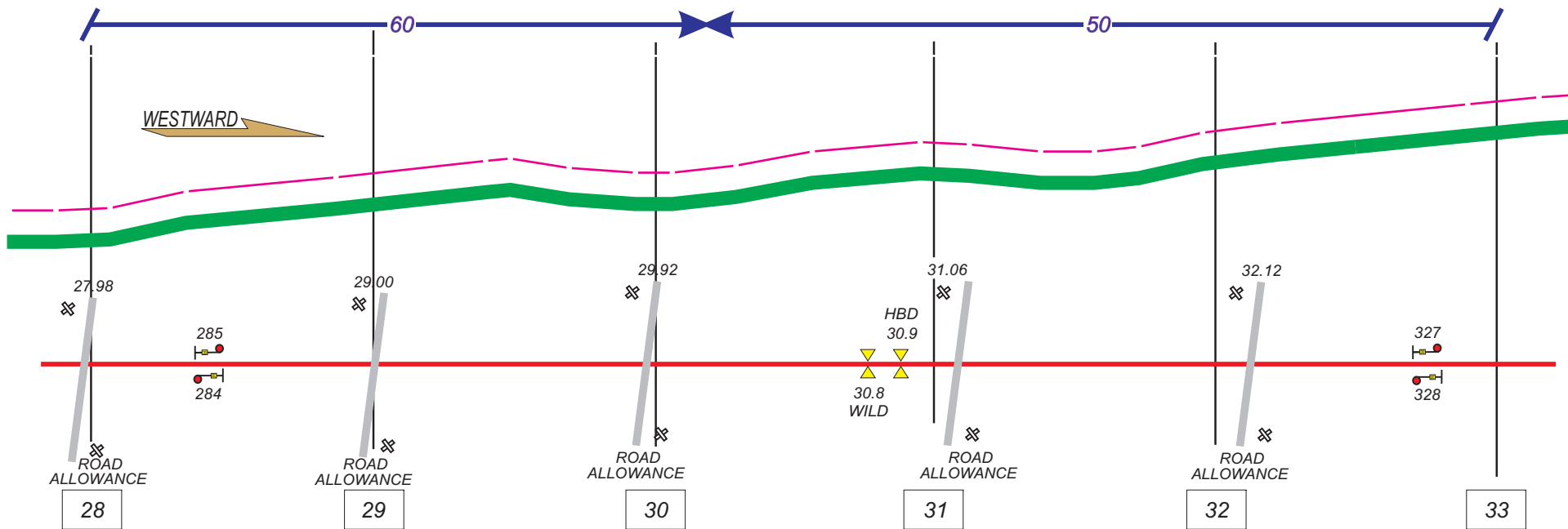
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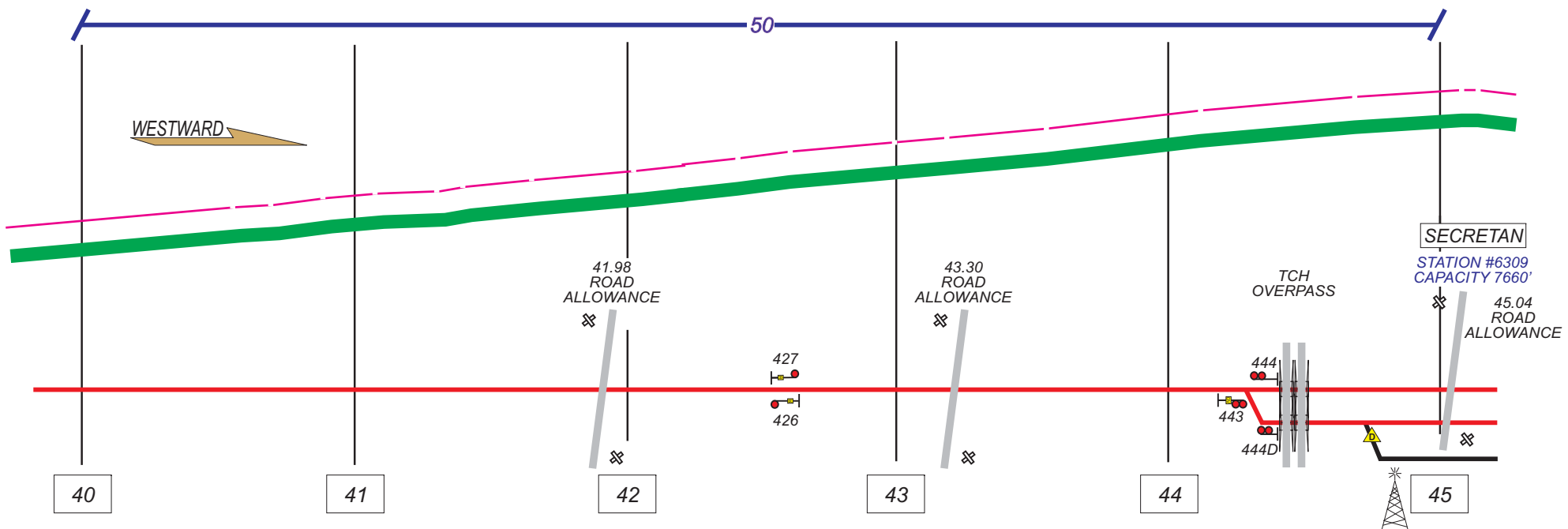
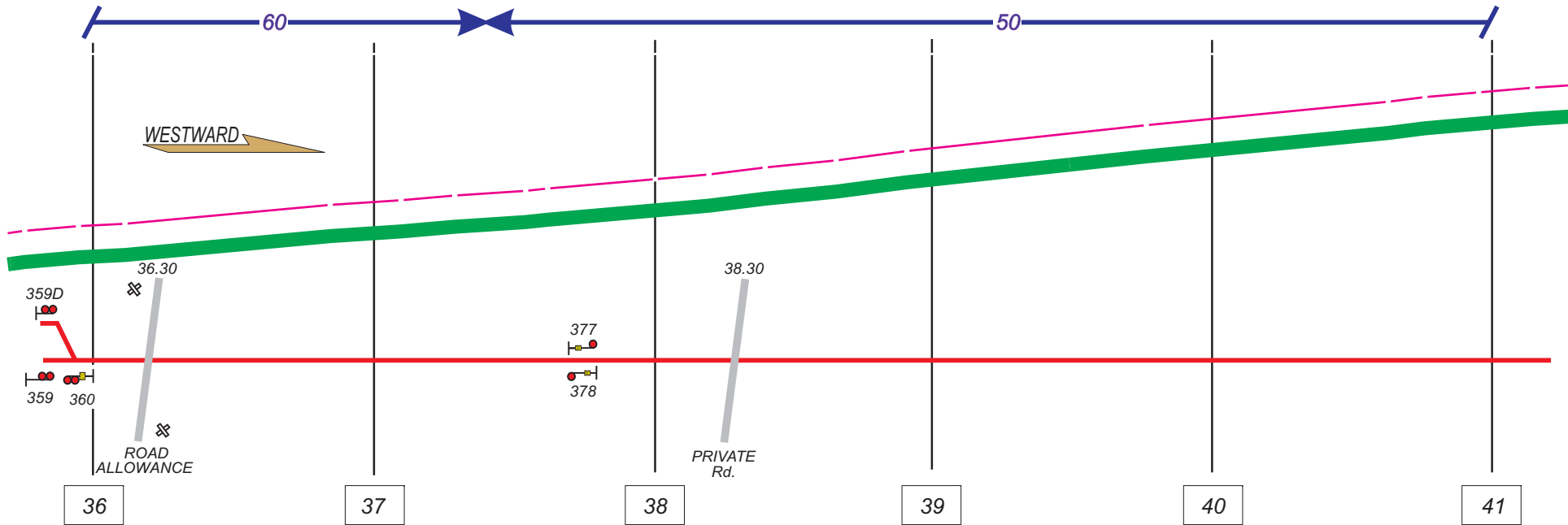


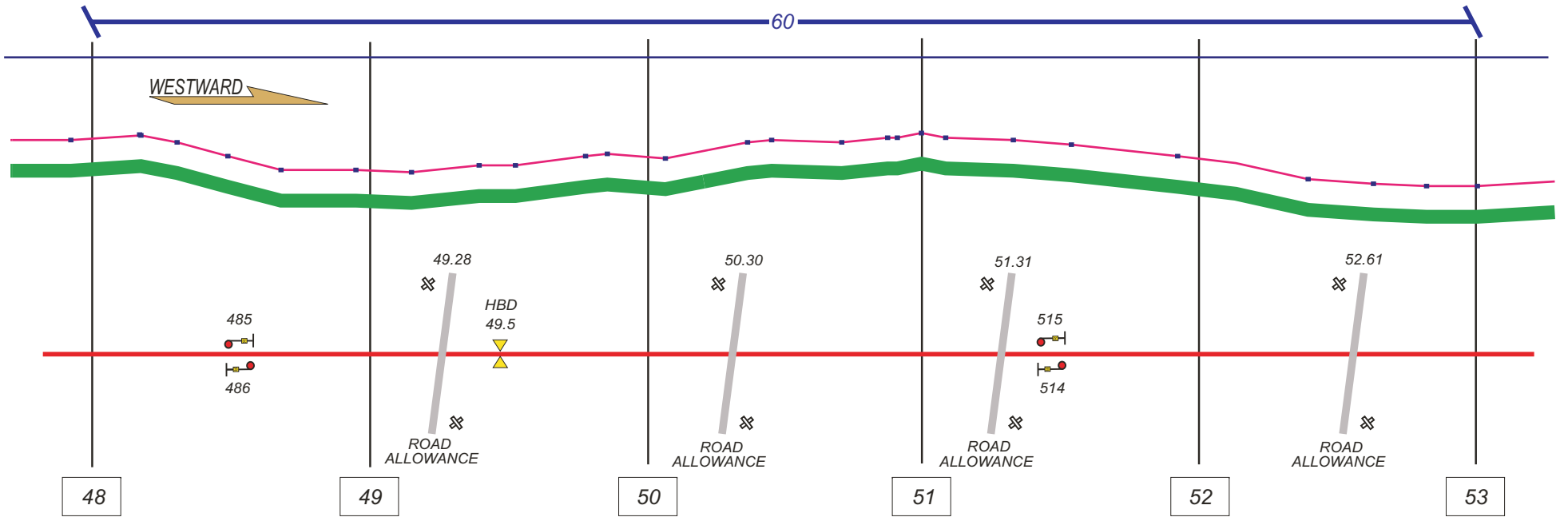
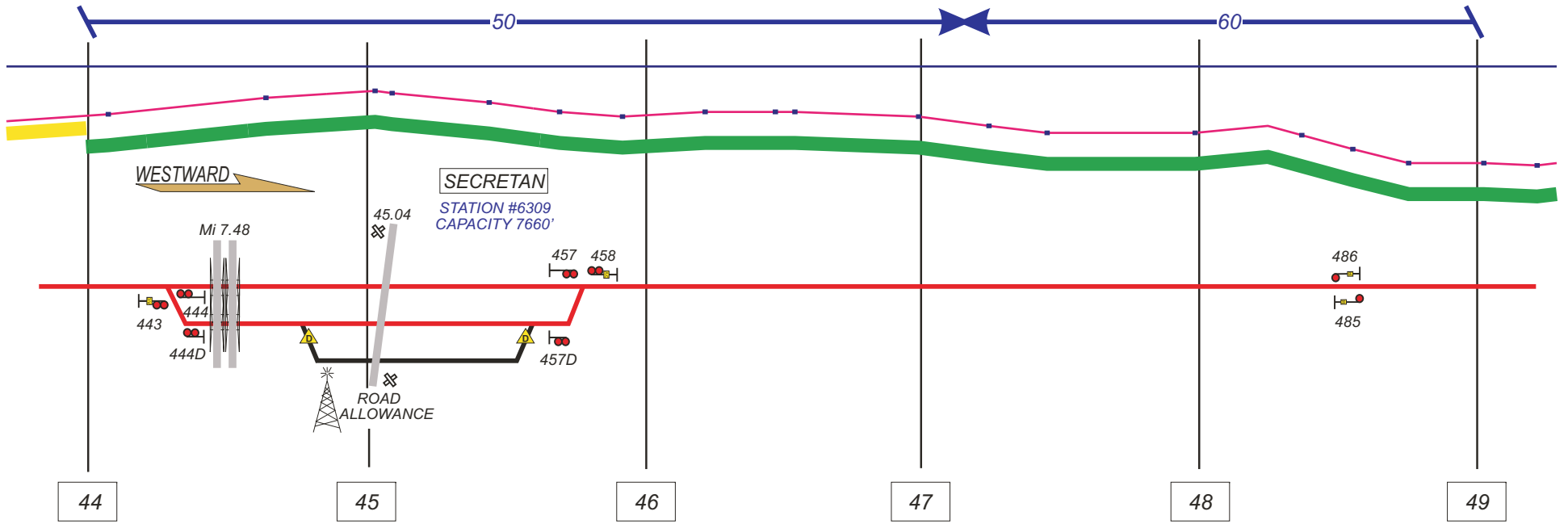


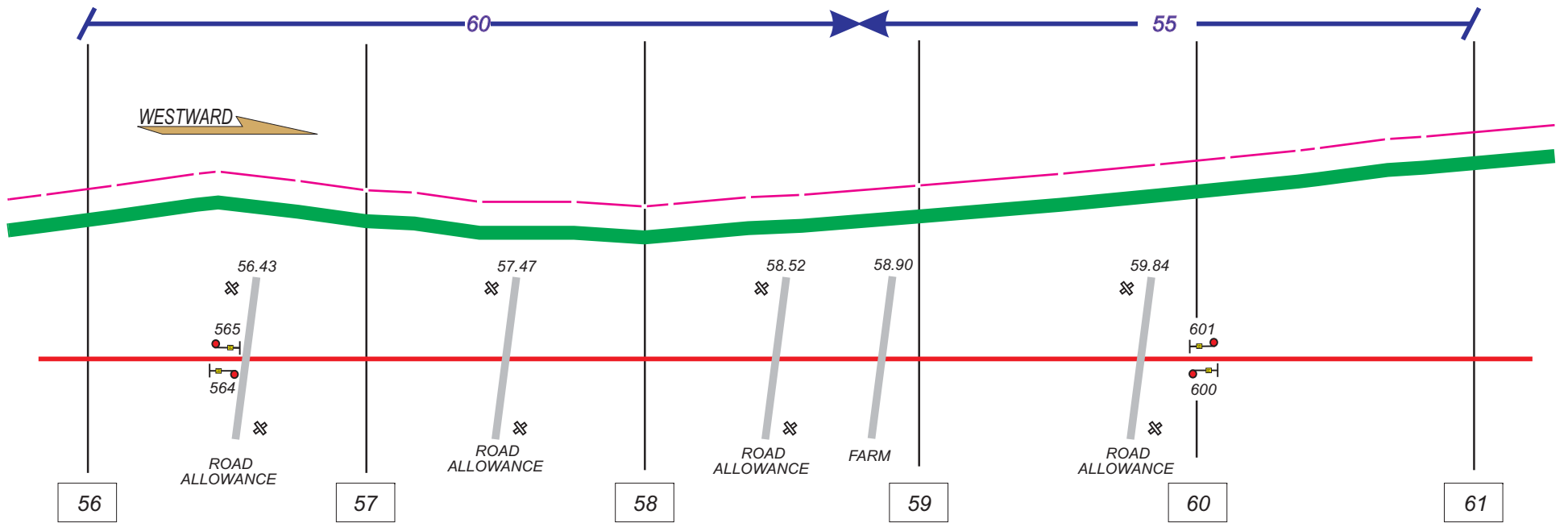
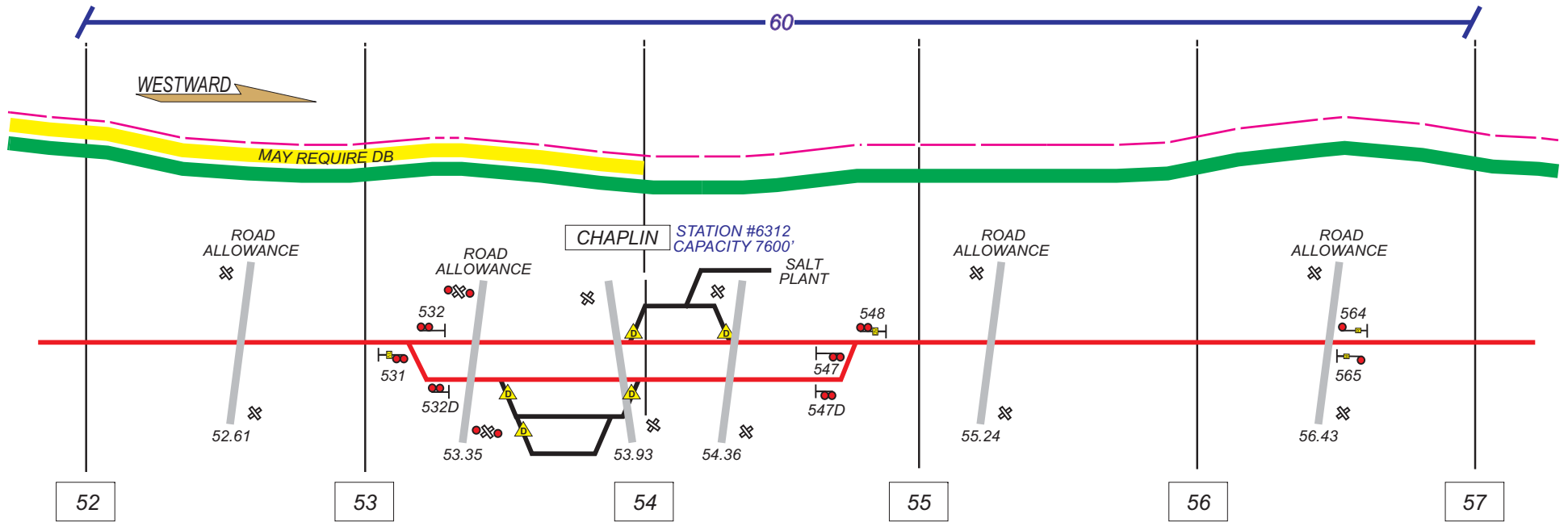


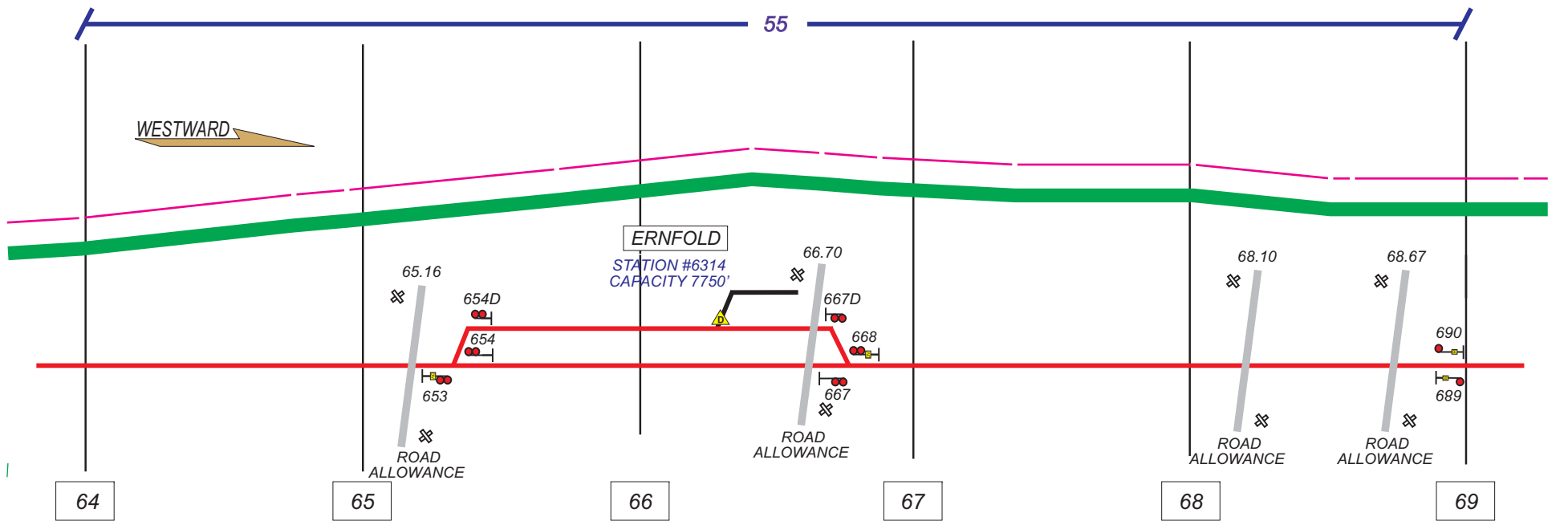
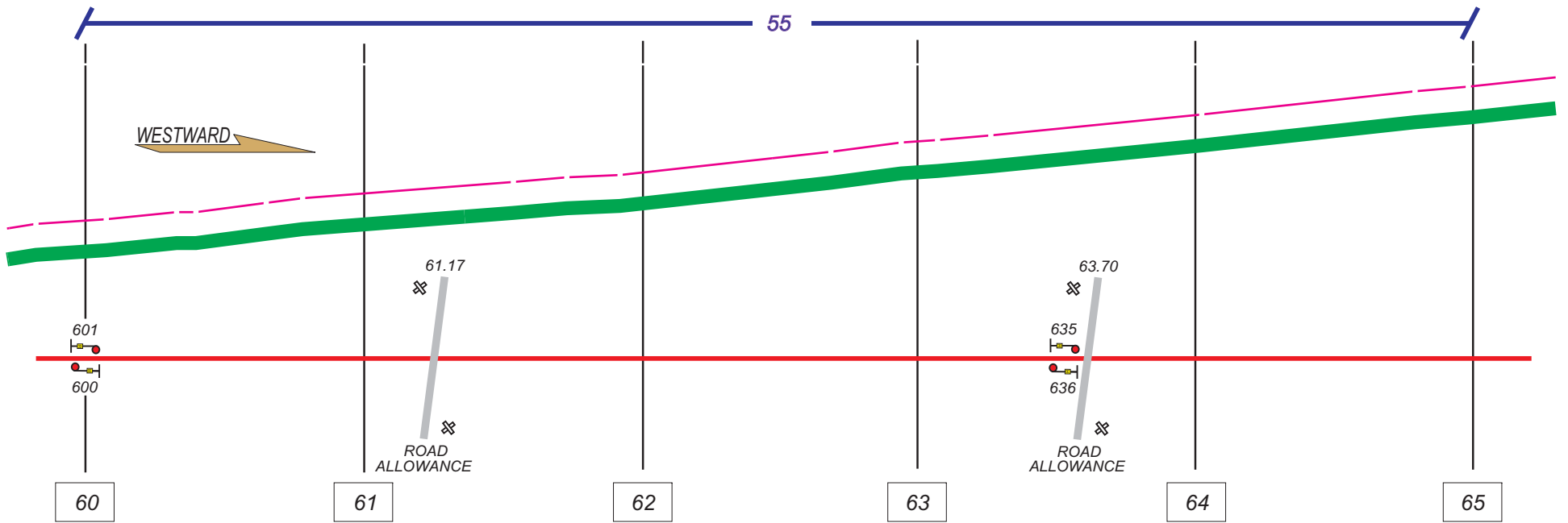


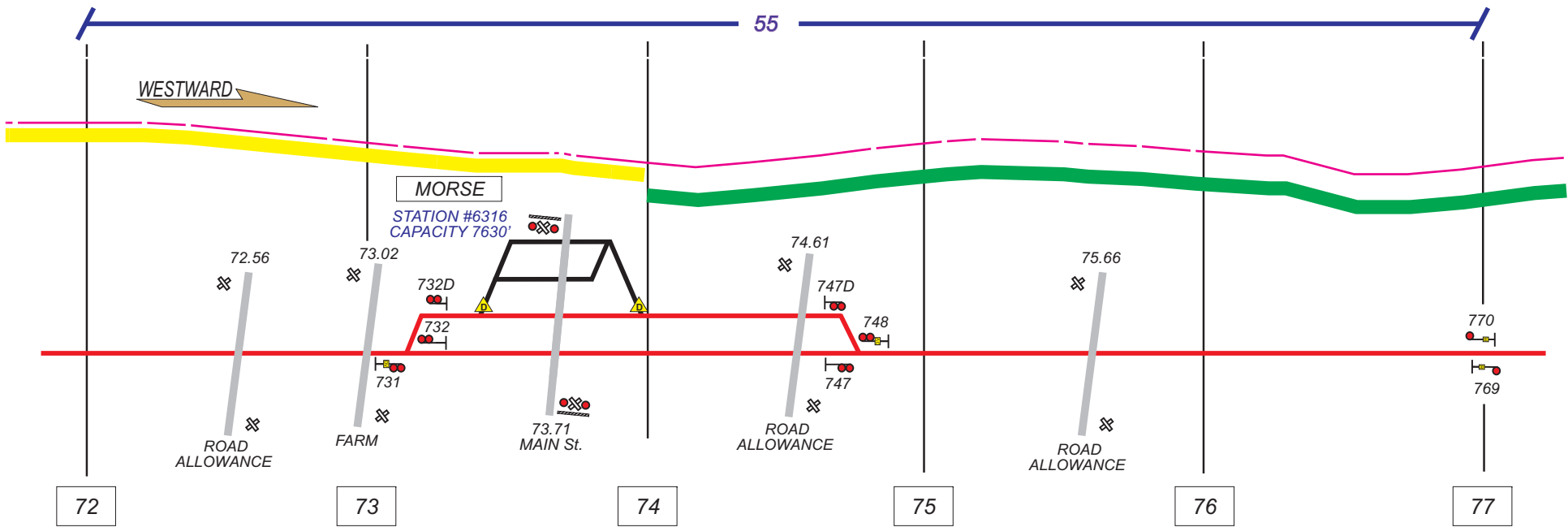
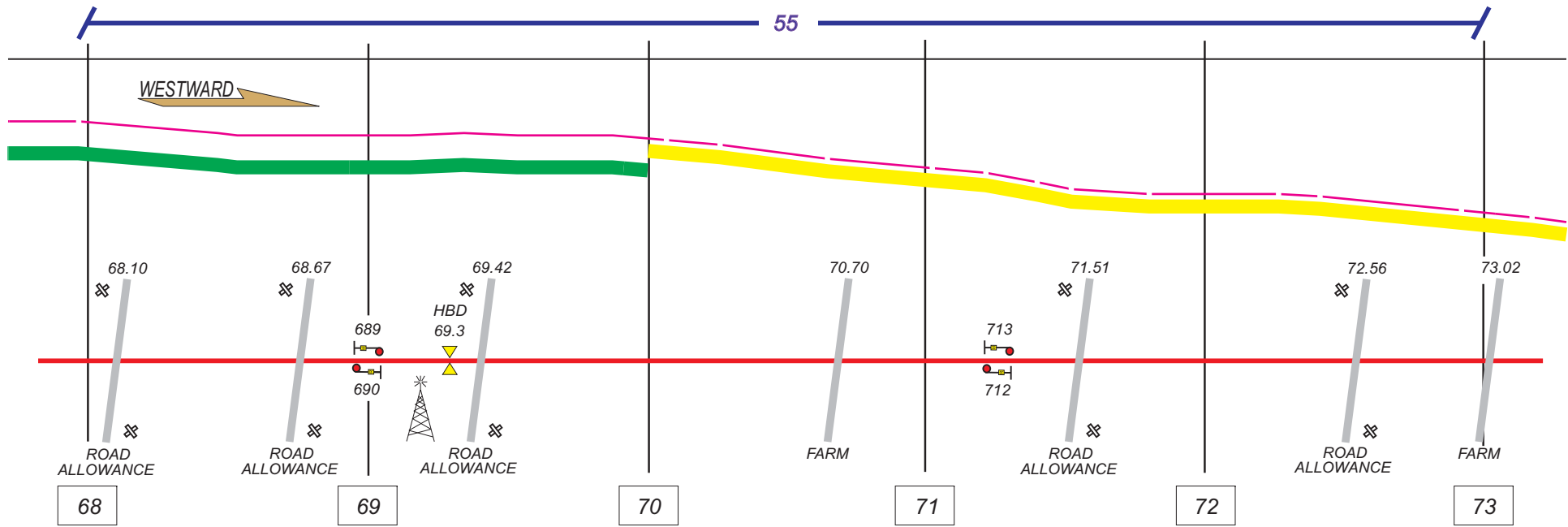


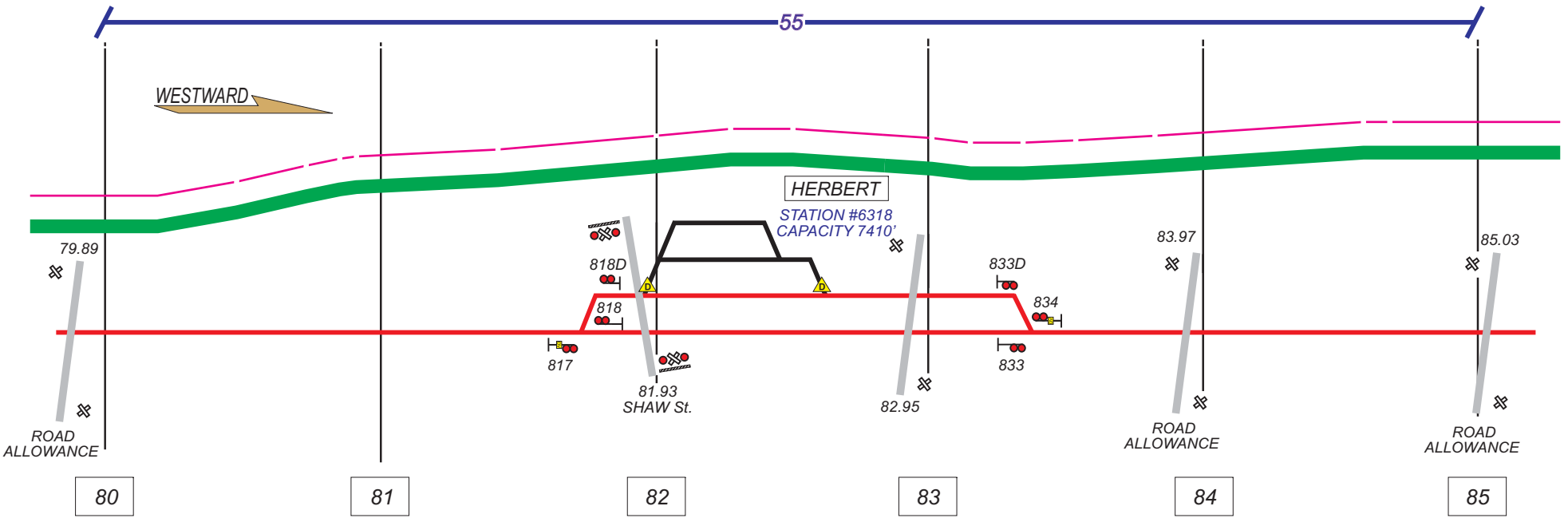
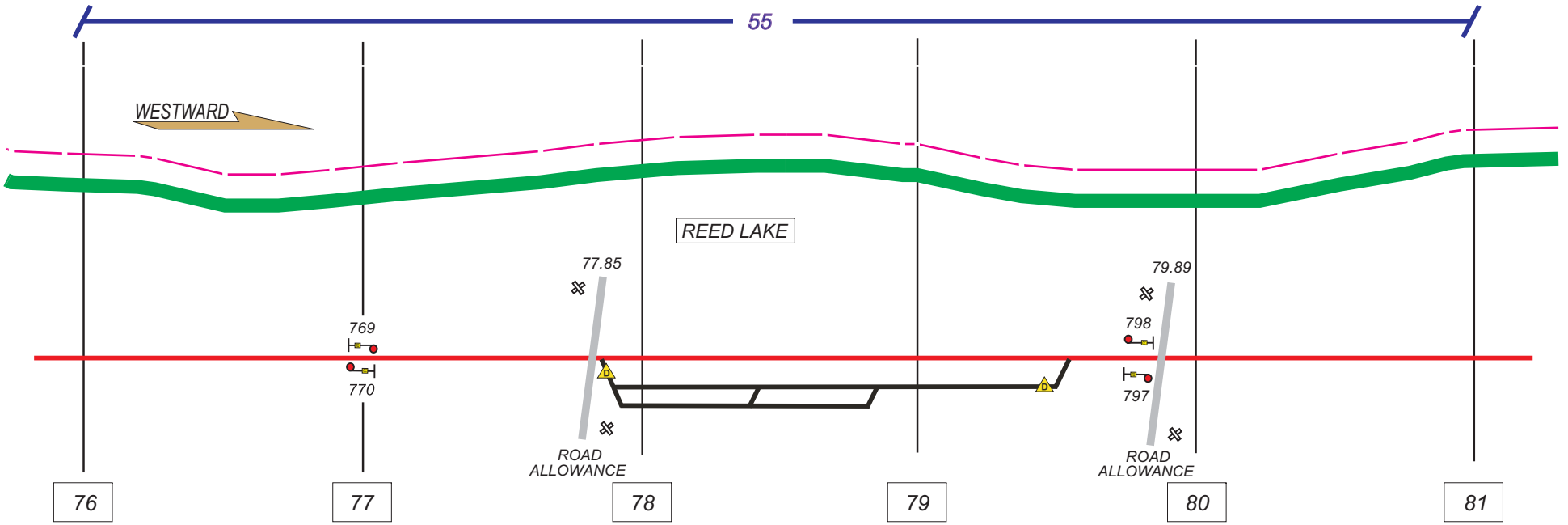


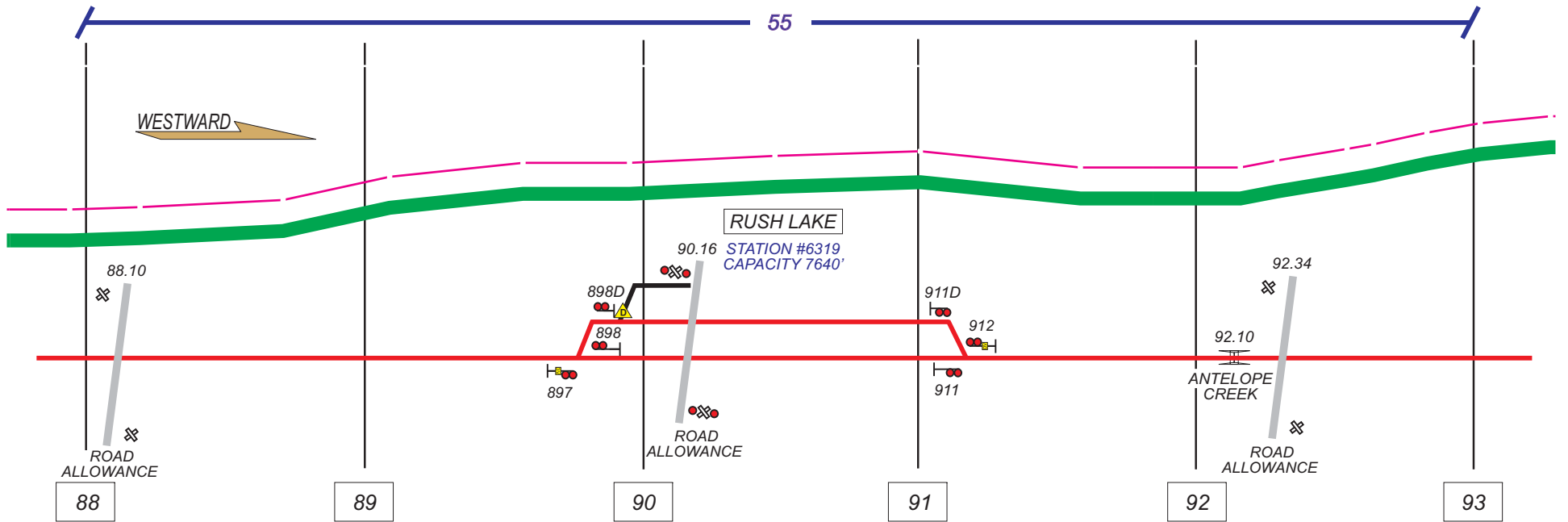
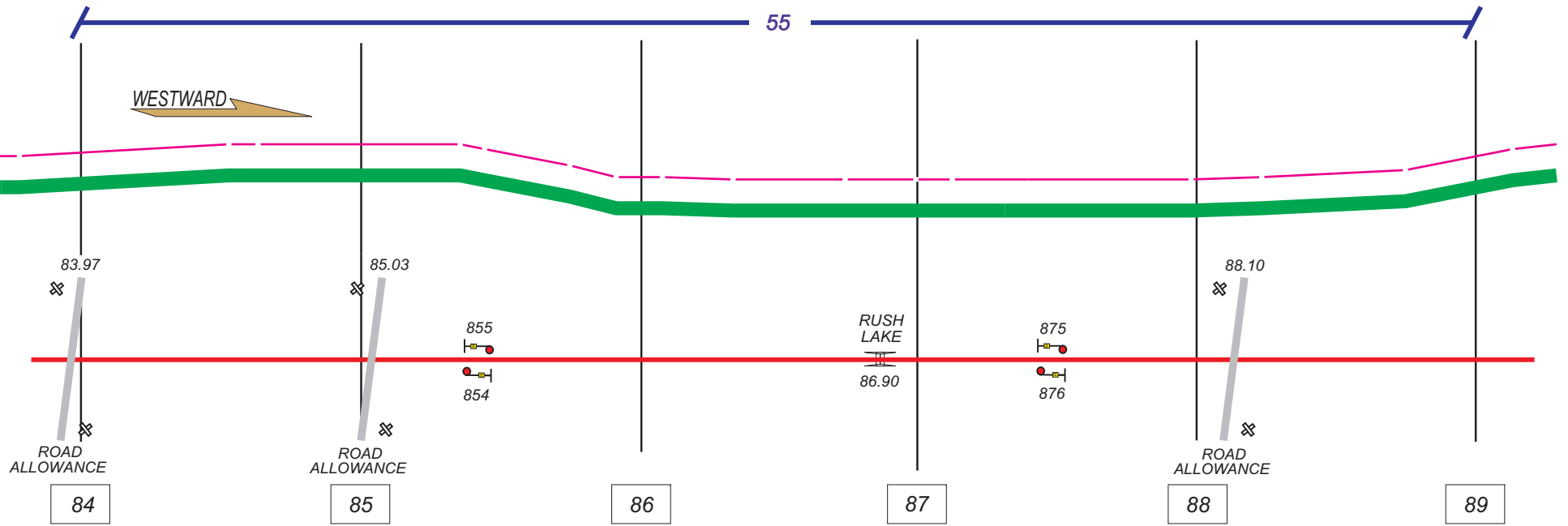


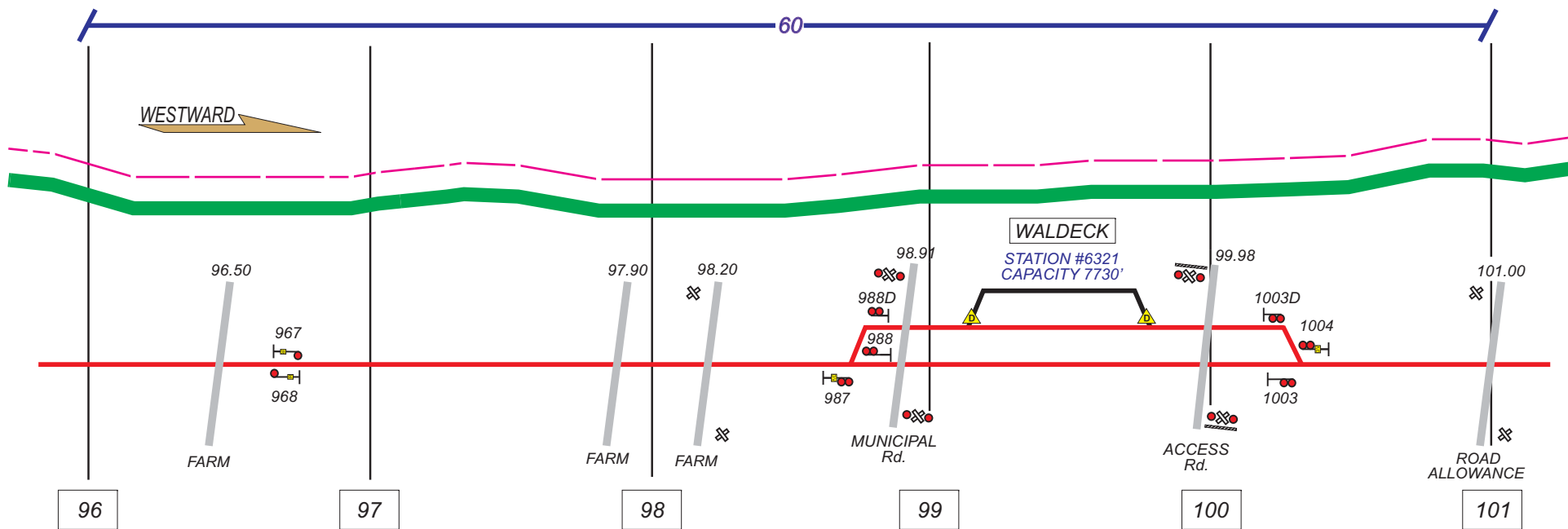
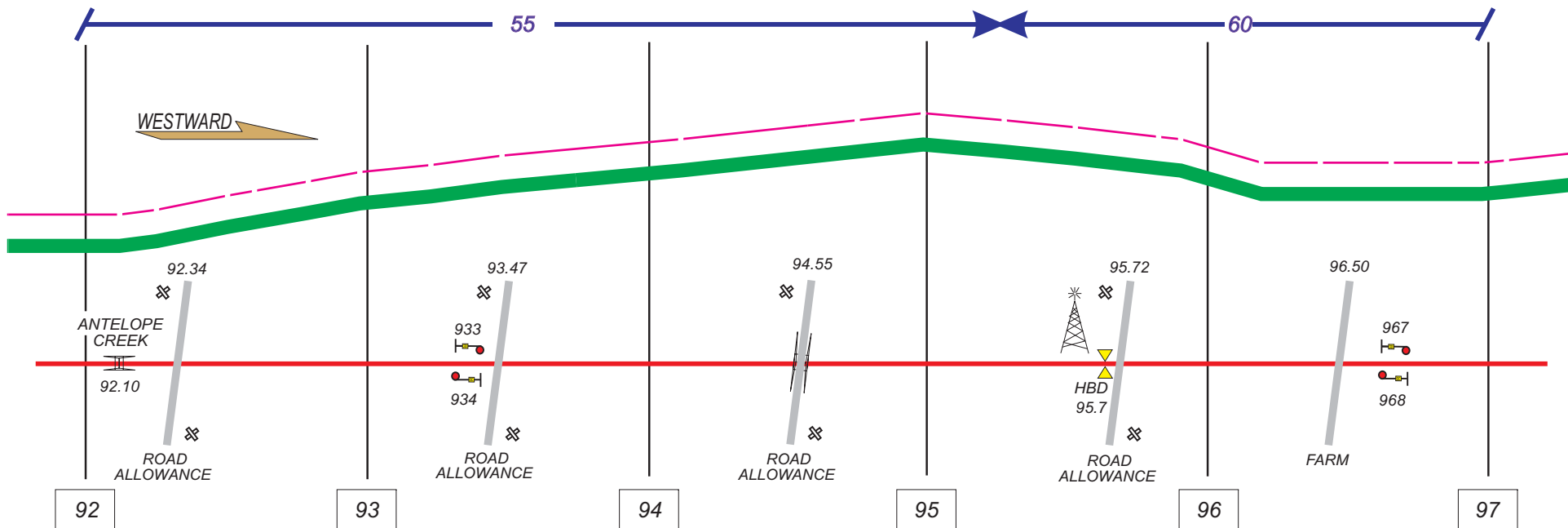


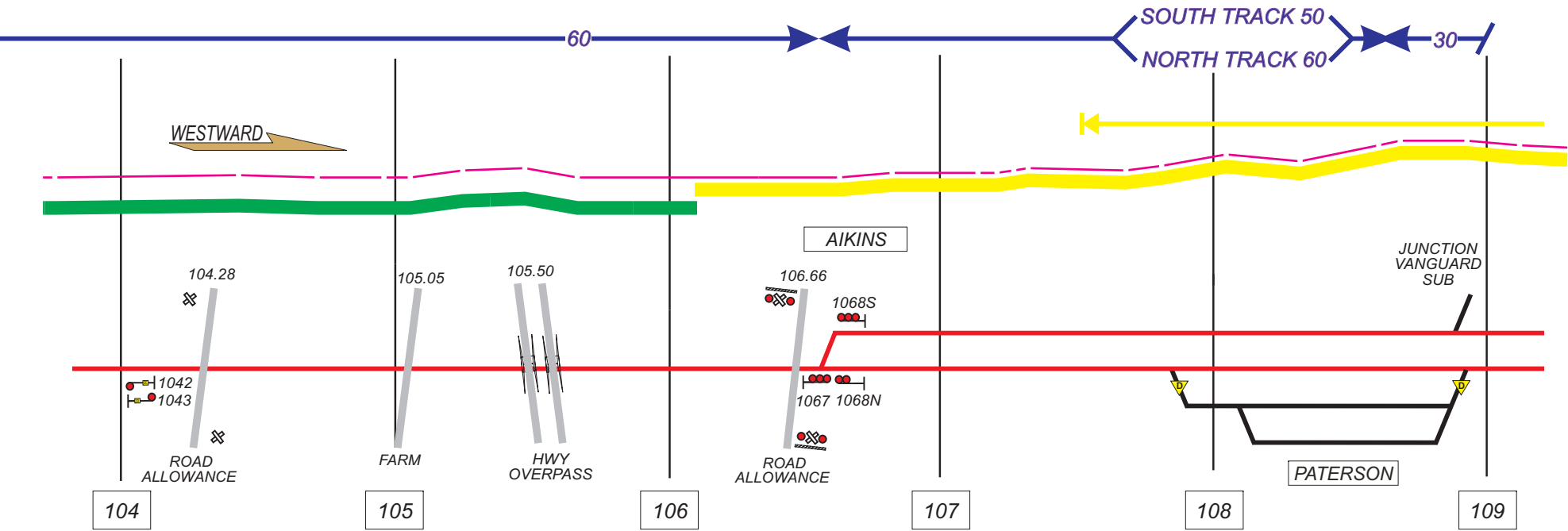
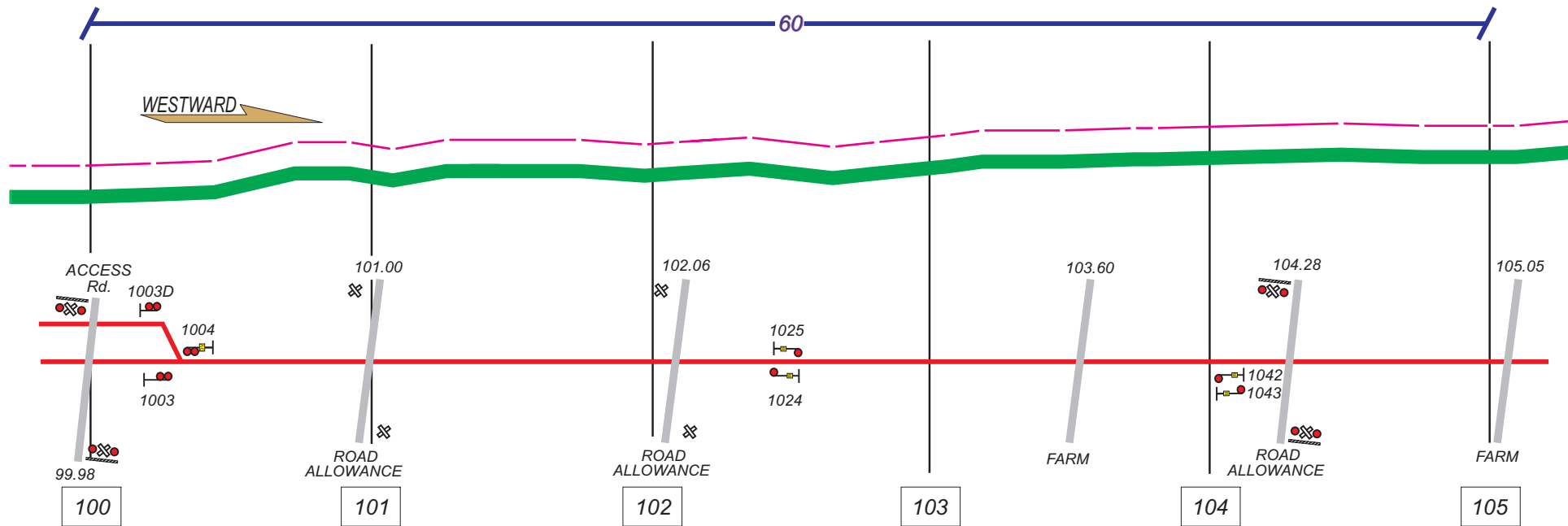


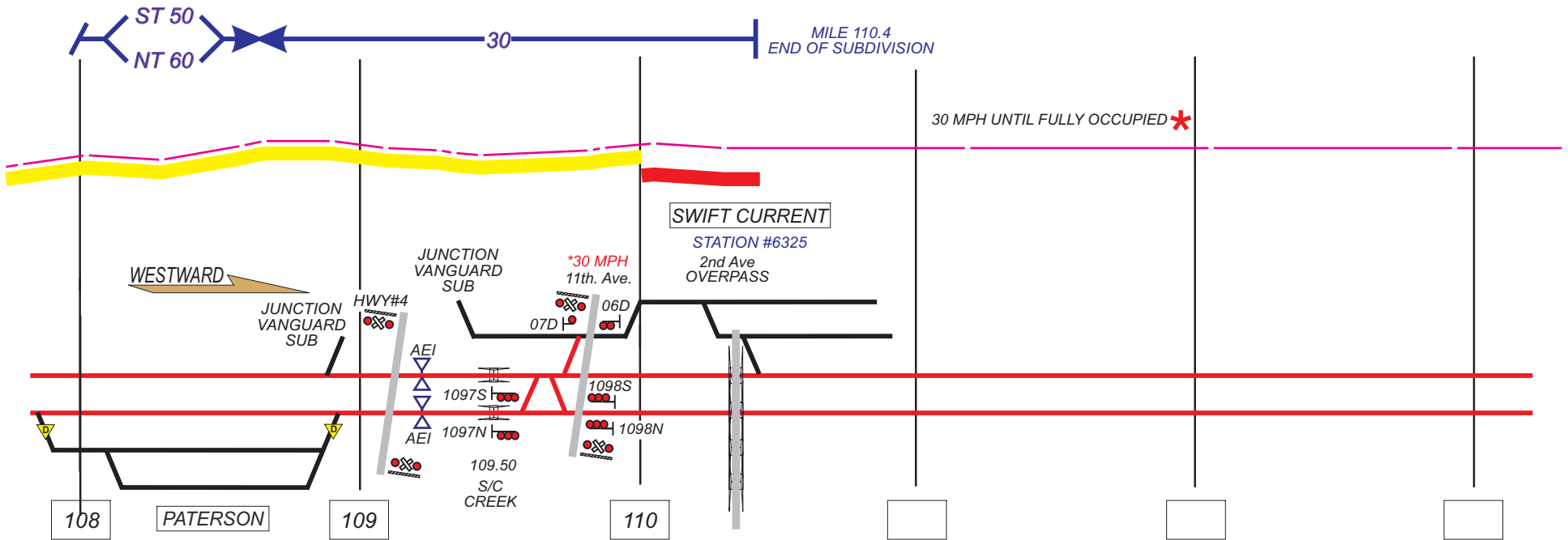












The Train Handling Guidelines were established for FUEL CONSERVATION. Should any information contained in these guidelines conflict with any rule or regulation, the CROR, GOI, Time Table, Monthly Operating Bulletin, DOB, Operating Bulletin and/or System Special Instruction will govern. These profiles are current at time of issue.

Train Handling Guidelines.....Legend

Fixed Signals		Dynamic Brake	
Hot Box Detector		Throttle Modulation	
Bridge or Viaduct		Automatic Brake	
Overhead Bridge		Speed indicator	
Underpass or Subway		Speed on curves	
Tunnel		Speed for train with a gross tonnage less than prescribed by time table footnotes	
Derail		Speed for train with a gross tonnage at or greater than prescribed by time table footnotes	
Snow Shed		CTC Territory	
Radio Tower		ABS Territory	
Curve Graph		OCS, Yard, Back Tracks and/or Spurs	
		Various Zones and Limits	Switching Zone DOB Limits