

**SAFETY FIRST**

# **CANADIAN NATIONAL RAILWAYS**

**WESTERN REGION—ALBERTA DISTRICT**

## **TIME TABLE**

**TAKING EFFECT AT 24.01 O'CLOCK**

**SUNDAY, JULY 28th, 1929**

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

**GOVERNED BY MOUNTAIN STANDARD TIME**

**THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION**

**DESTROY ALL FORMER TIME TABLES**

**THE COMPANY'S OPERATING RULES ARE PRINTED SEPARATELY IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS MUST HAVE A COPY OF THE RULES AND OF THE CURRENT TIME TABLE ACCESSIBLE WHEN ON DUTY**

**READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY; IMPORTANT CHANGES HAVE BEEN MADE**

**☛ CHECK DAYS OF WEEK WITH CARE**

**W. A. KINGSLAND**  
GENERAL MANAGER  
WINNIPEG

**V. I. SMART**  
GENERAL SUPERINTENDENT TRANSPORTATION  
WINNIPEG

**W. R. DEVENISH**  
GENERAL SUPERINTENDENT  
EDMONTON

**W. A. KIRKPATRICK**  
SUPERINTENDENT TRANSPORTATION  
EDMONTON

**EDMONTON DIVISION**

Page	Subdivision	Miles
3	Unity..... Biggar to Wainwright.....	140.1
4	Viking..... Wainwright to North Edmonton (including Wainwright).....	123.4
5	Camrose..... Bretville Jct. to Mirror (not including Mirror).....	95.1
6	Alliance..... Camrose to Water Tank.....	60.5
6	Kingman..... Tofield to Barlee Jct.....	23.7
7	Coronado..... Heinsburg to St. Paul Jct.....	160.0
7	Bonnyville..... Abilene to Bonnyville.....	36.6
8	Blackfoot..... North Battleford to Vermilion (not including North Battleford).....	124.4
9	Vegreville..... Vermilion to North Edmonton.....	126.5
9	Demay..... Camrose Jct. to Demay Jct.....	24.9
9	Haight..... Haight Jct. to Vegreville Jct.....	21.6
10 and 11	Edmonton Terminal.....	23.1
12	Athabaska..... Colby Jct. to Athabaska (including Cardiff Branch).....	86.9
		1,046.8

J. L. CAMERON, Superintendent, Edmonton, Alta.

‡ C. H. BROWN, Assistant Superintendent, Edmonton, Alta.

\* J. D. HEALY, Assistant Superintendent, Edmonton, Alta.

Despatchers' Office at Edmonton, Alta.  
Telegraph Call "DK"

A. McRAE, Chief Despatcher  
F. T. PEEBLES, Night Chief Despatcher

H. P. Rock	W. E. Simmons	} Despatchers
G. H. Bartley	R. Moore	
P. J. Morgan	A. N. Brown	

A. Y. Young	} Relief Despatchers
A. G. Hamilton	
J. L. Anderson	
O. K. Deare	
E. W. Depew	
S. J. Dewar	
A. L. McAmmond	

**EDSON DIVISION**

Page	Subdivision	Miles
13	Lac Ste. Anne..... Union Jct. to Darson Jct.....	63.6
13	Sangudo..... Peace River Jct. to Whitecourt.....	72.3
14	Wabamun..... Union Jct. to Edson (not including Union Jct.).....	123.2
15	Brule..... Edson to Jasper (including Jasper).....	106.2
16	Lovett..... Bickerdike to End of Steel.....	57.3
16	Mountain Park..... Parkhill Jct. to End of Steel.....	32.2
16	Luscar..... Leyland to End of Steel.....	5.5
		460.3

A. E. MACDONALD, Superintendent, Edson, Alta.

W. SMITH, Assistant Superintendent, Edson, Alta.

Despatchers' Office at Edson, Alta.  
Telegraph Call "DS"

T. R. DONOVAN, Chief Despatcher

C. H. SIMPSON, Night Chief Despatcher

M. E. Holmes	R. A. Pake	} Despatchers
F. T. Vallereux	F. B. Manuel	
J. H. Dowler	H. E. Fowlie	

T. G. Hight	} Relief Despatchers
A. Clarke	

**CALGARY DIVISION**

Page	Subdivision	Miles
17	Three Hills..... Barlow Jct. to Mirror (including Mirror).....	126.0
17	Stettler..... Munson Jct. to Ferlow Jct.....	108.0
18	Brazeau..... Alix South Jct. to Brazeau.....	149.6
18	Red Deer..... Red Deer to Red Deer Jct.....	6.1
19	Oyen..... Kindersley to Hanna (not including Kindersley).....	136.4
20	Acadia Valley..... Eyre to Acadia Valley.....	24.5
20	Sheerness..... Medicine Hat Jct. to Wardlow.....	55.0
20	Mantario..... Eatonia to Alsask (not including Eatonia).....	33.6
21	Endiang..... Hanna to Alix.....	85.2
21	Drumheller..... Hanna to Calgary.....	136.8
		861.2
Total Miles.....		2,368.3

J. P. JOHNSON, Superintendent, Calgary, Alta.

\* SHERMAN SMITH, Assistant Superintendent, Calgary, Alta.

‡ J. CLARK, Assistant Superintendent, Hanna, Alta.

Despatcher's Office at Calgary, Alta.  
Telegraph Call "K"

J. S. McDONALD, Chief Despatcher

J. D. BUCHANAN, Night Chief Despatcher

D. W. Hunt	G. L. Dineen	} Despatchers
J. C. Ayer	C. P. Hines	
A. McIntyre	W. S. Hewson	
	S. M. Johnson	

W. M. Tilley	} Relief Despatchers
A. Brotherton	
A. T. Holmes	
D. E. Ponceby	

**MEDICAL OFFICERS**

**ASSISTANT CHIEF MEDICAL OFFICER**

Winnipeg, Man..... \*Dr. J. M. Loney

**DISTRICT MEDICAL OFFICERS**

Edmonton, Alta.....	*Dr. E. A. Braithwaite and *Dr. W. A. Wilson
North Edmonton, Alta.....	Dr. A. B. Cameron
Vermilion, Alta.....	Dr. J. J. Knoll
Camrose, Alta.....	Dr. W. V. Lamb and Dr. P. F. Smith
Mirror, Alta.....	Dr. K. MacLennan
St. Paul, Alta.....	Dr. W. Des Rosiers
Eatonia, Sask.....	Dr. J. W. Lord
Kindersley, Sask.....	Dr. W. D. McPhail
Hanna, Alta.....	*Dr. G. H. Wade
Wardlow, Alta.....	Dr. W. G. Anderson
Stettler, Alta.....	Dr. J. E. Mason
Big Valley, Alta.....	Dr. T. F. Murray and Dr. P. P. Smyth
Drumheller, Alta.....	*Dr. L. F. Brogden
Calgary, Alta.....	*Dr. C. E. Coleman, Dr. E. B. Roach and *Dr. V. W. Wright

Red Deer, Alta.....	Dr. C. R. Bunn
Biggar, Sask.....	*Dr. S. E. Shaw
Landis, Sask.....	Dr. N. L. Phoenix
Scott, Sask.....	Dr. J. Jardine
Unity, Sask.....	Dr. J. A. Routledge
Wainwright, Alta.....	Dr. J. G. Middlemass
Three Hills, Alta.....	Dr. Thos. Sawdon
North Battleford, Sask.....	*Dr. J. H. Jackson
Stony Plain, Alta.....	Dr. R. M. Oatway
Gainford, Alta.....	Dr. A. Emmett
Edson, Alta.....	*Dr. H. N. McCordic
Coalspur, Alta.....	Dr. P. A. MacDonald
Brule, Alta.....	Dr. S. C. Morris
Jasper, Alta.....	*Dr. T. Ohagan

\*Also Eye, Ear and Physical Examiners.

**WATCH INSPECTORS**

Winnipeg, Man., 203 Confederation Life Building.....	{ Sydney Y. Ball, General Time Insp. R. Coulson, Asst. General Time Insp.
Edmonton, Alta.....	Jackson Bros. and W. A. Ferguson
Biggar, Sask.....	J. G. Fox
Vermilion, Alta.....	N. Corley
North Battleford, Sask.....	Oscar Asmussen
Eatonia, Sask.....	R. F. Wilson
Kindersley, Sask.....	W. A. Stevenson
Alsask, Sask.....	H. Sheppard
Hanna, Alta.....	B. P. McEwen
Red Deer, Alta.....	A. B. Mitchell
Drumheller, Alta.....	W. E. Mills
Big Valley, Alta.....	H. G. House
Calgary, Alta.....	R. H. Uren
Camrose, Alta.....	Peter Borud
Wainwright, Alta.....	E. L. Cork
Mirror, Alta.....	A. Common
Edson, Alta.....	David Calder
Jasper, Alta.....	E. McDowell

TIME TABLE No. 1, EFFECTIVE JULY 28th, 1929

WESTWARD TRAINS Inferior Direction								UNITY SUBDIVISION				EASTWARD TRAINS Superior Direction								
THIRD CLASS		SECOND CLASS		FIRST CLASS		Miles from Biggar	Bulletins, Coal, Standard Clocks, Train Registers, Water, Wye	STATIONS	Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Ave		FIRST CLASS		SECOND CLASS		THIRD CLASS			
553 Way Freight Mon. Fri.	407 Time Freight Daily	403 Freight Time Daily	1 Pgr. Daily	77 Pgr. Daily Ex. Sun.	3 Pgr. Daily						Sidings	Other Tracks	2 Pgr. Daily	78 Pgr. Daily Ex. Sun.	4 Pgr. Daily	406 Time Freight Daily	404 Time Freight Daily	788 Freight Daily	554 Way Freight Tues. Sat.	
L 6.40	L 11.05	L 8.30	L 14.55	L 10.45	L 2.10	0.0	C, K, W, Y	BIGGAR	T	B	886		A 14.55	A 19.00	A 23.00	A 12.10	A 4.10	A 10.10	A 17.00	
• 6.45	11.10	8.33	14.57	10.47	2.12	1.0		LOVERNA JCT.	P				14.53	18.57	22.58	12.00	4.05	10.05	• 16.55	
• 7.10	11.38	8.55	15.11	• 11.02	2.24	8.6		OBAN	P		80	24	14.41	• 18.42	22.46	11.38	3.45	9.50	• 16.30	
• 7.30	11.55	9.20	15.22	• 11.17	2.36	16.3		PALO			81	16	14.29	• 18.25	22.35	11.17	3.15	9.20	• 16.00	
• 8.10	12.13	9.37	15.33	• 11.29	2.46	22.6	W	LANDIS	T	SI	100	77	14.17	• 18.10	22.25	10.55	2.46	9.00	• 15.33	
• 8.35	12.30	9.57	15.45	• 11.44	2.57	30.0		CAVELL	T	CB	81	45	14.05	• 17.52	22.13	10.35	2.20	8.35	• 15.05	
• 8.55	12.45	10.17	15.55	• 11.56	3.07	36.6		REFORD			84	50	13.55	• 17.37	22.03	10.17	2.00	8.15	• 14.40	
• 9.20	13.08	10.40	16.05	• 12.10	3.17	39.4	W	SCOTT	T	SK	100	74	13.46	• 17.24	21.53	10.00	1.40	7.55	• 14.25	
• 9.38	13.32	10.57	16.18	• 12.27	3.30	42.7		TAKO			69	43	13.32	• 17.02	21.39	9.38	1.05	7.30	• 13.52	
• 10.30	13.48	11.11	16.30	• 12.40	3.41	57.9		UNITY	T	NI	81	92	13.21	• 16.46	21.29	9.23	24.45	7.10	• 12.55	
			16.37			60.9		POYSER				21		16.37						• 12.00
• 10.55	14.13	11.33	16.47	• 13.02	3.55	68.5		VERA			100	38	13.02	• 16.18	21.12	8.48	24.05	6.25	• 11.33	
						73.7	C, Y	WYE				30								
• 11.30	14.50	12.12	16.59	• 13.28	4.13	73.9	W	WINTER	P		74	38	12.50	• 16.03	20.56	8.13	23.31	5.40	• 10.50	
• 11.55	15.10	12.38	17.10	• 13.45	4.24	84.5		YONKER			77	15	12.38	• 15.47	20.45	7.58	23.15	5.20	• 10.25	
• 12.27	15.37	12.55	17.19	• 13.58	4.34	90.9		ZUMBRO			100	16	12.27	• 15.37	20.35	7.45	22.59	5.05	• 10.05	
• 12.45	15.55	13.10	17.29	• 14.10	4.45	96.5	W	ARTLAND	T	RT	74	30	12.17	• 15.24	20.25	7.30	22.43	4.45	• 9.40	
• 13.05	16.15	13.30	17.40	• 14.22	4.56	103.3		BUTZE			76	23	12.03	• 15.11	20.11	7.16	22.27	4.25	• 9.05	
Ag 13.15	16.25	13.40	17.45	• 14.33	5.02	106.9		CHAUVIN	T	AU	76	71	11.58	• 15.03	20.06	7.08	22.17	4.10	• 8.50	
L 13.50																				
• 14.15	16.40	13.55	17.53	• 14.50	5.10	111.9		RIBSTONE	T	R	100	72	11.50	• 14.50	19.58	6.48	22.00	3.50	• 8.20	
• 14.37	16.52	14.10	18.00	• 15.00	5.18	116.7		DUNN			100	16	11.43	• 14.37	19.51	6.39	21.50	3.37	• 8.00	
A 14.55	17.05	14.27	18.08	• 15.12	5.25	121.2		EDGERTON	T	DG	76	61	11.36	• 14.27	19.44	6.30	21.40	3.25	• 7.45	
L 15.32																				
• 15.50	17.20	14.50	18.19	• 15.26	5.36	127.8		HEATH			76	36	11.25	• 14.14	19.34	6.15	21.20	3.05	• 7.15	
• 16.15	17.40	15.10	18.31	• 15.40	5.48	130.6	W	GREENSHIELDS	P		76	34	11.13	• 14.01	19.22	5.48	20.52	2.30	• 6.50	
A 16.40	A 18.00	A 15.25	A 18.45	A 15.53	A 6.00	140.1	C, K, W, Y	WAINWRIGHT	T	GN	108	574	L 11.00	L 13.50	L 19.10	L 5.05	L 20.30	L 2.05	L 6.30	

**Details**  
 Poysier Siding 60.9, west end.  
 Vera, east end of elevator track.  
 Mileage 73.7, Wye Coal track, both ends.  
 Winter, west end of elevator track.  
 Artland, east end of elevator track.  
 Chauvin, east end elevator track.  
 Wainwright, west end of No. 1 track.  
 Wainwright, west ladder track.  
 Wainwright, on ice house track, east end,  
 protecting west end rip track.

**Speed Restrictions**  
 Passenger trains must not exceed one (1) mile  
 in one (1) minute at any point.  
 Trains must approach and pass through Biggar  
 and Wainwright yards prepared to stop un-  
 less the main track is seen or known to be  
 clear.  
 Unless authorized by Time Table or Train Order  
 freight trains must not exceed one (1) mile  
 in two (2) minutes at any point.

**Railway Crossings at Grade**  
 With C.P.Ry. at Mileage 37.7 (Interlooked).

**Note.**—\*Mail Crane.

**Yard Limit Boards**  
 Biggar—3,300 feet west of Loverna Jct.  
 Wainwright—3,000 feet east of yard east  
 switch.

**Special Instructions**

Unless otherwise instructed by train order, No. 1 will hold main track at Wainwright, and No. 4 will take siding at crossover just west of Wainwright station.  
 When Nos. 1 and 2 meet at Biggar, No. 2, unless otherwise instructed by train order, will take siding at crossover just west of Biggar station.

No. 1 will stop on flag to detrain passengers from east of Nakina, Port Arthur and east, and Duluth and south.  
 No. 2 will stop on flag to entrain passengers for points east of Nakina and Duluth and south.  
 No. 3 will stop on flag at all stations to detrain passengers from east of Longlac, Port Arthur and east, and Duluth and south, and will stop on flag at Unity and Scott to detrain passengers from Winnipeg.

No. 4 will stop on flag at agency stations to entrain passengers for east of Longlac, Port Arthur and east, and Duluth and south, and will stop on flag at Unity and Scott to entrain passengers for Winnipeg.  
 Trains will not receive a Terminal clearance at Loverna Jct.  
 See Dodland Sub. trains at Biggar, and Porter Sub. trains at Oban.  
 Dispatchers' telephone on 3rd pole east of tank, M.P. 73.9, and in pump-house, M.P. 130.6.





WESTWARD TRAINS Inferior Direction				Miles from Camrose	Bulletins, Coal, Train Registers, Water, Wye	ALLIANCE SUBDIVISION	Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge		EASTWARD TRAINS Superior Direction	
SECOND CLASS	FIRST CLASS	STATIONS	Sidings						Other Tracks	FIRST CLASS	SECOND CLASS	
303 Mixed Wed. Sat.	87 Pgr. Tues. Fri.									88 Pgr. Tues. Fri.	304 Mixed Mon. Thur.	
L 6.00	L 6.45	60.5 59.3	W C, R, Y	ALLIANCE 8.1	T	A	64	A 21.35	A 19.00			
s 6.35	s 7.02	51.2		GALAHAD 7.6	T	DA	41	s 21.12	s 18.10			
s 7.10	s 7.18	43.6		FORESTBURG 8.9	T	FR	59	s 20.52	s 17.30			
s 7.50	s 7.38	34.7	W	HEISLER 6.2	T	R	67	s 20.31	s 16.45			
s 8.25	s 7.51	28.5		ANKERTON 6.3			44	s 20.15	s 15.50			
s 8.50	s 8.04	22.2		ROSALIND 5.8	T	AN	67	s 20.02	s 15.15			
s 9.20	s 8.17	16.4 12.0	W	KELSEY 8.2	T	KY	50	s 19.49	s 14.40			
s 9.50	s 8.33	8.2		KIRON 8.2			44	s 19.28	s 13.45			
A 10.35	A 8.50	0.0	B, C	CAMROSE Jct. with Camrose Sub.	T	CO	48 218	L 19.10	L 13.00			
Wed. Sat. <b>303</b>	Tues. Fri. <b>87</b>	MOUNTAIN TIME						Tues. Fri. <b>88</b>	Mon. Thur. <b>304</b>			

**Special Instructions**

See Camrose Subdivision trains at Camrose.  
The Main Track Switch at Jct. with Camrose Sub.  
at Camrose is in normal position when set  
against Alliance Sub. trains.

**Automatic Block Signals**

Trains will be governed by Automatic Block  
Signals at Camrose. See Instructions on  
Camrose Sub.

**Speed Restrictions**

Unless authorized by Time Table or Train Order,  
freight trains must not exceed one (1) mile in  
three (3) minutes at any point.  
Passenger trains must not exceed one (1) mile in  
one (1) minute and thirty (30) seconds at any  
point.  
Trains must not exceed ten (10) miles per hour  
over first public crossing north of Camrose.

Spurs	Mileage	Capacity	Connected
Noble's Spur	1.5	7 Cars	West end
Grain Siding	4.4	14 Cars	Both ends
Grain Spur	10.3	19 Cars	West end

NORTHWARD TRAINS Inferior Direction				Miles from Tofield	Bulletins, Coal, Standard Clocks, Train Registers, Water, Wye	KINGMAN SUBDIVISION	Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge		SOUTHWARD TRAINS Superior Direction	
FIRST CLASS		STATIONS	Sidings						Other Tracks	FIRST CLASS	SECOND CLASS	
13 Pgr. Daily Ex. Sun.										14 Pgr. Daily Ex. Sun.		
L 15.49	23.7 19.2	R W	BARLEE JCT. Jct. with Camrose Sub. 5.3						A 10.29			
s 16.00	18.4		DINANT 6.4			53			s 10.17			
s 16.14	12.0		KINGMAN 6.4	T	KG	55			s 10.03			
f 16.28	5.6 2.2		BARDO 5.6			55			f 9.49			
A 16.42	0.0	C, K, Y	TOFIELD Jct. with Viking Sub.	T	FD	112 157			L 9.35			
Daily Ex. Sun. <b>13</b>	MOUNTAIN TIME							Daily Ex. Sun. <b>14</b>				

**Special Instructions**

Trains will not receive a Terminal clearance at Barlee Jct.  
The main track switch at Barlee Jct. is in normal position when  
set for Camrose Sub. trains.

**Automatic Block Signals**

Trains will be governed by Automatic Block Signals at Barlee  
Jct. See Instructions on Camrose Sub.

**Speed Restrictions**

Trains must approach and pass through Tofield yard prepared  
to stop unless the main track is seen or known to be clear.  
Unless authorized by Time Table or Train Order, freight trains  
must not exceed one (1) mile in three (3) minutes at any  
point.  
Passenger trains must not exceed one (1) mile in one (1) minute  
and thirty (30) seconds at any point.

Spurs	Mileage	Capacity	Connected
Dobell	1.1	71 cars	South end
Tofield Coal Co.	1.6	160 cars	North end
Spur	3.7	28 cars	Both ends
Canadian Dinant	17.8	224 cars	North end
Stegund	22.0	10 cars	North end

**Derails**

Dobell—215 feet from frog.  
Spur at Mileage 17.8.  
Dinant—South and north ends of other track.

**Yard Limit Boards**

Tofield—3000 feet south of Water Tank, Mileage 2.2.

WESTWARD TRAINS Inferior Direction		Miles from St. Paul Jct.	Bulletins, Coal, Standard Clocks, Train Registers, Water, Wyes	CORONADO SUBDIVISION		Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge		EASTWARD TRAINS Superior Direction	
FIRST CLASS 95 Pgr. Tues. Thur. Sat.	STATIONS			Sidings	Other Tracks			FIRST CLASS 96 Pgr. Mon. Wed. Fri.			
		160.0	Y	HEINSBURG			41	24			
		154.5		MIDDLE CREEK			41	24			
		149.4		LINDBERG			41	24			
		143.0		MURIEL				21			
L 7.00		139.6	R	ELK POINT	T WK		37	29	A 19.00		
W 7.20		135.2	W	ARMISTICE			41	14	18.40		
		129.4		HEENAN			41	19	18.25		
A 8.00		120.2	B, C, Y	ST. PAUL	T AU		38	66	18.00		
L 8.30		112.8		OWLSEYE				37	17.39		
W 8.51		108.3	R, Y	ABILENE			33		17.27		
		107.4	W	ASHMONT	T AS			42	17.18		
W 9.12		104.6		SPEDDEN			37	37	17.00		
		98.2		VILNA	T VN			46	16.38		
		89.8		BELLIS	T B			47	16.13		
		80.0	W	EDWARD				42	15.59		
		75.8		SMOKY LAKE	T SM			42	15.30		
		74.7		WARSPITE	T WR			42	15.11		
		64.6	C	WASKATENEAU	T WA			42	14.52		
		57.0		RADWAY	T RA			55	14.34		
		50.1	W	KERENSKY				46	14.12		
		43.1		REDWATER				42	13.57		
		34.9		CORONADO				38	13.34		
		29.6		GIBBONS	T GI			42	13.19		
		20.6	W	DUAGH				42	12.57		
		15.6		ST. PAUL JCT.				21	12.37		
		7.2	R, Y								
		0.0									
Tues. Thur. Sat.	MOUNTAIN TIME								Mon. Wed. Fri.	96	

**Yard Limit Boards**  
 Mileage 107.4—3000 feet west of Water Tank.  
 Abilene—3000 feet east of siding east switch.  
 St. Paul—3000 feet west of west switch.  
 3000 feet east of east switch.

**Special Instructions**  
 Trains will not receive a Terminal clearance at Abilene or St. Paul Jct.  
 The main track switch at Abilene is in normal position when set against the Bonnyville Sub.  
 Lights will not be used on switches and train order signals during the hours of sunset to sunrise, Heinsburg to Elk Point and inclusive.

**Speed Restrictions**  
 No. 95 and No. 96 must not exceed schedule speed.  
 Trains must approach and pass through Elk Point, St. Paul, Abilene and St. Paul Jct. yards prepared to stop unless the main track is seen or known to be clear.  
 Passenger trains must not exceed one (1) mile in one (1) minute and forty-two (42) seconds at any point.  
 Unless authorized by Time Table or Train Order freight trains must not exceed one (1) mile in three (3) minutes between Heinsburg and St. Paul Jct.

**Derails**  
 Ashmont—Both ends of elevator track.  
 Edward—West end of siding.  
 Smoky Lake—East end of siding.  
 Redwater—East end of siding.

Spurs	Mileage	Capacity	Connected
Gravel Pit	75.9	115 Cars	West end.
Grain Spur	2.7	17 Cars	Both ends.
Asylum Spur	1.0	42 Cars	West end.

WESTWARD TRAINS Inferior Direction		Miles from Abilene	Bulletins, Coal, Standard Clocks, Train Registers, Water, Wyes	BONNYVILLE SUBDIVISION		Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge		EASTWARD TRAINS Superior Direction	
SECOND CLASS 307 Mixed Tues. Thur. Sat.	STATIONS			Sidings	Other Tracks			SECOND CLASS 308 Mixed Mon. Wed. Fri.			
L 6.30		36.6	R, Y	BONNYVILLE	T N		53	46	A 21.00		
W 6.50		31.2	W	ANSHAW			42	24	20.30		
W 7.20		24.1		FRANCHERE			42	21	20.00		
W 7.50		18.8		GLENDON			42	27	19.30		
W 8.10		14.7		THERIEN			45	41	19.00		
W 8.30		9.8		MALLAIG			40	35	18.30		
W 8.50		3.8		BOSCOMBE			32	28	18.00		
A 9.00		0.0	R, Y	ABILENE					L 17.40		
Tues. Thur. Sat.	MOUNTAIN TIME								Mon. Wed. Fri.	308	

**Special Instructions**  
 Trains will not receive a Terminal clearance at Abilene.  
 The main track switch at Abilene is in normal position when set against the Bonnyville Sub.

**Speed Restrictions**  
 Mixed trains must not exceed schedule speed.  
 Unless authorized by Time Table or Train Order freight trains must not exceed one (1) mile in three (3) minutes at any point.

WESTWARD TRAINS Inferior Direction				BLACKFOOT SUBDIVISION										EASTWARD TRAINS Superior Direction				
THIRD CLASS	SECOND CLASS	FIRST CLASS		Miles from North Battleford	Bulletins, Coal, Standard Clocks, Train Registers, Water, Wyes	STATIONS	Train Order or Phone Offices	Telegraph Culls	Car Capacity 40 ft. Av'gr		FIRST CLASS	SECOND CLASS	THIRD CLASS					
545 Way Freight Mon. Wed. Fri.	275 Mixed Tues. Fri.	5 Pgr. Daily	29 Pgr. Daily Ex. Sun.						6 Pgr. Daily	30 Pgr. Daily Ex. Sun.	276 Mixed Tues. Fri.	546 Way Freight Tues. Sat.	812 Freight Daily					
L 7.40	L 8.00	L 21.25	L 11.20	0.0	C,K,W,Y	NO. BATTLEFORD Jct. with Langham and Turtleford Subs.	T	FD	787		A 7.40	A 18.00	A 16.50	A 16.30	A 17.45			
s 8.00	A 8.20	s 21.38	s 11.30	6.1	R	BATTLEFORD JCT. Jct. with Cutknife Sub.	P				s 7.25	s 17.46	L 16.30	s 16.05	17.20			
s 8.20		f 21.52	f 11.45	10.8		HIGHGATE			44		f 7.14	f 17.35		s 15.45	17.00			
s 8.45		s 22.08	s 12.01	18.9	W	DELMAS	T	MS	44		s 6.57	s 17.20		s 15.25	16.38			
s 9.05		s 22.23	f 12.15	26.2		BRESAYLOR			45		s 6.42	f 17.06		s 15.00	16.16			
s 9.30		s 22.39	s 12.30	33.9		PAYNTON	T	AN	39	39	s 6.26	s 16.52		s 14.35	15.53			
s 9.55		f 22.57	f 12.47	43.4		BIRLING			45		f 6.08	f 16.35		s 14.05	15.25			
s 10.30		s 23.12	s 12.59	49.9		MAIDSTONE	T	OD	60	54	s 5.55	s 16.23		s 13.45	15.05			
s 11.20		s 23.30	s 13.14	57.6		WASECA	T	SA	37	37	s 5.39	s 16.08		s 13.14	14.45			
s 12.15		s 23.48	s 13.31	64.3	C, W	LASHBURN	T	RS	38	49	s 5.23	s 15.53		L 12.40 A 12.00	14.25			
s 12.45		s 24.06	s 13.48	72.6		MARSHALL	T	MR	38	38	s 5.03	s 15.35		s 11.35	13.48			
s 13.15		f 24.20	f 13.59	78.9		ABERFELDY			41		f 4.51	f 15.24		s 11.10	13.15			
A s 13.40 L s 15.14		s 24.35	s 14.14	82.3 84.4	W	LLOYDMINSTER	T	YD	38	74	s 4.40	s 15.14		L 10.50 A 9.55	12.55			
s 15.40		s 24.52	s 14.27	91.4		BLACKFOOT	T	BC	41		s 4.22	s 14.59		s 9.35	12.35			
s 16.05		s 1.11	s 14.43	99.3		KITSCOTY	T	KY	54	52	s 4.04	s 14.43		s 9.00	12.10			
s 16.35		s 1.32	s 15.06	109.6	W	ISLAY	T	SY	38	38	s 3.38	s 14.13		s 8.00	11.20			
s 17.00		f 1.48	f 15.21	117.3		BORRADAILE			44		f 3.21	f 13.56		s 7.20	10.55			
A 17.20		A 2.05	A 15.35	124.4	C,K,W,Y	VERMILION Jct. with Vegreville Sub.	T	VN	17	600	L 3.05	L 13.40		L 7.00	L 10.30			

Mon. Wed. Fri.	Tues. Fri.	Daily	Daily Ex. Sun.	MOUNTAIN TIME					Daily	Daily Ex. Sun.	Tues. Fri.	Tues. Thur. Sat.	Daily
545	275	5	29						6	30	276	546	812

**Special Instructions**

Trains will not receive a Terminal clearance at Battleford Jct.  
 First class trains will receive a Terminal clearance at Lloydminster.  
 Trains must approach and pass through North Battleford and Vermilion yards prepared to stop unless the main track is seen or known to be clear.  
 Eastward freight trains stop at "Stop" board just east of Highgate and consume twenty (20) minutes running from this board to junction switch at Battleford Jct.

**Speed Restrictions**

Trains must not exceed ten (10) miles per hour over Frederick St. crossing at Lloydminster, just east of station platform; also over public road crossing just east of east switch at Lashburn.  
 Trains must not exceed ten (10) miles per hour over Alberta Ave., second crossing east of Lloydminster Station.  
 Trains must not exceed five (5) miles per hour over Robert St. crossing, North Battleford.  
 Passenger trains must not exceed one (1) mile in one (1) minute and twelve (12) seconds at any point.  
 Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in two (2) minutes and thirty (30) seconds at any point.

**Yard Limit Boards**

North Battleford—3200 feet west of Turtleford Sub. switch.  
 Battleford Jct.—One only, 3600 feet west of Battleford Jct. switch.  
 Lashburn—3000 ft. west of west switch. 3000 ft. east of east switch.  
 Lloydminster—3000 ft. west of west switch. 3000 ft. east of east switch.  
 Kitscoty—2000 ft. east of east switch.  
 Islay—2030 ft. east of east switch.  
 Vermilion—3000 ft. east of wye east switch.

**Derails**

North Battleford—  
 Industrial Spur—1430 ft. west of head block.  
 New Team Track—400 ft. west of head block.  
 West Canada Sawmill Spur—Just north of Railway Avenue.  
 Beaver Lumber Co. Spur—Just north of Railway Avenue.  
 Saskatchewan Co-Operative Creamery Spur—300 ft. from head block.  
 Highgate—East end of siding.  
 Lloydminster—Electric Power House Spur.  
 Vermilion—Coal Dock Spur.

WESTWARD TRAINS  
Inferior Direction

EASTWARD TRAINS  
Superior Direction

THIRD CLASS 549 Way Freight Tues. Sat.	SECOND CLASS 300 Mixed Tues. Sat.	FIRST CLASS			Miles from Vermilion	Bulle- tins, Coal, Stand- ard Clocks, Train Registers, Water, Wyes	VEGREVILLE SUBDIVISION		Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge		FIRST CLASS			SECOND CLASS 299 Mixed Mon. Wed. Fri.	THIRD CLASS	
		29 Pgr.	95 Pgr.	5 Pgr.			STATIONS	S			V	A	810 Freight	550 Way Freight Mon. Wed. Fri.				
		Daily Ex. Sun.	Tues. Sat.	Daily											30 Pgr.		96 Pgr.	6 Pgr.
L 7.15		L 15.45		L 2.20	0.0	C,K,W,Y	VERMILION	T	VN	17	600	A 13.30		A 2.55		A 8.05	A 17.15	
s 7.40		f 16.00		f 2.38	7.4		CLAYSMORE				42	f 13.15		f 2.38		7.40	s 16.45	
s 8.00		s 16.16		s 2.55	14.6		MANVILLE	T	V	39	39	s 13.00		s 2.20		7.22	s 16.16	
s 8.25		s 16.32		s 3.13	22.9	W	MINBURN	T	RN	37	37	s 12.41		s 2.00		7.00	s 15.45	
s 8.50		s 16.51		s 3.32	31.6		INNISFREE	T	NI	37	39	s 12.22		s 1.40		6.37	s 15.20	
s 9.15		s 17.09		s 3.52	36.8	W	RANFURLY	T	RF		45	s 12.04		s 1.22		6.15	s 14.55	
s 9.40		s 17.28		s 4.11	48.2		LAVOY	T	AY	37	37	s 11.44		s 1.04		5.50	s 14.30	
A 10.15	L 6.30	s 17.48		s 4.33	57.1	C,R,W,Y	VEGREVILLE	T	RG	73	250	s 11.23		s 24.43	A 17.20	L 5.00	s 13.55	
L 11.23	A 6.35	s 17.50		4.35	58.5		VEGREVILLE JCT.				81	11.16		24.35	L 17.15	A 4.18	s 13.10	
s 11.50		f 18.07		f 4.52	64.0		ROYAL PARK				43	f 11.04		f 24.25		3.57	s 12.55	
s 12.30		s 18.23		s 5.07	70.9		MUNDARE	T	DU	63	69	s 10.52		s 24.11		3.40	s 12.30	
s 12.55		f 18.41		f 5.27	77.6		HILLIARD	T	H		43	f 10.35		* 23.52		3.20	s 11.30	
s 13.20		s 18.57		s 5.43	85.1	W	CHIPMAN	T	KN	47	56	s 10.19		s 23.33		3.00	s 11.05	
s 13.55		s 19.11		s 6.00	92.4		LAMONT	T	KS	51	61	s 10.02		s 23.17		2.40	L 10.22	
s 14.20		s 19.26		s 6.15	99.2		BRUDERHEIM	T	BD	40	51	s 9.45		s 22.59		2.20	A 9.50	
s 14.40		f 19.40		f 6.29	106.2		SCOTFORD				41	f 9.29		f 22.44		2.00	s 8.55	
s 15.20		s 19.55		s 6.44	112.7	W	Ft. SASK'CH'W'N.	T	FS	49	61	s 9.14		s 22.29		1.35	s 8.30	
s 15.45		f 20.11		f 7.00	118.0		RIVER BEND				41	f 8.54		f 22.13		1.10	s 7.22	
s 16.00		f 20.19		f 7.08	121.7		OLIVER				50	f 8.46		f 22.05		1.00	s 7.08	
16.12		s 20.22	L 13.53	s 7.11	122.9	R, Y	ST. PAUL JCT.				30	s 8.43	A 12.37	s 22.02		24.55	s 6.55	
A 16.25		A 20.31	A 14.02	A 7.20	126.5	R	NORTH EDMONTON	P			58	L 8.33	L 12.28	L 21.53		L 24.45	L 6.50	
Tues. Thur. Sat.	Tues. Thur. Sat.	Daily Ex. Sun.	Tues. Thur. Sat.	Daily	MOUNTAIN TIME							Daily Ex. Sun.	Mon. Wed. Fri.	Daily	Mon. Wed. Fri.	Daily	Mon. Wed. Fri.	
549	300	29	95	5								30	96	6	299	810	550	

Special Instructions

\*No. 6, Daily except Sundays, will stop at Hilliard for the exchange of mails.  
Trains will not receive a Terminal clearance at Vegreville Jct., St. Paul Jct. or North Edmonton.  
First class trains will receive a Terminal clearance at Vegreville.  
Telephone is located at North Edmonton Diamond.  
Train Register—North Edmonton, except for extra trains.

Speed Restrictions

Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in two (2) minutes and thirty (30) seconds at any point.  
Trains and engines must reduce speed to ten (10) miles per hour over Main Street Crossing, Vegreville, just west of station.  
Trains must not exceed six (6) miles per hour over street crossings between Bridge 112.1 and station, Fort Saskatchewan, and ten (10) miles per hour over fill, west approach Bridge Mileage 113.9, and fills at Mileages 116.0, 117.0 and 121.3.  
Trains must not exceed ten (10) miles per hour over the first crossing west of Vermilion.  
Trains must approach and pass through Vermilion, Vegreville, and North Edmonton yards prepared to stop unless the main track is seen or known to be clear.

Deraills

Innisfree—East end Service Track.  
River Bend—East end of Industrial Track.

Spurs

Spurs	Mileage	Capacity
Flour Mill Spur	0.2	8 cars
Ballast Pit	28.7	230 cars
Noack Grain Co.	98.9	7 cars
Imperial Oil Co. and Hunter Lumber Co.	112.4	9 cars
Stockyard Spur	126.3	91 cars

Yard Limit Boards

Vermilion—3000 feet west of Power House switch.  
Vegreville—3000 feet east of Engine House switch.  
3000 feet west of wye west switch.  
Ft. Saskatchewan—3000 feet east of Imperial Oil Company's switch.  
3000 feet west of west switch.  
North Edmonton—3000 feet east of Stock Yard switch.

Railway Crossings at Grade

With C.P.Ry. at Mileage 97.8—Protected by Automatic Interlocked Signals. Distant signals are operated in three positions, stop, caution and clear. Home signals are operated in two positions, stop and caution, and are of the absolute type, carrying a lunar white marker light, and should they fail to go to the caution position, train movements over the crossing must not be made until trainman has opened the iron box protected by switch lock located at the crossing, which contains knife switch, and places this knife switch in the upper position, which will cause home signals on the C.P.R. to remain in the stop position. Train may then proceed over the crossing under hand signals. When the rear end of the train has passed the opposing home signal, knife switch may then be put in the normal position and box locked. Signal failures to be reported to the Chief Dispatcher at first telegraph office.

NORTHWARD TRAINS  
Inferior Direction

SOUTHWARD TRAINS  
Superior Direction

NORTHWARD TRAINS  
Inferior Direction

SOUTHWARD TRAINS  
Superior Direction

SECOND CLASS 299 Mixed Mon. Wed. Fri.	Miles from Camrose Jct.	Bulle- tins, Coal, Train Registers, Water, Wyes	DEMAI SUBDIVISION		Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge		SECOND CLASS 300 Mixed Tues. Sat.	Speed Restrictions	SECOND CLASS 299 Mixed Mon. Wed. Fri.	Miles from Haight Jct.	Bulle- tins, Coal, Train Registers, Water, Wyes	HAIGHT SUBDIVISION		Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge		SECOND CLASS 300 Mixed Tues. Sat.
			STATIONS	S			V	A						STATIONS	S			V	A	
L 13.05	0.0	Y	CAMROSE JCT.				160	A 10.25		L 15.35	0.0		HAIGHT JCT.				A 7.55			
s 13.25	7.4		DEMAY				42	s 10.00		s 16.10	6.5		HAIGHT				s 7.30			
s 13.55	12.9		ROUNDHILL	T	RH		41	s 9.40		s 16.40	13.9		INLAND				s 7.00			
s 14.25	18.8	W	DODDS				43	s 9.10		A 17.15	21.6	Y	VEGREVILLE JCT.				L 6.35			
s 14.45	24.3		YELGER				44	s 8.45		Mon. Wed. Fri.										
A 14.55	24.9		DEMAY JCT.					L 8.42		299										
Mon. Wed. Fri.			MOUNTAIN TIME																	
299																				

Special Instructions  
Trains will not receive a Terminal Clearance at Camrose Jct. or Demay Jct.  
Train Register—Ryley.  
The main track switches at Camrose Jct. and Demay Jct. are in normal position when set against the Demay Sub.  
Automatic Block Signals  
Trains will be governed by automatic block signals at Camrose Jct. and Demay Jct. See Instructions on Camrose and Viking Subs.

Speed Restrictions  
Mixed trains must not exceed schedule speed.  
Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in three (3) minutes and twenty (20) seconds at any point.  
Spurs  
National Mine Spur — Mileage 12.9, Cap'y 23 cars, Con. South End.  
Chappell Mine Spur — Mileage 18.7, Cap'y 94 cars, Con. North End.  
Yard Limit Boards  
Camrose Jct.—3000 feet north of the north switch.

Special Instructions  
Trains will not receive a Terminal Clearance at Haight Jct. or Vegreville Jct.  
Train Register—Ryley.  
The main track switches at Haight Jct. and Vegreville Jct. are in normal position when set against the Haight Sub.  
Automatic Block Signals  
Trains will be governed by Automatic Block Signals at Haight Jct. See Instructions on Viking Sub.

Speed Restrictions  
Mixed trains must not exceed schedule speed.  
Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in three (3) minutes and twenty (20) seconds at any point.  
Yard Limit Board  
Vegreville—3000 feet south of the wye switch, Vegreville Jct., Haight Sub.

## EDMONTON TERMINAL SUBDIVISION

### WESTWARD TRAINS—Inferior Direction

THIRD CLASS			SECOND CLASS								FIRST CLASS										Bulletins, Coal, Standard Clocks, Train Registers, Water, Wyes	Telegraph Calls	Train Order or Phone Offices	Miles from Edmonton	Miles from North Edmonton, via Calder Yard	STATIONS		
195 E.D.&B.C. Coaches	561 Way Freight	197 A.&G.W. Coaches	403 Time Freight	349 A.&G.W. Mixed	313 Mixed	311 Mixed	309 Mixed	403 Time Freight	407 Time Freight	1 Pagr.	5 Pagr.	77 Pagr.	29 Pagr.	13 Pagr.	25 Pagr.	97 Pagr.	93 Pagr.	191 E.D.&B.C. Pagr.	95 Pagr.	87 Pagr.							3 Pagr.	5 Pagr.
Wed. Sat.	Wed. Sat.	Wed. Fri.	Daily	Tues. Thur.	Mon. Thur.	Mon. Thur.	Tues. Thur.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sun.	Daily Ex. Sun.	Tues. Fri.	Tues. Fri.	Mon. Thur.	Tues. Thur. Sat.	Tues. Fri.	Daily	Daily						
			L 23.00						L 1.55															R	P	3.1	0.0	N'RTH EDMONTON <small>Jct. with Vegreville and Viking Subs.</small>
			A 23.20					L 4.20	A 2.15															K	D	T	3.6	CALDER YARD <small>0.5</small>
	L 15.20									L 22.35		L 20.57	L 20.31	L 18.10	L 17.20					L 14.02	L 10.50	L 9.47	L 7.20	R	P	3.1	0.0	(N'RTH EDMONTON) <small>Jct. with Vegreville and Viking Subs.</small>
L 19.15	A 15.40	L 14.50		L 9.30	L 8.40	L 8.00	L 7.25			A 22.50 L 23.30	L 21.30	A 21.10	A 20.45	A 18.25	A 17.35	L 17.00	L 16.30	L 16.00	A 14.15	A 11.05	A 10.00 L 10.20	A 7.35	K	DK MO	T	0.0	EDMONTON <small>3.1</small>	
19.20		14.55		9.35	8.45	8.05	7.29			23.34	21.34					17.04	16.34	16.05			10.24			P	1.5	121st STREET <small>(Jct. with C.P.R.)</small>		
19.30		15.05		9.45	8.53	8.13	7.47	4.25		23.43	21.43					17.13	16.43	16.15			10.33			P	4.2	4.1	WEST JCT. <small>(Jct. with Calder Yard Line)</small>	
A 19.35		A 15.10		A 9.50														A 16.20						P	4.9	4.8	E.D. & B.C. JCT. <small>0.7</small>	
					A 9.05	A 8.25	A 8.00	A 4.38		A 23.50	A 21.50					A 17.20	A 16.50				A 10.40					6.4	6.3	UNION JCT. <small>Jct. with Wabamun and Lac Ste. Anne Subs.</small>
																										1.6	0.1	E.Y. & P. JCT.
																								P	10.8		9.2	STRATHCONA
Wed. Sat.	Wed. Sat.	Wed. Fri.	Daily	Tues. Thur.	Mon. Thur.	Mon. Thur.	Tues. Thur.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sun.	Daily Ex. Sun.	Tues. Fri.	Tues. Fri.	Mon. Thur.	Tues. Thur. Sat.	Tues. Fri.	Daily	Daily	MOUNTAIN TIME					
195	561	197	403	349	313	311	309	403	407	1	5	77	29	13	25	97	93	191	95	87	3	5						

**Special Instructions**

Trains will not receive Terminal clearance at North Edmonton, 121st Street, Strathcona, E.D. & B.C. Jct., and Union Jct.

Train Register—North Edmonton, except for extra trains.

Extra trains and yard engines will be controlled by Current Time Table and General Yard Master between Strathcona and E.Y. & P. Jct. Telephones are located in south yard office at Edmonton and Strathcona, which may be used to obtain clearance from General Yard Master on prescribed form.

Double Track between North Edmonton and 270 feet east of 97th Street, also between Edmonton and West Jct., via 121st Street, and will be governed as per Rule 151, exercising care at all cross-overs and lead switches and know they are clear for movement of trains.

Eastward freight trains will use cross-over from eastward to westward track opposite One Hundred Tenth St. to reach west lead in yarding trains. Trains entering Edmonton station from the west will ascertain that the portion of the eastward track east of first cross-over is clear before passing that point.

Unless otherwise provided in the form of train order, Conductors and Enginemen on Westbound trains must obtain a "19" form of train order before leaving Calder Yard or Edmonton, advising them that all superior trains due at Union Jct. have arrived and left.

Despatchers' Telephone is located at North Edmonton Diamond.

Conductors of all westward freight trains will call on telephone at North Edmonton and ascertain what track they shall pull in on at Calder Yard.

Rule Governing the Handling of Air Brakes (n) is applicable for use of retainers, summit of grade westward to Saskatchewan River Bridge.

Stand Pipes at Mileage 3.1 on East Loop, Mileage 0.2, Calder Yard Line, and Strathcona.

**Automatic Block Signals**

Automatic Block Signals are in operation between West Jct. and Union Jct. Rules 501 to 513 apply. Between these points the movement of trains will be by Automatic Signal indication, such judgment to be used as will prevent delay to first and second class trains.

(See Page 11)

# EDMONTON TERMINAL SUBDIVISION

## EASTWARD TRAINS—Superior Direction

STATIONS	Miles from North Ed- monton Via Calder Yard	Miles from Edmonton	Train Order or Phone Offices	Telegraph Calls	Bulletins, Standard Clocks, Train Registers	FIRST CLASS																		SECOND CLASS						THIRD CLASS				
						2	6	14	30	26	78	98	94	96	4	88	192	6	404	404	310	350	314	312	406	792	562	198	196	798				
						Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.		
N'RTH EDMONTON. <i>Jct. with Vegreville and Viking Subs.</i>	0.0	3.1	P		R																													
3.6 CALDER YARD 0.5	3.6		T	D	K																													
N'RTH EDMONTON <i>Jct. with Vegreville and Viking Subs.</i>	0.0	3.1	P		R	A 7.23		A 8.13	A 8.33	A 8.53	A 9.12			A 12.28	A 15.53	A 17.03																		
3.1 EDMONTON	0.0		T	DK MO	K	L 7.10 A 6.40	A 8.00	L 8.00	L 8.20	L 8.40	L 9.00	A 11.05	A 11.55	L 12.15	L 15.40 A 15.20	L 16.50	A 18.55	L 21.40																
1.5 121st STREET <i>(Jct. with C.P.R.)</i>	1.5		P			6.35	7.55					11.01	11.51		15.15		18.50																	
2.7 WEST JCT. <i>Jct. with Calder Yard Line</i>	4.1	4.2	P			6.27	7.47					10.53	11.43		15.07		18.40		10.10															
0.7 E.D. & B.C. JCT.	4.8	4.9	P														L 18.35																	
1.5 UNION JCT. <i>Jct. with Wabamun and Lac Ste. Anne Subs.</i>	6.3	6.4				L 6.20	L 7.40					L 10.45	L 11.35		L 15.00				L 10.00															
0.1 E.Y. & P. JCT.		1.6																																
9.2 STRATHCONA		10.8	P																															
MOUNTAIN TIME						Daily	Daily Ex. Tues.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Tues. Fri.	Tues. Fri.	Mon. Wed. Fri.	Daily	Daily	Wed. Fri.	Wed. Fri.	Wed. Sat.	Wed. Sat.	Daily	Daily	Mon. Thur.	Tues. Thur.	Mon. Thur.	Daily								
						2	6	14	30	26	78	98	94	96	4	88	192	6	404	404	310	350	314	312	406	792	562	198	196	798				

### Speed Restrictions

Second class trains will move between North Edmonton and E.D. & B.C. Jct. prepared to stop at once unless the main track is seen or known to be clear.  
 Trains must stop before passing over any non-protected street railway crossings except 114th Ave. (Spruce Ave.), in the City of Edmonton.  
 Trains must come to a full stop two hundred (200) feet from railway crossings at One Hundred Twenty-fourth St., and reduce speed to six (6) miles per hour over One Hundred Sixteenth Street, Ninety-seventh Ave. and Low Level Bridge.  
 Unless authorized by Time Table or Train Order, trains must not exceed one (1) mile in four (4) minutes at any point between Strathcona and One Hundred Twenty-first St.  
 Enginemen are cautioned to approach curve east of 66th St., North Edmonton, under full control.  
 Between the hours of 23k and 7k trains must stop and be preceded by flagman before moving over Low Level Bridge.  
 Trains must not exceed six (6) miles per hour over 96th Street crossing, 66th St. (Norton), 118th Ave. and 121st St., and ten (10) miles per hour over other crossings in the City of Edmonton.

### Derails

Gainers Spur, Mileage 6.7, north end.  
 Swift Canadian Co. Spur.  
 Calder Yard, Coal Chute ramp.

### Yard Limit Boards

North Edmonton—3,000 feet east of Stockyard switch on Vegreville Sub.  
 Strathcona—3,000 feet south of Terminals Jct. switch.  
 West Junction—3,000 feet west of E.D. & B.C. Junction.

### Railway Crossings at Grade

With Edmonton Electric Railway at—  
 124th St., Old Main Track—Not Interlocked, not protected by flagman.  
 102nd Ave.—Not Interlocked, not protected by flagman.  
 107th Ave.—Protected by automatic wigwag audible signal, also lights (Yellow light, proceed with caution; Red light, Stop). Signals north and south of Diamond govern movements on both tracks. Engines or trains after crossing Diamond and before clearing extreme limits of circuit if required to back up must in all cases be flagged over the crossing. Engines or trains will also be flagged over if conditions indicate failure of automatic signals.  
 127th St.—Not interlocked, protected by flagman.  
 Low Level Bridge—Not Interlocked, protected by flagman.  
 118th Ave.—Interlocked signals and gates.  
 114th Ave.—Not Interlocked, not protected by flagman.  
 95th St.—Interlocked signals and gates.  
 97th St.—Interlocked signals and gates.  
 124th St.—Not Interlocked, not protected by flagman.  
 Mileage 9.3—With Canadian Pacific Railway (Interlocked).  
 1200 feet east of North Edmonton Station with Calder Yard Line (Interlocked).

**NORTHWARD TRAINS**  
Inferior Direction

**SOUTHWARD TRAINS**  
Superior Direction

SECOND CLASS		FIRST CLASS	Miles from St. Albert	Bullecins, Coal, Train Registers, Water, Wye	ATHABASKA SUBDIVISION		Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'g		FIRST CLASS	SECOND CLASS
311 Mixed Mon. Thur.	97 Pgr. Tues. Fri.				STATIONS	Sidings			Other Tracks	98 Pgr. Tues. Fri.	312 Mixed Wed. Sat.	
L 9.01	L 17.34	0.4			COLBY JCT.						A 10.30	A 16.00
s 9.30	s 17.50	6.9			6.5 VOLMER 3.6				42		s 10.15	s 15.45
		12.9	R		CARDIFF 2.4				18			
9.50	s 17.59	10.5	R, Y		CARDIFF JCT. 2.4				15		10.06	s 15.25
s 10.45	s 18.08	12.9	R		MORINVILLE 10.3	T M B		38	59		s 9.59	s 15.15
s 11.45	s 18.33	23.2			LEGAL 7.9	T GA			38		s 9.34	s 14.15
s 12.25	s 18.53	31.1			VIMY 5.9				41		s 9.14	s 13.30
s 13.30	s 19.09	37.0			CLYDE 6.9	T CY			42		s 8.59	s 13.00
s 14.15	s 19.27	43.9			NESTOW 6.5				41		s 8.42	s 11.45
s 14.55	s 19.44	50.4	W		TAWATINAW 5.8				42		s 8.26	s 11.15
s 15.50	s 20.00	56.2			ROCHESTER 7.9	T RC			34		s 8.10	s 10.45
s 17.00	s 20.20	64.1			PERRYVALE 8.4				42		s 7.50	s 9.40
s 18.00	s 20.40	72.5			MEANOOK 4.7				42		s 7.30	s 9.10
s 18.45	s 20.51	77.2			COLINTON 7.7	T CN			36		s 7.19	s 8.45
A 19.30	A 21.10	84.9	C, R, W		ATHABASKA	T BA		13	71		L 7.00	L 8.00
Mon. Thur.	Tues. Fri.				MOUNTAIN TIME						Tues. Fri.	Wed. Sat.
<b>311</b>	<b>97</b>										<b>98</b>	<b>312</b>

**Special Instructions**

Trains will not receive a Terminal clearance at Colby Jct., Cardiff, or Cardiff Jct.  
Engines and cars must not pass danger sign, on bridge just west of tank at Athabaska.  
Main track switch at Colby Jct. is in normal position when set for the Lac Ste. Anne Subdivision.  
Train Register—St. Albert, for Athabaska Subdivision trains.  
Lights will not be used on switches and train order signals during the hours of sunset to sunrise.

**Speed Restrictions**

Passenger trains must not exceed one (1) mile in one (1) minute and forty-two (42) seconds at any point.  
Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in three (3) minutes at any point.  
Trains must not exceed ten (10) miles per hour over E.D. & B.C. Diamond, Mileage 12.1.

**Derails**

Nestow—South End.  
Sand Spur—Mileage 57.2, South End.  
Sand Spur—Mileage 57.5, North end.

**Yard Limit Boards**

St. Albert—3000 ft. from Colby Jct.  
Mile 78.8—3104 ft. south of south switch, Athabaska yard.

**Railway Crossings at Grade**

With Edmonton, Dunvegan and British Columbia Railway at Mileage 12.1. (Interlocked.)

**Spurs**

Spurs	Mileage	Capacity	Connected
Transfer with E.D. & B.C.Ry.	12.4	58 cars	North end.
Peavey—Grain Spur	18.4	18 cars	Both ends.
Wood Siding	47.0	21 cars	South end.
Sand Siding	57.0	32 cars	North end.
Sand Spur	57.2	26 cars	South end.
Sand Spur	57.5	17 cars	North end.
Sand Spur	64.9	16 cars	South end.
Sand Spur	65.1	17 cars	North end.

WESTWARD TRAINS Inferior Direction					Miles from Union Jct.	Bulltins, Coal, Standard Clocks, Train Registers, Water, Wye	LAC STE. ANNE SUBDIVISION			Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge	EASTWARD TRAINS Superior Direction				
SECOND CLASS			FIRST CLASS				STATIONS	FIRST CLASS					SECOND CLASS				
313 Mixed Mon. Thur.	311 Mixed Mon. Thur.	309 Mixed Tues. Thur.	97 Pgr. Tues. Fri.	93 Pgr. Tues. Fri.				98 Pgr. Tues. Fri.	94 Pgr. Tues. Fri.				310 Mixed Wed. Fri.	314 Mixed Wed. Sat.	312 Mixed Wed. Sat.		
L 9.05	L 8.25	L 8.00	L 17.20	L 16.50	0.0	UNION JCT. Jct. with Edmonton Terminal and Wabamun Sub.				A 10.45	A 11.35	A 13.35	A 16.15	A 16.35			
s 9.10	s 8.30	s 8.05	s 17.25	f 16.54	1.7	CANNELL 1.7				f 10.40	f 11.30	s 13.25	s 16.05	s 16.25			
s 9.50	s 9.00	s 8.30	s 17.33	s 17.02	5.0	R, W ST. ALBERT 3.3	T	SA		s 10.32	s 11.23	s 13.10	s 15.50	s 16.10			
	A 9.01		A 17.34		5.4	0.4 COLBY JCT. Jct. with Athabaska Sub.				L 10.30				L 16.00			
s 10.20		s 9.05		s 17.20	13.0	7.6 VILLENEUVE					s 11.05	s 12.40	s 15.15				
s 10.50		s 9.35		s 17.34	19.4	6.4 CALAHOO					s 10.51	s 12.10	s 14.45				
s 11.20		s 10.00		s 17.47	25.3	5.9 W BILBY					s 10.37	s 11.40	s 14.20				
A 11.40		s 10.28		s 17.56	29.4	4.1 ONOWAY	T	ON		s 10.28	s 11.15	L 14.00	A 13.15				
L 12.40		s 10.35		A 18.00	31.0	1.6 PEACE RIVER JCT. Jct. with Sangudo Sub.	R, Y			L 10.24	s 10.55	L 13.10					
A 12.45		s 11.00			37.3	6.3 ALBERTA BEACH					s 10.35						
		s 11.20			41.3	4.6 LAC STE. ANNE	Y										
		s 11.50			41.9	6.2 DARWELL											
		s 12.15			48.1	5.6 LAKE ISLE											
		s 12.45			53.7	7.7 MAGNOLIA	W										
		A 12.55			54.3	2.2 DARSON JCT. Jct. with Wabamun Sub.		P									
					61.4												
					63.6												

WESTWARD TRAINS Inferior Direction			Miles from Peace River Jct.	Bulltins, Coal, Standard Clocks, Train Registers, Water, Wye	SANGUDO SUBDIVISION		Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge	EASTWARD TRAINS Superior Direction	
SECOND CLASS	FIRST CLASS	STATIONS			FIRST CLASS	SECOND CLASS					
313 Mixed Mon. Thur.	93 Pgr. Tues. Fri.				94 Pgr. Tues. Fri.	314 Mixed Wed. Sat.					
L 12.45	L 18.00	0.0	R, Y	PEACE RIVER JCT. Jct. with Lac Ste. Anne Sub.					A 10.24	A 13.10	
s 13.05	s 18.12	5.0		5.0 GUNN				41	s 10.10	s 12.50	
s 13.35	s 18.31	13.4		8.4 GLENEVIS				41	s 9.51	s 12.20	
s 14.00	s 19.48	20.6		7.2 CHERHILL				29	s 9.34	s 11.55	
s 14.25	s 19.02	26.0		5.4 LISBURN				40	s 9.19	s 11.35	
s 15.25	s 19.17	31.5	W	5.5 SANGUDO	T	SU		45	s 9.04	s 11.15	
s 15.40	s 19.24	33.8		2.3 ROBINSON				10	s 8.56	s 10.40	
s 16.25	s 19.36	37.9		4.1 ROCHFORD BRIDGE	T	RB		42	s 8.43	s 10.20	
s 17.15	s 19.52	43.3		5.4 MAYERTHORPE	T	MY		42	s 8.27	s 10.00	
s 18.00	s 20.09	48.8	Y	5.5 GREENCOURT	T	GC		39	s 8.10	s 9.35	
s 18.30	s 20.26	54.4		5.6 LOMBELL				42	s 7.54	s 9.10	
s 19.00	s 20.39	58.6		4.2 BLUE RIDGE				41	s 7.41	s 8.50	
A 19.45	A 21.20	72.1	C, R, W, Y	13.5 WHITECOURT	T	WO		42	L 7.00	L 8.00	
		72.3		0.2 END OF STEEL							

**Special Instructions**

Trains will not receive a Terminal clearance at Union Jct., Colby Jct., Peace River Jct. or Darson Jct.  
 First and second class trains only will receive a Terminal clearance at St. Albert and Onoway.  
 Train Register—St. Albert, for Lac Ste. Anne Subdivision trains.  
 Unless otherwise provided in the form of a Train Order, Conductors and Enginemen must obtain a "19" form of Train Order before leaving Calder or Edmonton, advising them that all Superior trains due at Union Jct. have arrived and left.  
 Main track switch at St. Albert is in normal position when set for the Lac Ste. Anne Subdivision.  
 East main track switch at Peace River Jct. is in normal position when set for the Sangudo Subdivision.

**Automatic Block Signals**

Trains will be governed by Automatic Block Signals at Union Jct. and Darson Jct. See Instructions on Edmonton Terminal Sub., Page 10, and on Wabamun Sub.

**Speed Restrictions**

Passenger trains must not exceed one (1) mile in one (1) minute and thirty (30) seconds at any point.  
 Mixed trains must not exceed schedule speed.  
 Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in three (3) minutes and twenty (20) seconds at any point.

**Deraills**

Huff's Spur—Mileage 26.3, East end.

**Spurs**

Spurs	Mileage	Connected	Capacity
Alberta Brick Co.	1.5	East end	7 cars
Acme Brick Co.	1.6	East end	19 cars
Gillespie Elevator Co.	4.9	West end	19 cars
Huff's Spur	26.3	East end	953 cars

**Yard Limit Boards**

St. Albert—3000 feet east of east switch.  
 3000 feet west of west switch.

**Special Instructions**

Trains will not receive Terminal clearance at Peace River Jct.  
 Main track switch at Peace River Jct. is in normal position when set for the Sangudo Subdivision.

**Speed Restrictions**

Passenger trains must not exceed one (1) mile in one (1) minute and forty-two (42) seconds at any point.  
 Mixed trains must not exceed schedule speed.  
 Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in three (3) minutes and thirty (30) seconds at any point.

**Spurs**

Spurs	Mileage	Connected	Capacity
Northwest Lumber Co.	49.2	East end	2262 cars
" "	49.6	West end	
S. H. Simmons	63.5	East end	11 cars
Brittenger & Swanson	65.4	East end	3 cars

**Yard Limit Boards**

Greencourt—3000 feet east of siding east switch.  
 3000 feet west of west switch of the wye.

WESTWARD TRAINS Inferior Direction					Miles from Edmonton	Bulleline, Coal, Standard Clocks, Train Registers, Water, Wye	WABAMUN SUBDIVISION		Train Order or Phone Office	Telegraph Calls	Car Capacity 40 ft. Av'ge	EASTWARD TRAINS Superior Direction							
SECOND CLASS		FIRST CLASS					FIRST CLASS					SECOND CLASS		THIRD CLASS					
309 Mixed Tues. Thur.	403 Time Freight Daily	1 Pagr. Daily	5 Pagr. Daily Ex. Sun	3 Pagr. Daily			2 Pagr. Daily	6 Pagr. Daily Ex. Tues.				4 Pagr. Daily	404 Time Freight Daily	310 Mixed Wed. Fri.	798 Freight Daily				
STATIONS																			
See No. 309—Lac Ste. Anne Subdivision.	L 4.38	L 23.50	L 21.50	L 10.40	6.4	Union Jct.	0.8	to. Anne and Edmonton Terminals				A 6.20	A 7.40	A 15.00	A 10.00	See No. 310—Lac Ste. Anne Subdivision.	A 18.42		
	4.40	23.52	f 21.52	10.42	7.2	BISSELL	7.0			67		6.18	f 7.38	14.58	9.58			18.40	
	5.05	24.05	f 22.08	10.55	14.2	ACHESON	5.5			80	27	6.04	f 7.20	14.46	9.39			18.17	
	5.22	24.16	s 22.24	11.06	19.7	SPRUCE GROVE	4.3		T CV	85	36	5.52	s 7.05	14.36	9.22			17.58	
	5.43	24.24	s 22.36	11.14	24.0	STONY PLAIN	8.6		T SY	61	33	5.43	s 6.55	14.29	9.10			17.46	
	6.32	24.41	s 22.59	11.31	32.6	CARVEL	5.8				80	24	5.25	s 6.32	14.13		8.44		17.20
	6.50	24.54	s 23.15	11.44	33.1	DUFFIELD	6.0				80	35	5.13	s 6.16	14.02		8.27		17.03
	7.10	1.07	s 23.32	11.56	38.4	WABAMUN	7.4		T WA	84	74	5.01	s 6.02	13.52	8.10			16.46	
	7.45	1.23	s 23.52	12.10	44.4	FALLIS	6.3				81		4.45	s 5.42	13.40		7.45		16.23
	8.10	1.37	s 24.11	12.23	46.3	GAINFORD	5.7		T GI	80	41	4.32	s 5.27	13.29	7.20			16.02	
	L 12.55				51.8	DARSON JCT.	2.5	Jct. with Lac Ste. Anne Sub.		P								A 8.55	
	s 13.12	8.45	1.57	s 24.37	58.1	ENTWISTLE	1.8			P	80	32	4.14	s 5.07	13.12		6.50	s 8.45	15.32
	A 13.20	8.50	2.01	s 24.42	63.8	EVANSBURG	4.0		T VN	80	91	4.11	s 5.03	13.09	6.45		L 8.35	15.27	
		9.02	2.10	f 24.55	66.3	STYAL	1.6				80		4.02	f 4.53	13.01		6.32		15.15
		9.07	2.14	f 1.00	68.1	LOBSTICK	3.8				34		3.59	f 4.50	12.59		6.27		15.09
	9.19	2.22	s 1.11	72.1	JUNKINS	4.7		T JU	65	22	3.51	s 4.41	12.51	6.15		14.57			
	9.34	2.34	s 1.25	73.7	GRANADA	4.1				7		3.41	f 4.30	12.42	5.57		14.42		
	9.47	2.41	f 1.37	77.5	CHIP LAKE	1.8				38		3.33	f 4.21	12.35	5.47		14.30		
	9.51	2.44	f 1.42	82.2	LEAMAN	4.3				84	22	3.30	f 4.17	12.32	5.42		14.25		
	10.06	2.52	f 1.53	86.3	MacKAY	7.3				82	21	3.22	f 4.09	12.25	5.30		14.13		
	10.26	3.08	f 2.12	88.1	NITON	3.3		T NI	80	20	3.08	f 3.54	12.12	5.05		13.51			
	10.36	3.17	f 2.23	89.2	CARROT CREEK	6.8				80	22	2.58	f 3.47	12.06	4.55		13.30		
	11.00	3.34	s 2.42	92.4	PEERS	6.4		T Q	83	23	2.42	s 3.34	11.53	4.35		13.10			
	11.18	3.49	f 3.18	99.7	ROSEVEAR	4.6				81		2.28	f 3.18	11.43	4.16		12.50		
	11.35	4.01	f 3.30	103.0	WOLF CREEK	3.4				80		2.18	f 3.08	11.35	4.01		12.36		
	11.49	4.11	f 3.38	105.5	YATES	5.4				69		2.11	f 3.01	11.29	3.38		12.25		
A 12.10	A 4.25	A 3.50	A 15.00	109.8	EDSON	5.4	Jct. with Brule Sub.	T DS FY	95	1034	L 2.00	L 2.50	L 11.20	L 3.10		L 12.10			

**Automatic Block Signals**  
Automatic Block Signals are in operation at Union Jct., also between Darson Jct. and Evansburg. Rules 501 to 513 apply. Between these points the movement of trains will be by Automatic Signal indication, such judgment to be used as will prevent delay to first and second class trains.

**Special Instructions**  
No. 1 will stop to detrain passengers from east or south of Winnipeg.  
No. 2 will stop on flag to entrain passengers for east or south of Winnipeg.  
Nos. 5 and 6 will stop on flag at Mileage 28.8 (Edmonton Beach); Mileage 42.8 (Kapaswin Beach); Mileage 54.8 (Seba Beach); Magnolia Bridge, Mileage 61.1.  
Unless otherwise provided in form of Train Order, Conductors and Enginemen must obtain a "19" form of Train Order before leaving Calder Yard or Edmonton, advising them that all superior trains due at Union Jct. have arrived and left.  
Trains will not receive a Terminal clearance at Union Jct. or Darson Jct.

**Speed Restrictions**  
Passenger trains must not exceed one (1) mile in one (1) minute and six (6) seconds at any point.  
Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in two (2) minutes at any point.  
Trains must approach and pass through Union Jct. and Edson yards prepared to stop unless the main track is seen or known to be clear.  
Trains must not exceed ten (10) miles per hour over bridge, Mileage 43.4.

Spurs	Mileage	Car Cap.	Conn.
Industrial Spur	24.4	9	West end
Lakeside Coal Co.	46.3	79	East end
Spur	67.2	6	West end
North American Collieries	68.3	76	Both ends
S. Swanson Spur	79.6	11	East end
Junkins U.P.A.	82.2	7	West end

**Derails**  
Stony Plain—West end Commercial track.  
Carvel—East and West ends Commercial track.  
Mileage 46.2—Tail and east leg of wye.  
Entwistle—East and West ends of Coal track.  
Evansburg—150 feet north of tail of wye switch, east rail.  
MacKay—East end Commercial track.  
Niton—East end Commercial track.

**Yard Limit Boards**  
Gainford—3000 feet east of east switch.  
3000 feet west of west switch.  
Evansburg—3000 feet east of east switch.  
3000 feet west of west switch.  
Edson—3000 feet east of yard east switch.

Note—\*Mail Crane

WESTWARD TRAINS  
Inferior Direction

EASTWARD TRAINS  
Superior Direction

SECOND CLASS				FIRST CLASS				Miles from Edson	Bulleins, Coal, Standard Clocks, Train Registers, Water, Wye.	BRULE SUBDIVISION	STATIONS	Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av. Wg.		FIRST CLASS			SECOND CLASS
403	3	1	5	4	2	6	404							Siding	Other Trucks	4	2	6	404
Time Freight Daily	Pagr. Daily	Pagr. Daily	Pagr. Daily Ex. Mon.	Pagr. Daily	Pagr. Daily	Pagr. Daily Ex. Tues.	Time Freight Daily												
L 13.15	L 15.10	L 4.40	L 4.05	0.0	C,K,W,Y	EDSON Jct. with Wabamun Sub.	T	DS FY	95	1034	A 11.10	A 1.45	A 2.35	A 1.15					
13.30	15.18	4.50	f 4.15	4.3		4.3 ANSELL			69		11.02	1.35	f 2.25	1.01					
13.50	15.28	5.02	f 4.28	9.3		5.0 BICKERDIKE Jct. with Lovett Sub.	T	KD	73	200	10.52	1.22	f 2.12	24.46					
14.10	15.37	5.13	s 4.40	14.4		5.1 MARLBORO	T	DA		78	10.44	1.12	s 2.01	24.33					
14.35	15.47	5.24	f 4.54	15.3	W	5.2 GALLOWAY				68	10.35	24.59	f 1.48	24.20					
15.00	15.58	5.39	f 5.08	19.6		6.7 MEDICINE LODGE				71	10.24	24.45	f 1.34	24.03					
15.20	16.06	5.49	f 5.19	26.3	W	4.5 HARGWEN	P		68	9	10.16	24.35	f 1.25	23.52					
15.40	16.14	6.00	s 5.30	30.8		4.9 OBED	T	OD		71	10.08	24.24	s 1.15	23.40					
15.53	16.23	6.11	f 5.41	35.7		5.5 DALEHURST				71	9.59	24.11	f 1.03	23.20					
16.10	16.34	6.24	f 5.53	41.2	W, Y	6.3 PEDLEY				70	9.48	23.56	f 24.48	22.55					
A 16.37 L 17.07	16.47	6.40	f 6.08	47.5		7.6 HINTON				66	9.35	23.40	f 24.32	22.25					
17.20	16.57	6.52	f 6.20	55.1		5.1 ENTRANCE	T	RA		69	9.25	23.29	f 24.20	22.11					
17.35	17.09	7.06	f 6.35	60.2		6.4 SOLOMON				78	9.13	23.16	f 24.06	21.53					
18.00	17.18	7.18	s 6.46	66.6	C	5.2 BRULE	T	R	53	119	9.04	23.05	s 23.55	21.40					
18.23	17.30	7.34	f 7.00	71.6	W, Y	7.0 MIETTE				57	8.53	22.50	f 23.38	21.21					
18.42	17.41	7.48	f 7.14	78.6		6.5 DEVONA				70	8.42	22.37	f 23.24	20.48					
18.55	17.51	8.02	f 7.25	85.1		5.8 SNARING				68	8.32	22.25	f 23.11	20.32					
19.15	18.03	8.21	f 7.40	90.9		7.2 HENRY HOUSE				68	8.21	22.10	f 22.55	20.15					
A 19.45	A 18.20	A 8.40	A 8.05	98.1	C,K,W,Y	8.1 JASPER Jct. with Albreda Sub.	T	GH	63	854	L 8.05	L 21.50	L 22.30	L 19.45					
Daily	Daily	Daily	Daily Ex. Mon.	MOUNTAIN TIME								Daily	Daily	Daily Ex. Mon.	Daily				
403	3	1	5									4	2	6	404				

Special Instructions

Nos. 5 and 6 will stop on signal at Mileage 16.0; Spur Mileage 102.2.  
Nos. 1 and 2 will stop at Entrance to entrain or detrain passengers to or from points east of Edmonton or west of Jasper.  
No. 3 will stop on flag at Bickerdike to entrain passengers for Jasper or west.  
No. 1 will stop to detrain passengers from east or south of Winnipeg.  
No. 2 will stop on flag to entrain passengers for east or south of Winnipeg.  
Switch connecting the Lovett Sub. with Bickerdike yard is the west crossover switch on No. 1 track, and is in normal position when set for No. 1 track, which is used as a Siding.

Spurs	Mileage	Capacity	Connected
Marlboro Cement Co.	15.3	229 cars	East end
Jasper Coal Co.	52.1	8 cars	East end
To Bliss Gravel Pits	65.0	1617 cars	West end
Blue Diamond Coal Co.	71.5	482 cars	West end
Marlboro Cement Co.	102.0	30 cars	East end

Speed Restrictions

Passenger trains must not exceed one (1) mile in one (1) minute and six (6) seconds at any point.  
Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in two (2) minutes at any point.  
Trains must not exceed fifteen (15) miles per hour over Big Eddy Bridge, Mileage 6.5.  
Trains must approach and pass through Edson, Bickerdike, Brule and Jasper yards prepared to stop unless the main track is seen or known to be clear.  
Trains must not exceed ten (10) miles per hour between west and east switch on new main track at Jasper.

Yard Limit Boards

Edson—3000 feet west of yard west switch.  
Bickerdike—3000 feet east of east switch and 3000 feet west of west switch.  
Brule—3000 feet east of yard east switch and 3000 feet west of yard west switch.  
Jasper—3000 feet east of yard east switch.

Tunnel

Mileage 75.6—745 feet.

Derails

Ansell—East end of track.  
Bickerdike—East lead.  
Marlboro—East end of track.  
Galloway—East end of track.  
Medicine Lodge—East end of track.  
Hargwen—East end of track.  
Pedley—West end of track.  
Blue Diamond Coal Co.'s Spur.  
Henry House—End of track.  
Jasper—300 feet west of east lead switch.

Note—\*Mail Crane.



NORTHWARD TRAINS Inferior Direction				THREE HILLS SUBDIVISION				SOUTHWARD TRAINS Superior Direction					
THIRD CLASS	SECOND CLASS		FIRST CLASS	Miles from Mirror	Coal, Standard Clocks, Train Registers, Water, Wyes	STATIONS	Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Ave.	FIRST CLASS	SECOND CLASS	THIRD CLASS	
548	320	321	13						14	322	319	547	
Way Freight Mon. Wed. Fri.	Mixed Tues. Thur. Sat.	Mixed Mon. Wed. Fri.	Pass. Daily Ex. Sun.					Sidings Other Tracks	Pass. Daily Ex. Sun.	Mixed Tues. Thur. Sat.	Mixed Mon. Wed. Fri.	Way Freight Tues. Thur. Sat.	
			L 8.14	126.0	R, Y	BARLOW JCT. Jct. with Drumheller Sub.	P		155	A 18.15			
			f 8.20	123.3		HUBALTA			54	f 18.09			
			f 8.32	117.7		CONRICH			54	f 17.57			
			f 8.43	111.9		DELACOUR			54	f 17.45			
			s 8.55	106.5		KATHYRN	T HY		53	s 17.31			
			s 9.12	97.5		IRRICANA	T RC		53	s 17.14			
			s 9.26	91.9	W	BEISEKER	T KR		54	s 17.00			
			s 9.41	85.0		BIRCHAM			54	s 16.43			
			s 9.54	79.4		GRAINGER	T GR		55	s 16.30			
			s 10.09	73.2		SWALWELL	T AU	54	47	s 16.15			
			s 10.24	66.9	C, Y	TWINING			37	54	s 16.00		
			A 10.39	65.8	W	THREE HILLS	T WI	64	102	s 15.40			
			L 10.45	60.2		EQUITY			51	f 15.25			
			f 11.00	54.0		TROCHU	T CH	52	48	s 15.17			
			s 11.08	50.4		HUXLEY	T HU		55	s 15.00			
			s 11.25	43.4	W	ELNORA	T ON		58	s 14.49			
			s 11.39	37.8		LOUSANA	T US		56	s 14.25			
			s 12.02	27.9		DELBURNE	T DU	54	45	s 14.10			
			s 12.17	21.4	W	ARDLEY			54	s 13.57			
			s 12.29	16.3		HEATBURG			42	f 13.44			
			f 12.41	11.3		ALIX SOUTH JCT. Jct. with Brazeau Sub.				13.35	A 9.45	A 8.00	
L 17.20	L 17.15		12.49	7.9	R, Y	ALIX	T AX	54	117	s 13.30	A 9.20	s 9.40	s 7.55
s 17.40	s 17.25	L 15.15	s 12.54	6.1	C, K, W, Y	MIRROR Jct. with Camrose Sub.	T MR		456	L 13.15	L 9.00	L 9.15	L 7.15
A 18.00	A 17.45	A 15.45	A 13.10	0.0									
Mon. Wed. Fri.	Tues. Thur. Sat.	Mon. Wed. Fri.	Daily Ex. Sun.	MOUNTAIN TIME				Daily Ex. Sun.	Tues. Thur. Sat.	Mon. Wed. Fri.	Tues. Thur. Sat.		
548	320	321	13					14	322	319	547		

**Speed Restrictions**  
Trains must approach and pass through Mirror and Alix yards prepared to stop unless the main track is seen or known to be clear. Passenger trains must not exceed one (1) mile in one (1) minute and thirty (30) seconds at any point. Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in two (2) minutes and twenty-four (24) seconds at any point, ten (10) miles per hour over Red Deer River Bridge, Mileage 12.7, and fifteen (15) miles per hour between Mileages 65 and 66, and around first curve south of Twining.

**Special Instructions**  
See Endiang Subdivision trains at Alix.  
At Three Hills the arrival time of No. 13 applies at the north switch of siding, leaving time applies at station.  
Trains will not receive a Terminal clearance at Barlow Jct. or Alix South Jct.  
The main track switches at Alix and Alix South Jct. are in normal position when set for the Three Hills Subdivision.  
When trains meet at Alix South Jct. the southward train will go up the Brazeau Sub., and all trains from the Brazeau Sub. will approach cautiously, expecting to find the main track occupied.  
The main track switches at Barlow Jct. are in normal position when set for the Drumheller Subdivision.  
Trains will observe following whistle signals approaching Interlocking Tower at Alix:  
Westward trains on Endiang Sub. for Three Hills Sub. Northward, also One (1) long and four (4) Southward trains on Three Hills Sub. for Endiang Sub. Eastward..... short.  
Westward trains on Endiang Sub. for Three Hills Sub. Southward, also One (1) short, one (1) long, Northward trains on Three Hills Sub. for Endiang Sub. Eastward..... and one (1) short.

**Automatic Block Signals**  
Automatic Block Signals are in operation between Alix South Jct. and south switch at Alix. Rules 501 to 513 apply. Between these points the movement of trains will be by Automatic Signal indication, such judgment to be used as will prevent delay to first and second class trains.

**Railway Crossing at Grade**  
With C.P. Ry. at Mileage 5.7 (Interlocked).

**Derrails**  
Delacour, north end of elevator track.  
Kathryn, north end of elevator track.  
Bircham, north end of elevator track.  
Grainger, north end of elevator track.  
Swalwell, south end of elevator track.  
Twining, north end of elevator track and both ends coal dock track.  
Three Hills, south end of elevator track.  
Equity, north end of elevator track.  
Spur, Mileage 14.3.  
Carbondale Coal Co.'s Siding, Mileage 13.6, both ends.  
Heatburg, north and south ends of commercial track.

**Spurs**

Spurs	Mileage	Capacity	Connected
Gravel Pit.....	95.9	294 cars	South end
Palisade.....	60.4	34 cars	North end
Ardley Hardite.....	14.6	29 cars	South end
Sunbeam.....	14.3	17 cars	North end
Carbondale.....	13.6	53 cars	Both ends

NORTHWARD TRAINS Inferior Direction				STETTLER SUBDIVISION				SOUTHWARD TRAINS Superior Direction				
FIRST CLASS	SECOND CLASS		FIRST CLASS	Miles from Ferlow Jct.	Coal, Standard Clocks, Train Registers, Water, Wyes	STATIONS	Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Ave.	FIRST CLASS	SECOND CLASS	THIRD CLASS
25	25	25	26						26	26	26	26
Pass. Daily Ex. Sun.	Pass. Daily Ex. Sun.	Pass. Daily Ex. Sun.	Pass. Daily Ex. Sun.					Sidings Other Tracks	Pass. Daily Ex. Sun.	Pass. Daily Ex. Sun.	Pass. Daily Ex. Sun.	Pass. Daily Ex. Sun.
			L 10.47	108.0	R, Y	MUNSON JCT. Jct. with Drumheller Sub.			128	A 15.37		
			s 11.03	100.4		MORRIN	T MI		55	s 15.19		
			s 11.18	93.0		ROWLEY	T BE		43	s 15.02		
			s 11.31	86.9	W	RUMSEY	T U	40	37	s 14.48		
			s 11.46	79.9		SCOLLARD	T SC		42	s 14.32		
A 12.03			L 12.11	72.1	C, K, W	BIG VALLEY	T BG	87	310	L 14.16	A 14.08	
			12.22	67.4	W	CAPRONA			58		13.54	
			s 12.30	64.3		FENN			43	s 13.44		
			s 12.50	55.8	C, R, W, Y	WAROEN Jct. with Endiang Sub.	T JC	44	77	s 13.22		
			s 13.04	51.0		STETTLE	T SR	34	87	s 13.04		
			f 13.20	45.4		LEAHURST			42	f 12.49		
			s 13.33	40.5	W	RED WILLOW	T O W		43	s 12.38		
			s 13.53	30.9		DONALDA	T DO		44	s 12.16		
			s 14.15	21.2		MEETING CREEK	T M K		41	s 11.54		
			s 14.33	20.3	W	EDBERG	T ED		43	s 11.34		
			f 14.50	5.3		VIEWPOINT			41	f 11.19		
A 15.10			0.0	0.0	R, W, Y	FERLOW JCT. Jct. with Camrose Sub.				L 11.02		
Daily Ex. Sun.	MOUNTAIN TIME								Daily Ex. Sun.			
25									26			

**Special Instructions**  
See Endiang Subdivision trains at Warden.  
Trains will not receive a Terminal clearance at Munson Jct. or Ferlow Jct.  
Trains will receive a Terminal clearance at Big Valley.  
The main track switches at Munson Jct. are in normal position when set for southward trains.  
The main track switches at Warden are in normal position when set for Stettler Sub.  
The main track switches at Ferlow Jct. are in normal position when set for Camrose Sub.  
Lights will not be used on switches and train order signals during the hours of sunset to sunrise.

**Automatic Block Signals**  
Trains will be governed by Automatic Block Signals at Ferlow Jct. See Instructions on Camrose Sub.

**Derrails**  
Morrin—South end of elevator track.  
Rowley—South end of elevator track.  
Rumsey—North end of elevator track.  
Scollard—North end of elevator track.  
Stettler—North end of transfer track with Can. Pac. Ry. South end of elevator track.  
Viewpoint—South end of elevator track.

**Railway Crossing at Grade**  
With Canadian Pacific Ry. at Mileage 50.4 (Interlocked).

**Transfer Tracks**  
With Canadian Pacific Ry. at Mileage 50.3.

**Spurs**

Spurs	Mileage	Capacity	Connected
Ballast Pit.....	1.9	65 Cars	North end

**Speed Restrictions**  
Trains must approach and pass through Big Valley and Warden yards prepared to stop unless the main track is seen or known to be clear.  
Passenger trains must not exceed one (1) mile in one (1) minute and forty-two (42) seconds at any point. Unless authorized by Time Table or Train Order, freight trains must not exceed any one (1) mile in three (3) minutes at any point.  
Trains must not exceed ten (10) miles per hour over first public crossing south of Viewpoint and over first public crossing north of Edberg.

**Yard Limit Boards**  
Ferlow Jct.—3000 feet south of wye south switch.  
Stettler—3000 feet north of north switch, Can. Pac. transfer 3000 feet south of siding south switch.  
Warden—3000 feet north of wye north switch.  
3000 feet south of Jct. with Endiang Sub.  
Big Valley—3000 feet south of siding south switch.  
3000 feet north of scale track north switch.  
Munson Jct.—3000 feet north of wye north switch.

WESTWARD TRAINS Inferior Direction					Miles from Alix South Jct.	Bulleline, Coal, Standard Clocks, Train Registers, Water, Wyes	BRAZEAU SUBDIVISION	STATIONS	Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge	EASTWARD TRAINS Superior Direction			
THIRD CLASS		SECOND CLASS		SECOND CLASS								THIRD CLASS			
547 Way Freight Tue. Sat.	543 Way Freight Mon. Fri.	613 C.P. Mixed Mon. Fri.	319 Mixed Mon. Fri.	614 C.P. Mixed Tue. Sat.								320 Mixed Tue. Sat.	548 Way Freight Mon. Fri.	544 Way Freight Tue. Sat.	
L 8.00			L 9.45	0.0			ALIX SOUTH JCT. Jct. with Three Hills Sub.					A 17.15	A 17.20		
8.14			f 9.57	4.1			4.1 COGHILL				42	f 17.02	s 17.00		
8.42			s 10.15	10.0			5.9 HAYNES	T AS			42	s 16.45	s 16.25		
9.10			s 10.36	17.1	W		7.1 JOFFRE				41	s 16.22	s 15.45		
9.28			s 10.52	22.3			5.2 PRENTISS				42	s 16.06	s 15.15		
9.56			f 11.15	31.7			9.4 FARRANT				42	s 15.38	s 14.30		
10.10			s 11.28	35.1	W		3.4 BURBANK				329	s 15.26	s 14.10		
A 10.20 L 13.20			A 11.35 L 13.25	36.5	C, R, Y		1.4 RED DEER JCT. Jct. with Red Deer Sub.				39	L 15.20 A 14.10	L 14.00 A 11.05		
13.50			f 13.45	43.7			7.2 BRIGGS				42	f 13.50	s 10.40		
14.10			f 13.55	47.4			3.7 PREVO				42	f 13.39	s 10.25		
14.30			s 14.08	51.5			4.1 SYLVAN LAKE	T N			42 19	s 13.25	s 10.05		
14.55			f 14.26	52.3 57.7	W		6.2 ELSPETH				41	f 13.05	s 9.40		
15.27			s 14.50	65.7			8.0 ECKVILLE	T KI			44	L 12.35 A 12.05	s 9.00		
15.52			f 15.08	72.7			7.0 WITHROW				42	f 11.45	s 8.30		
16.25			s 15.22	77.0	W		4.3 LESLIEVILLE	T H			42	s 11.30	s 8.10		
17.00			f 15.45	85.4			8.6 CODNER				42	f 11.08	s 7.35		
17.15			f 15.57	89.7	Y		4.3 LODGE				54	f 10.55	s 7.20		
17.19		L 17.49	16.00	91.1	C, W		1.4 OTWAY					A 5.01	10.51	7.16	
A 17.20	L 9.00	A 17.50	16.10	91.2	R, Y		0.1 ROCKY MT. HOUSE	T RO			145	L 5.00	10.50	L 7.15	A 14.00
9.20			f 16.20	93.9	W		2.7 LOCHEARN				53	f 10.30		13.45	
				95.4			1.5 ULLIN								
							3.1 End of Joint Section								
9.45			s 16.35	98.5			10.1 FERRIER				43	s 10.15	s 13.20		
10.30			s 17.05	108.6	W		7.0 HORBURG				76	s 9.46	s 12.40		
11.05			s 17.30	115.6			3.6 PHOENIX				112	s 9.21	s 11.45		
11.15			f 17.45	119.2			7.2 LAMORAL				43	f 9.08	s 11.30		
11.45			f 18.08	124.5 126.4	W		5.4 ANCONA				41	f 8.43	s 10.55		
12.15			s 18.25	131.8			1.2 SAUNDERS	T NA			30	s 8.28	s 10.30		
12.25			s 18.30	133.0			1.9 WEST SAUNDERS				18	s 8.23	s 10.05		
12.35			s 18.40	134.9			1.7 ALEXO				38	s 8.17	s 9.40		
12.45			f 18.46	136.6			5.8 STOLBERG				44	f 8.10	s 9.25		
13.15			f 19.05	142.4	W		7.2 HARLECH				41	f 7.50	s 9.00		
A 13.45	A 19.30		149.6		C, K, Y		7.2 BRAZEAU	T G			221	L 7.30	L 8.30		

Tue. Thur. Sat.	Mon. Wed. Fri.	Mon. Wed. Fri.	Mon. Wed. Fri.	MOUNTAIN TIME				Tue. Thur. Sat.	Tue. Thur. Sat.	Mon. Wed. Fri.	Tue. Thur. Sat.
<b>547</b>	<b>543</b>	<b>613</b>	<b>319</b>					<b>614</b>	<b>320</b>	<b>548</b>	<b>544</b>

BRAZEAU SUB.—Continued

**Special Instructions**  
 Trains will not receive a Terminal clearance at Alix South Jct., Red Deer Jct. or Otway.  
 Trains cannot meet or pass at Alexo, Burbank, Ullin, Phoenix, Saunders or West Saunders.  
 See Special Instructions Three Hills Subdivision in regard to trains meeting at Alix South Jct.  
 Train Register—Red Deer Jct. for Trains 319, 320, 547 and 548 only.  
 Operator, Rocky Mountain House, will register through eastward freight extras.  
 Between Otway and Ullin trains are operated over the tracks of Canadian Pacific Ry., under Can. Nat. Ry. Time Table, Rules and Regulations.  
 Rule Governing the Handling of Air Brakes (n) is applicable for use of retainers, Brazeau to Harlech.  
 The main track switch at Alix South Jct. is in normal position when set for the Three Hills Sub., and main track switches at Red Deer Jct. are in normal position when set for the Brazeau Sub.  
 The main track switch at junction with Canadian Pacific Railway at Otway is in normal position when set for the Brazeau Sub.

**Automatic Block Signals.**  
 Trains will be governed by Automatic Block Signals at Alix South Jct. See Instructions on Three Hills Sub.

**Speed Restrictions**  
 Trains must approach and pass through Rocky Mountain House and Brazeau yards prepared to stop unless the main track is seen or known to be clear.  
 Mixed trains must not exceed schedule speed.  
 Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in three (3) minutes at any point.  
 Trains must run with extreme caution between Mileages 111.4 and 112.4.  
 Trains must not exceed fifteen (15) miles per hour over fill at west end of Bridge 35.7.

Spurs	Mileage	Capacity	Connected
Coal Dock Spur	36.2	10 cars	West end.
Spur	37.1	8 cars	East end.
Material Spur	93.7	67 cars	East end.
Purdy	94.2	7 cars	East end.
Fishers	99.5	5 cars	East end.
Lumber Spur	137.3	2 cars	East end.
Pettepher's	142.8	3 cars	East end.
Rock Spur	148.6	11 cars	East end.

**Derrails**  
 Rocky Mtn. House—Coal Dock.  
 Purdy—Mileage 94.2, East end.  
 Fishers Spur—Mileage 99.5, East end.  
 Saunders Creek Collieries—Mileage 131.8, Both ends.  
 Mine Siding—Mileage 133.0, East end.  
 Alexo Coal Co. Spur—Mileage 134.9, East end.  
 Rock Spur—Mileage 148.6, East end.

**Yard Limit Boards**  
 Red Deer Jct.—3000 ft. east of coal dock switch, Mileage 36.2  
 3000 ft. west of wye west switch.  
 Sylvan Lake—3000 ft. east of siding east switch.  
 3000 ft. west of water tank.  
 Rocky Mtn. House—3000 ft. west of Purdy Spur, Mileage 94.2  
 1 Mile east of Lodge.  
 Brazeau—1 Mile east of Brazeau.

NORTHWARD TRAINS Inferior Direction				Miles from Red Deer Jct.	Bulleline, Coal, Train Registers, Water, Wyes	RED DEER SUBDIVISION	Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge	SOUTHWARD TRAINS Superior Direction			
THIRD CLASS		SECOND CLASS								SECOND CLASS		THIRD CLASS	
557 Way Freight Mon. Wed. Fri.	559 Way Freight Tue. Sat.	325 Mixed Tue. Sat.	323 Mixed Mon. Wed. Fri.							324 Mixed Mon. Wed. Fri.	326 Mixed Tue. Sat.	560 Way Freight Tue. Sat.	558 Way Freight Mon. Wed. Fri.
L 13.30	L 12.50	L 14.50	L 12.55	6.1	R	RED DEER	T RE	26 85	A 12.05	A 14.40	A 11.00	A 11.35	
A 14.00	A 13.20	A 15.15	A 13.20	0.0	C, R, Y	RED DEER JCT. Jct. with Brazeau Sub.		39	L 11.40	L 14.15	L 10.25	L 11.05	
Mon. Wed. Fri.	Tue. Thur. Sat.	Tue. Thur. Sat.	Mon. Wed. Fri.	MOUNTAIN TIME					Mon. Wed. Fri.	Tue. Thur. Sat.	Tue. Thur. Sat.	Mon. Wed. Fri.	
<b>557</b>	<b>559</b>	<b>325</b>	<b>323</b>						<b>324</b>	<b>326</b>	<b>560</b>	<b>558</b>	

**Special Instructions**  
 Trains will not receive a Terminal clearance at Red Deer Jct.

**Speed Restrictions**  
 Mixed trains must not exceed schedule speed.  
 Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in three (3) minutes at any point.

**Yard Limit Boards**  
 Red Deer Jct.—3000 feet south of wye south switch.

WESTWARD TRAINS  
Inferior Direction

EASTWARD TRAINS  
Superior Direction

WESTWARD TRAINS Inferior Direction				OYEN SUBDIVISION										EASTWARD TRAINS Superior Direction						
SECOND CLASS			FIRST CLASS	Miles from Kindersley	Bulletins, Coal, Standard Clocks, Train Registers, Water, Wyes	STATIONS	Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'g		FIRST CLASS	SECOND CLASS			THIRD CLASS					
419 Time Freight Daily	343 Mixed Tues. Thur. Sat.	345 Mixed Tues. Thur. Sat.	9 Pgr. Daily						Sidings	Other Tracks	10 Pgr. Daily	344 Mixed Mon. Wed. Fri.	346 Mixed Mon. Wed. Fri.	420 Time Freight Daily	802 Freight Daily	804 Freight Daily	806 Freight Daily			
L 13.45	L 7.00		L 22.10	0.0	C, K, W, Y	KINDERSLEY Jct. with Rose town Sub. 8.3	T	KY		1019	A 6.05	A 17.00		A 18.30	A 12.20	A 21.00	A 5.15			
14.10	7.30		22.27	8.3		FAIRMOUNT 6.7				66 38	5.47	16.35		18.05	11.55	20.35	4.50			
14.30	7.55		22.44	15.0		PINKHAM 7.6	T	KH		41 38	5.30	16.15		17.45	11.35	20.15	4.30			
14.55	8.30		23.01	21.9	W	FLAXCOMBE 8.3	T	R W		60 39	5.13	15.50		17.25	11.15	19.55	4.10			
15.15	9.00		23.17	30.9		MARENGO 5.9	T	GO		55 46	4.56	15.15		16.49	10.40	19.20	3.35			
15.35	9.25		23.31	36.8		MERID 7.2				54 42	4.41	14.50		16.27	10.20	19.00	3.15			
16.05	10.00		23.50	44.0	C, R, W, Y	ALSASK Jct. with Mantario Sub. 6.9	T	SK		66 143	4.25	14.30		16.05	10.00	18.40	2.55			
16.25	10.30		24.05	50.9		SIBBALD 9.8	T	BD		60 39	4.06	14.00		15.45	9.40	18.20	2.35			
16.50	11.05		24.24	60.7		BENTON 6.0	T	BN		60 45	3.46	13.25		15.20	9.15	17.55	2.10			
17.25	12.35		24.48	66.7	C, Y	OYEN 4.7	T	YN		55 107	3.24	13.00		14.55	8.50	17.25	1.45			
17.40	13.00		24.59	71.4		EXCEL 5.6	T	B		61 42	3.11	11.35		14.40	8.05	16.45	24.59			
17.55	13.30		1.11	77.0	Y	LANFINE 6.0	T	NE		69 113	2.58	11.15		14.25	7.50	16.30	24.35			
18.10	13.56		1.24	83.0		CEREAL 5.8	T	C		58 45	2.43	10.35		13.56	7.20	16.00	24.15			
18.25	14.20		1.37	88.8		CHINOOK 8.4	T	CK		52 56	2.30	10.10		13.42	7.05	15.45	24.00			
18.45	14.40		1.53	97.2		DOBSON 5.1				63 61	2.12	9.40		13.18	6.40	15.20	23.35			
18.55	15.00		2.02	102.3		YOUNGSTOWN 6.0	T	SW		67 80	2.02	9.25		13.04	6.25	15.00	23.20			
19.10	15.20		2.28	108.3	W	SCOTFIELD 7.9				66 28	1.47	8.55		12.45	6.05	14.40	23.00			
19.30	15.45		2.46	116.2		STANMORE 4.5	T	SA		54 51	1.30	8.25		12.25	5.45	14.20	22.40			
19.45	16.05		3.00	119.3	W	RICHDALE 6.5	T	CH		67 74	1.14	8.05		12.00	5.20	13.55	22.15			
20.05	16.20		3.14	127.2		ALNESS 3.9				54 27	1.00	7.40		11.40	5.00	13.40	21.55			
20.20	16.30		3.23	131.1		BONAR 0.5				66 63	24.52	7.25		11.30	4.50	13.30	21.45			
20.22	16.32	L 12.00	3.25	131.6	R, Y	MEDICINE HAT Jct. Jct. with Sheerness Sub. 4.8	P				24.51	7.20	A 10.20	11.25	4.45	13.25	21.40			
A 20.35	A 16.45	A 12.15	A 3.35	136.4	C, K, W, Y	HANNA Jct. with Drumheller and Endiang Subs.	T	HN		1099	L 24.40	L 7.00	L 10.00	L 11.00	L 4.20	L 13.00	L 21.15			
Daily	Tues. Thur. Sat.	Tues. Thur. Sat.	Daily	MOUNTAIN TIME										Daily	Mon. Wed. Fri.	Mon. Wed. Fri.	Daily	Daily	Daily	Daily
<b>419</b>	<b>343</b>	<b>345</b>	<b>9</b>											<b>10</b>	<b>344</b>	<b>346</b>	<b>420</b>	<b>802</b>	<b>804</b>	<b>806</b>

Special Instructions

Trains will not receive Terminal clearance at Medicine Hat Jct.  
Train Register—Medicine Hat Jct., for Nos. 345, 346 and 420, on Tuesday, Thursday and Saturday only.  
The main track switches at Medicine Hat Jct. and Alsask are in normal position when set for the Oyen Sub.

Spurs	Mileage	Capacity	Connected
Grain Spur	56.0	4 Cars	Both ends.
Imperial Oil Spur	101.9	8 Cars	East end.

Speed Restrictions

Trains must approach and pass through Kindersley and Hanna yards prepared to stop unless the main track is seen or known to be clear. During switching operations, all trains must be flagged over both main and business tracks at highway crossing immediately west of Cereal Station.  
Passenger trains must not exceed one (1) mile in one (1) minute and thirty (30) seconds at any point.  
Unless authorized by Time Table or Train Order, mixed and freight trains must not exceed one (1) mile in two (2) minutes at any point.  
Trains must not exceed ten (10) miles per hour over first public crossing east of Hanna Station.  
Trains must not exceed ten (10) miles per hour over first public crossing west of Cereal Station.  
Trains must not exceed twenty (20) miles per hour over Fairmount Slough, M.P. 9 to 12.

Derails

Fairmount—Elevator track, West end.  
Pinkham—Elevator track, West end.  
Marengo—Elevator track, East end.  
Grain Spur, M.P. 56.0—Both ends.  
Oyen—Coal Dock track, East end.  
Chinook—Elevator track, East end.  
Dobson—Elevator track, West end.  
Youngstown—Freight Shed track.  
Stanmore—Elevator track, West end.  
Alness—Elevator track, West end.  
Bonar—Elevator track, West end.  
Hanna—Power House Spur, East end.

Yard Limit Boards

Kindersley—3,000 feet west of west switch, new wye.  
Alsask—3,000 feet east of the wye east switch to 3,000 feet west of siding west switch.  
Oyen—3,000 feet east of siding east switch to 3,000 feet west of siding west switch.  
Lanfine—3,000 feet east and west of siding switches.  
Bonar—3,000 feet west of wye west switch, Medicine Hat Jct., to 3,000 feet east of siding east switch.  
Hanna—3,000 feet east of siding east switch to 3,000 feet west of wye west switch of the Endiang Sub.

**NORTHWARD TRAINS**  
Inferior Direction

**SOUTHWARD TRAINS**  
Superior Direction

**Special Instructions**

Trains will not receive Terminal clearance at Medicine Hat Jct. or Wardlow.

Lights will not be used on switches and train order signals during the hours of sunset to sunrise.

**Speed Restrictions**

Unless authorized by Time Table or Train Order, trains must not exceed one (1) mile in three (3) minutes at any point.

SECOND CLASS		Miles from Medicine Hat Jct.	Bulletings, Coal, Train Registers, Water, Wyes	SHEERNESS SUBDIVISION		Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge		SECOND CLASS			
345 Mixed Tue., Thur., Sat.	346 Mixed Mon., Wed., Fri.			STATIONS				Sidings	Other Tracks	345	346		
		55.0		END OF TRACK									
L 7.30		54.9	W	1.3 WARDLOW	P			42	38	A 15.45			
s 7.55		53.7	C, Y	7.4 CESSFORD	T	CF				s 15.20			
s 8.20		46.3		7.1 POLLOCKVILLE	P					s 14.50			
s 8.50		39.2		8.1 CAROLSIDE	P					s 14.15			
s 9.50		25.6	Y	5.5 SUNNYNOOK	T	SO				L 13.50			
s 10.20		20.1		5.5 HALLIDAY						A 12.20			
s 10.50		16.9		3.2 ROSE LYNN						s 12.00			
s 11.20		11.5		5.4 SHEERNESS						s 11.40			
s 11.40		6.1		5.4 TAPLOW						s 11.15			
A 12.00		0.0	R, Y	6.1 MEDICINE HAT Jct. Jct. with Oyen Sub.	P					L 10.20			
Tues. Thur., Sat. <b>345</b>		MOUNTAIN TIME										Mon. Wed., Fri. <b>346</b>	

**Yard Limit Boards**

Medicine Hat Jct.—3,000 feet south of wye switch.

**Spurs**

	Mileage	Capacity	Connected
Walker Mine	12.1	16 cars	Both ends
Anderson Mine	14.0	90 cars	North end

**WESTWARD TRAINS**  
Inferior Direction

**EASTWARD TRAINS**  
Superior Direction

**Special Instructions**

Lights will not be used on switches and train order signals during the hours of sunset to sunrise.

**Speed Restrictions**

Unless authorized by Time Table or Train Order, trains must not exceed one (1) mile in three (3) minutes at any point.

SECOND CLASS		Miles from Eatonia	Bulletings, Coal, Standard Clocks, Train Registers, Water, Wyes	MANTARIO SUBDIVISION		Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge		SECOND CLASS			
333 Mixed Mon., Thur.	329 Mixed Wed., Sat.			STATIONS				Sidings	Other Tracks	330 Mixed Tue., Fri.	334 Mixed Mon., Thur.		
L 11.30		0.0	C, K, W, Y	EATONIA	T	AN		100		A 11.45			
s 12.00		6.4		6.4 LAPORTE	T	AO		37		s 11.20			
s 12.50		15.4		9.0 MANTARIO	T	MA		42		s 10.35			
L 16.05		21.3	R, Y	5.9 EYRE				42		s 9.55	A 11.25		
f 16.40	f 14.10	29.1		7.8 HARDENE				42		f 9.20	f 10.50		
A 17.00	A 14.30	33.6	C, R, W, Y	4.5 ALSASK	T	SK	66	143		L 9.00	L 10.30		
Mon., Thur. <b>333</b>		MOUNTAIN TIME										Tues., Fri. <b>330</b>	
Wed., Sat. <b>329</b>		MOUNTAIN TIME										Mon., Thur. <b>334</b>	

**Yard Limit Boards**

Eatonia—3,000 feet west of west switch.  
Alsask—3,000 feet east of wye east switch.  
Eyre—3,000 feet east of siding east switch.  
3,000 feet west of wye west switch at Eyre.

**Derails**

Laporte—Elevator track, East end.  
Eyre—Elevator track, West end.  
Hardene—Elevator track, West end.

**WESTWARD TRAINS**  
Inferior Direction

**EASTWARD TRAINS**  
Superior Direction

**Special Instructions**

Lights will not be used on switches and train order signals during the hours of sunset to sunrise.

**Speed Restrictions**

Unless authorized by Time Table or Train Order, trains must not exceed one (1) mile in three (3) minutes at any point.

SECOND CLASS		Miles from Eyre	Bulletings, Coal, Train Registers, Water, Wyes	ACADIA VALLEY SUBDIVISION		Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'ge		THIRD CLASS			
334 Mixed Mon., Thur.	333 Mixed Mon., Thur.			STATIONS				Sidings	Other Tracks	333	333		
L 11.30		0.0	R, Y	EYRE				42		A 16.00			
s 12.00		7.7		7.7 CUTHBERT				43	15	s 15.35			
s 12.35		16.2		8.5 ARNESON				43	25	s 15.00			
A 13.00		23.7	C, Y	7.5 ACADIA VALLEY	T	AV	43	37		L 14.30			
		24.5		0.8 END OF TRACK									
Mon., Thur. <b>334</b>		MOUNTAIN TIME										Mon., Thur. <b>333</b>	

**Yard Limit Boards**

Eyre—3,000 feet west of wye west switch.

WESTWARD TRAINS Inferior Direction		Miles from Hanna	Bulletins, Coal, Standard Clocks, Train Registers, Water, Wyes	ENDIANG SUBDIVISION		Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'g.		EASTWARD TRAINS Superior Direction
SECOND CLASS	Mixed Mon. Wed. Fri.			STATIONS	Phone			Sidings	Other Tracks	
321				HANNA	T H N			1099	322	
L 7.00	0.0	C,K,W,Y	Jct. with Drumbeller and Oyen Sub.						A 18.05	
s 7.40	11.2		DOWLING			42	21		s 17.30	
s 8.10	18.0		SCAPA			50	25		s 17.00	
s 9.10	28.3		ENDIANG	T DI		42	30		s 16.20	
s 10.00	29.2	W	BYEMOOR	T BY		40	31		s 15.25	
s 10.25	40.0		LEO			43	22		s 14.55	
s 10.55	47.1		HACKETT			41	25		s 14.35	
s 11.30	55.8		SABINE			41	20		s 14.05	
A 12.00	62.9	C,R,W,Y	WARDEN	T JC		44	77		L 13.45	
L 13.30			Jct. with Stettler Sub.						A 12.00	
s 14.00	70.4		OBERLIN			42			s 11.35	
s 14.20	75.4		NEVIS			42			s 11.00	
s 14.45	83.2	W	TROON			43			s 10.20	
A 14.55	85.2	R, Y	ALIX	T AX		54	117		L 10.00	
Mon. Wed. Fri. 321	MOUNTAIN TIME						Tue. Thur. Sat. 322			

**Special Instructions**  
See Stettler Subdivision trains at Warden and Three Hills Subdivision trains at Alix.  
The main track switches at Alix are in normal position when set for the Three Hills Subdivision.  
The main track switches at Warden are in normal position when set for the Stettler Subdivision.

**Automatic Block Signals**  
Trains will be governed by automatic block signals at Alix. See Instructions on Three Hills Sub.

**Speed Restrictions**  
Trains must approach and pass through Hanna, Warden and Alix yards prepared to stop unless the main track is seen or known to be clear.  
Passenger trains must not exceed one (1) mile in one (1) minute and forty-two (42) seconds at any point.  
Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in two (2) minutes and twenty-four (24) seconds at any point between Hanna and Warden, and one (1) mile in three (3) minutes between Warden and Alix.

**Yard Limit Boards**  
Hanna—3000 feet west of wye east switch.  
Warden—3000 feet east of Jct. with Stettler Sub.  
3000 feet west of wye west switch.  
Alix—3000 feet east of wye east switch.

**Spurs—Storage—Mileage 63.7, 68 cars, connected West end.**

WESTWARD TRAINS Inferior Direction				Miles from Hanna	Bulletins, Coal, Standard Clocks, Train Registers, Water, Wyes	DRUMHELLER SUBDIVISION		Train Order or Phone Offices	Telegraph Calls	Car Capacity 40 ft. Av'g.		EASTWARD TRAINS Superior Direction			
SECOND CLASS	FIRST CLASS					Sidings	Other Tracks			FIRST CLASS	SECOND CLASS	25	13	10	420
419	26	14	9												
Time Freight Daily	Pagr. Daily Ex. Sun.	Pagr. Daily Ex. Sun.	Pagr. Daily									Pagr. Daily Ex. Sun.	Pagr. Daily Ex. Sun.	Pagr. Daily	Time Freight Daily
L 21.45			L 3.45	0.0	C,K,W,Y	HANNA	T H N			1099		A 24.30		A 9.30	
22.08			s 4.01	7.6		WATTS				67	44	s 24.14		9.10	
22.29			s 4.17	14.5		CRAIGMYLE	T RY			64	69	s 24.00		8.50	
22.50			s 4.34	21.9	Y	DELIA	T DA			69	137	s 23.42		8.30	
23.17			s 4.51	29.9	W	MECHECHE	T M C			61	58	s 23.17		7.55	
23.30			f 4.58	32.9		GARTLY	P			58	30	f 23.08		7.45	
23.50	L 15.37		s 5.16	40.3	R, Y	MUNSON JCT.	P			128		A 10.47		7.15	
23.53	s 15.40		s 5.23	41.1		MUNSON	T SU			50	67	s 10.44		7.10	
24.11	s 15.58		5.40	49.8		MIDLAND						s 10.15		6.25	
A 24.20	s 16.13		A 5.50	50.8	W	DRUMHELLER	T YD			1237		s 10.07	L 22.10	L 6.15	
L 1.20	s 16.13		L 6.02	52.3	C,K,W,Y	ROSEDALE	T RA			23		s 9.52	A 21.57	A 5.25	
1.35	s 16.23		s 6.13	56.8	W	WAYNE	T W A			32	148	s 9.42	s 21.46	s 5.13	
1.55	s 16.34		s 6.26	60.4	R	BEYNON				42		s 9.25	s 21.34	5.03	
2.20	s 16.52		f 6.45	68.2		ROSEBUD	T RU			68	33	s 9.07	f 21.15	4.40	
2.50	s 17.12		s 7.05	76.4		REDLAND	T RN			42	39	s 9.01	s 20.56	4.16	
3.05	s 17.20		s 7.13	79.0		ROCKYFORD	T RK			42	49	s 8.44	s 20.48	4.10	
3.45	s 17.39		s 7.33	87.1	W, Y	BAINTREE				41		s 8.30	s 20.32	3.45	
4.05	s 17.54		f 7.49	93.5		DUNSHALT	P			16		s 8.24	f 20.17	3.20	
4.20	s 18.01		f 7.57	96.6		ARDENODE				42		s 8.12	f 20.09	3.10	
4.40	s 18.14		s 8.12	102.9	W	LYALTA	P			53	33	s 7.55	s 19.55	2.50	
5.10	s 18.31		s 8.30	111.1		NORFOLK				40		f 7.41	s 19.38	2.25	
5.40	f 18.47		f 8.46	118.3		JANET				49		f 7.24	f 19.22	2.03	
6.10	f 19.06		f 9.03	126.6		BARLOW				42		f 7.16	f 19.06	1.38	
6.25	f 19.18		f 9.11	130.7		BARLOW JCT.	P			155		s 7.13	f 18.58	1.25	
A 6.30	s 19.24	L 18.15	s 9.15	132.2	R, Y	McLEOD JCT.	P			261		7.07	s 18.54	L 1.20	
	19.30	18.22	9.21	134.1		CALGARY	T K CG			865		L 7.00	s 18.47		
	A 19.40	A 18.30	A 9.30	136.8	C, K, W							L 8.00	L 18.40		
Daily 419	Daily Ex. Sun. 26	Daily Ex. Sun. 14	Daily 9	MOUNTAIN TIME				Daily Ex. Sun. 25	Daily Ex. Sun. 13	Daily 10	Daily 420				

**Special Instructions**  
Trains will not receive Terminal Clearance at Barlow Jct. Train No. 25 and Train No. 26 will stop at Midland to exchange mail.  
When trains meet at Wayne the westward trains will stand clear on the westward track until the eastward train clears the switch at the end of the double track.  
Rule Governing the Handling of Air Brakes (n) is applicable for use of retainers, Munson to Drumbeller.  
The main track switch at the end of the double track at Wayne is in normal position when set for the eastward track, and the main track switches at the end of the double track at Munson Jct. are in normal position when set for eastward and southward tracks, and the main track switches at Barlow Jct. are in normal position when set for the Drumbeller Sub.

**Automatic Block Signals**  
Automatic Block Signals are in operation between Mileage 49.1 and Mileage 50.8, controlling movements with the current of traffic only; Rules 501 to 513 apply.  
The indicators at the mine spur switches in the eastward track show only whether or not an eastward train is approaching on that track, and the indicator at the crossover switch in the westward track just east of the Red Deer River Bridge shows

Double track between Munson Jct. and Wayne.  
Westward passenger trains will use crossover to the eastward track at Coal Dock and crossover at west end of station platform to the westward track at Drumbeller.  
Trains and engines must come to full stop before passing over 12th St. East, Calgary.

only whether or not a westward train is approaching on that track.

**Movement over Gauntlet Track on Red Deer River Bridge.**  
Mileage 50.2—Movements over this portion of track will be made with the current of traffic under the protection of the Automatic Block Signals, and when either Signal 50.1 or Signal 50.4 indicates "Stop," trains affected will be governed by Rule 503 (a). Movements against the current of traffic must not be made except under flag protection unless adequately protected by train order.

**Speed Restrictions**  
Trains must approach and pass through Hanna, Drumbeller, and Calgary yards prepared to stop unless the main track is seen or known to be clear.  
Trains must not exceed fifteen (15) miles per hour over fill at west end of Bridge 37.8, also at M.P. 35.1.  
Trains must not exceed ten (10) miles per hour over first public crossing west of Bevnon station.  
Westward freight trains must not exceed one (1) mile in four (4) minutes over Red Deer River Bridge, Mileage 50.2.  
Unless authorized by Time Table or Train Order, freight trains must not exceed one (1) mile in two (2) minutes at any point between Hanna and Drumbeller, and one (1) mile in three (3) minutes between Drumbeller and Calgary.  
Passenger trains must not exceed one (1) mile in one (1) minute and twenty (20) seconds at any point between Hanna and Munson, and one (1) mile in two (2) minutes between Munson and Drumbeller, and one (1) mile in one (1) minute and forty-two (42) seconds between Drumbeller and Calgary.  
Engines must not exceed five (5) miles per hour on the wye at Delia.  
Trains and Engines, except first class trains, must not exceed four (4) miles per hour between slow boards on first curve east of engine-house at Calgary.  
Freight trains in the same direction must keep at least twenty (20) minutes apart between Munson Jct. and Drumbeller.

**Derails**  
Craigmyle—At the east end of the elevator track.  
Delia—At the west end of the elevator track.  
Mechechche—At the west end of the elevator track.  
Gartly—At the west end of the elevator track.  
Munson—At the west end of the elevator track.  
Drumbeller—Western Gem; Midwest Mine; Gibson Syndicate; New Midland Mine, West End.  
Rosedale—Rosedale Mine; Coulters' Spur.  
Wayne—Rosedale Spur; Ideal Mine Spur; Excelsior Spur; Sovereign Mine Spur.  
Taylor's Siding—Both ends.  
Beynon—At the east end of the elevator track.  
Grain Spur—Mileage 72.0, east end.  
Rosebud—At the east end of the elevator track.  
Redland—At the east end of the elevator track.  
Rockyford—At the east end of the elevator track.  
Ardenode—At the east end of the elevator track.  
Lyalta—At the east end of the elevator track.  
Janet—At the west end of the elevator track.

**Yard Limit Boards**  
Hanna—3000 ft. east of siding east switch.  
3000 ft. west of wye west switch of the Endiang Sub.  
Delia—3000 ft. east and west of siding switches.  
Mechechche—3000 ft. east and west of siding switches.  
Munson Jct.—3000 ft. west of siding west switch at Munson.  
3000 ft. east of siding east switch at Munson Jct.  
Drumbeller—3000 ft. west of west switch of Ideal mine at Wayne, M.P. 62.1.  
3000 ft. east of mine east switch, east of Red Deer River Bridge, Mileage 50.2.  
Rockyford—3000 ft. west of siding west switch.  
3000 ft. east of wye east switch.  
Calgary—3000 ft. east of wye east switch, Barlow Jct.

**Railway Crossings at Grade**  
With Canadian Pacific Railway at Mileage 96.4 and Mileage 114.5 (Interlocked), and at 17th St. East, Calgary Yard (Interlocked).

**Spurs and Direction of Switches**

Spur	Direction	Mileage	Capacity
Taylor Siding	E. & W.	66.1	28 cars
Hart Spur	E.	70.4	15 cars
Langley Siding	E. & W.	72.0	7 cars

**Can. Pac. Transfer**  
Dunshalt—Capacity 20 cars.

## GENERAL SPECIAL INSTRUCTIONS

1. Standard time will be transmitted daily from Winnipeg from 10.54 until 10.56, Central Time.
  2. Rule 405 applies on the following Subdivisions:  
Unity, Viking, Camrose, Blackfoot, Vegreville, Wabamun, Brule, Brazeau, Oyen and Drumheller.
  3. Rule 41 will apply on the following Subdivisions:  
Unity, Viking, Lac Ste. Anne (between Union Jct. and St. Albert), Wabamun, Brule, Lovett, Mountain Park and Luscar.
- Rule 42 will apply on all other Subdivisions; also that portion of Subdivisions not mentioned in Rule 41.
4. Single-arm train order signals will govern trains in both directions.
  5. The speed of light engines must not exceed thirty (30) miles per hour at any point.
  6. Trains must not pass a catch post where mail is to be picked up by them at a speed exceeding twenty (20) miles per hour.
  7. Freight trains must be inspected within thirty (30) miles after leaving a terminal. Thereafter an inspection must be made at least every thirty (30) miles, except on subdivisions where positive stops for inspection are shown.

8. Freight trains passing stations where work trains are tied up will leave a register of their train with engine watchman or with conductor of work train.
9. Conductors are required to give personal attention to the switching at terminals and intermediate points.
10. Conductors of mixed and freight trains must see that doors of all empty cars in their trains are kept closed.
11. Before coupling on to passenger cars, boarding cars, or other cars occupied by employees, engine must be brought to a full stop not less than 6 feet and not more than 12 feet distant.
12. In case of accident, Conductors of trains may command the services of work trains, trackmen and other employees in the vicinity when their assistance is required.
13. In the event of any train or engine striking stock or any obstruction, same must be brought to a stop and a careful examination made of equipment, to see that everything is in proper order before again proceeding.
14. Lamps and torches must be kept a safe distance away from gas transports, and cars being supplied therefrom, or when gas is being transferred from one car to another.
15. In all cases of derailment of, or accident to, passenger cars lighted with Pintsch gas or commercial acetylene, the supply of gas must be shut off by closing the stud

valves in storage tanks underneath the car by means of the key provided for the purpose in the gauge box under the car. Trainmen will see that gas is shut off in all such cases. The valves are opposite to the standard threads, that is, turn to the left to close off, and to the right to open.

16. In handling dead locomotives in trains, they must be hauled with the pilot first, except locomotives with trailing trucks from which the engine trucks have been removed, in which case they must be hauled with trailing truck leading.

The dead locomotive must be placed not less than five (5) and not more than seven (7) cars from the locomotive handling train.

If more than one dead locomotive in a train, they must be separated by not less than five (5) and not more than seven (7) cars; the separation is necessary to prevent extreme violence in starting, also to prevent concentration of weight on bridges.

When locomotives from which engine or pony trucks have been removed, or six- or eight-wheeled switchers, industrial or Brown hoists, or pile-drivers (except self-propelling pile-drivers), are hauled in trains, the speed of train must not exceed fifteen (15) miles per hour at any point.

Locomotives just out of shop after repairs, will be treated similar to switch locomotives, over the first subdivision, and must not be handled at a speed greater than fifteen (15) miles per hour. If found O.K. after the first subdivision, they can be handled on any freight train.

## RULES GOVERNING THE HANDLING OF AIR BRAKES

- (a) To All Employees—Employees must be thoroughly conversant with the Brake and Signal Equipment, and report promptly any trouble or defects.
- (b) Responsibility—The Conductor and Engineman are responsible for knowing that a proper Terminal Test of train brakes has been made before starting from terminal stations. Enginemen must personally handle brake valve, when making all tests.
- (c) Terminal Test—After road engine is coupled to the train and the yard air plant has been disconnected (and with a minimum brake pipe pressure of 65 lbs. on the engine), the Engineman will make not less than 15 lbs. brake pipe reduction, and when the brake pipe exhaust at the Engineman's brake valve closes, he will release the train brakes in the usual way. The terminal car staff will see that the train brakes apply and release on the last three cars of the train (or to the rear of where yard air plant was connected), and will advise or signal Engineman to that effect, after which train may proceed.
- (d) Running Test—Enginemen on passenger trains must make a running test when leaving a terminal or any point where consist of train has been changed (at a speed not less than fifteen (15) miles per hour when practicable) by making a brake application sufficient to insure the proper control and safety of train.

- (e) Road Test—When the brake pipe on any train has been uncoupled, brakes must be applied and released from Engineman's brake valve after re-coupling and before starting out. Trainmen must see that brakes behind point of separation operate properly.
- (f) Double-Heading, Assisting or Pusher Service—When two or more engines are coupled in any train, all hose must be coupled and brakes tested, and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all engines except the leading engine.
- (g) Emergency Application—Brakes must be applied in emergency only when necessary to avoid accident, when brake valve handle must be placed in emergency position and left there until train stops.
- (h) Observing Air Gauges—Air gauges on locomotives and caboose must be observed frequently to ensure the maximum pressure being maintained at all times.
- (i) Cutting Out Brakes—Air brakes must not be cut out on more than two (2) consecutive cars in any train. The car immediately behind the engine must always have its brake operative. When necessary to cut out a defective brake while enroute Conductor must attach to cross-over pipe near the triple valve an Air Brake Defect Card, Form No. 466, properly filled out.

(j) Setting Out Cars—When cars are set out at any point, auxiliary reservoirs must be bled and hand brakes applied.

(k) Standing on Grades—When necessary for a train to stand on a grade for over five (5) minutes, air brakes must be released and train held by hand brakes.

(l) Calling for Brakes—A call for brakes from an engine when running must be promptly responded to by each Trainman opening a Conductor's valve, and then applying hand brakes. Conductor's valves must not be closed until train stops.

The Audible Signal (Calling for Brakes) is one short sound of engine whistle.

(m) Percentage of Operative Brakes—Passenger trains must have 100% of brakes operative when leaving originating terminals, and must not be run with less than 85% at any time.

Mixed and freight trains must have at least 90% of brakes operative when leaving terminals, and must not be run with less than 85% at any time.

(n) Retaining Valves—Retaining valves must be used when descending grades of 1.5% and over with passenger trains, and on grades of 1% and over with mixed and freight trains as per instructions in Air Brake Instruction Book.

## INSTRUCTIONS TO PASSENGER TRAIN CONDUCTORS AND TRAINMEN

Conductors and trainmen assigned to passenger train service, when on duty, are required to be neat and clean in their appearance, dressed with standard uniform, clean white linen, black shoes, black tie, clothes pressed and brushed.

At initial stations the conductor to stand at the rear of the train when practicable. Trainmen must stand between the coaches (with stepping boxes when necessary) coats buttoned, ready to ask destination and direct passengers to their proper cars.

Employees on passes are prohibited from riding in first class coaches in dirty or greasy working clothes that would soil seats in coaches to the detriment of other passengers who might occupy such seats afterwards.

Trainmen must announce the next station (when leaving station in advance) in each coach, saying: "Next station \_\_\_\_\_," and again when coming into station, saying: "\_\_\_\_\_ Station, this way out". When coming into a junction station

where passengers may be required to change, trainmen will announce change of cars and name principal stations along the line or lines to which passengers may be destined. Coach seats must be turned in the direction in which train is running when not in use. See that all coaches carrying passengers are supplied with drinking and washing water. Vestibules of coaches (except rear vestibule of rear coach) to be closed between stations. Vestibule curtains to be closed and not uncoupled till train stops at Terminal or whenever change is made in equipment. Stepping boxes must be used when required; coach closets to be locked before arriving at Terminals or important stations. Attention must be given to the heating, ventilating and lighting; the end to be attained is comfort, proper ventilation and even temperature. The carriage of other than reasonable hand baggage in coaches and obstruction of car aisles and vestibules must not be permitted. Doors and vestibules of passenger equipment being dead-headed must be kept closed.

On arrival at Terminals, stand at coaches, in full uniform, until the last passenger has disembarked, direct passengers to exit or give information that may be asked for.

Train baggagemen must not permit any one to ride in baggage cars except officers of this railroad and the Express Company, messengers and conductors and brakemen, in the discharge of their duties. Train baggagemen must remain in the baggage car, except when required by the conductor to perform other duties. When necessary to leave the car, they must see that all the doors are locked.

Conductors of trains carrying passengers must report by wire to their Superintendents any case or cases that they know of or have reason to suspect of a passenger or passengers suffering from contagious or infectious diseases having travelled in any of the cars in their train, in order that arrangements may be made for such cars to be immediately fumigated.

## PERSONAL INJURIES

1. Whenever passengers or employees are injured, everything must be done to care for them promptly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.

No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.

2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.

When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Local Surgeon being notified by wire to come immediately to the place of the accident.

3. When tramps, boys or other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.

4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.

5. A report of all accidents must be made, and immediately sent by wire to officers stated on Form 3903, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries.

6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employees, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

7. In every case of personal injury in any Department, a full and complete report must be made at once by every employee immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.

8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.

9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

## INJURIES TO PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES

1. In assisting in providing medical relief for persons injured, the Company has in view humanitarian considerations and desire for the general welfare of the service, but such action is not to be regarded as an admission or evidence of liability.

2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Chief Dispatcher of the Division.

3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal Authorities.

4. Where the injuries are of such a character as to require hospital treatment this should be arranged for by the friends or the Municipal Authorities.

5. Where it is impossible to reach friends or Municipal Authorities such as in cases occurring in the night or in rural districts, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. At the same time all concerned, including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made and particulars of this should appear on the casualty report.

6. The instructions of the Transportation Officer should be given in writing, or by telegraph if necessary, so that a copy may accompany the medical accounts for first aid or such other medical services as may be authorized, for the information of our Chief Medical Officer and the Auditor.

7. Employees of the Company, whether authorized to do so or not, when calling for the services of a physician, should notify said physician that the call is for first aid duty only, and will not include services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.

8. The services of a Company's physician must be requisitioned when practicable.

9. In cases of accidents proving immediately fatal, the Coroner of the District should be notified at earliest possible convenience.

## REPORTING ACCIDENTS TO BOARD OF RAILWAY COMMISSIONERS

General Order No. 361 of the Board of Railway Commissioners for Canada 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."

Every employee sending a message to the Board must telegraph a copy to the General Superintendent of Transportation and Superintendent.

The Board further desires to point out that strict compliance with the said General Order will be expected, and to say that, in every 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.

## WORKING INSTRUCTIONS IN CONNECTION WITH GENERAL ORDER No. 362 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, DATED APRIL 19th, 1922

## To All Employees Generally

In carrying out this Order, it will be the duty of all officers and employees generally to take precaution to prevent fires on or along the roadway of the Company, to promptly extinguish and prevent spread of fires outside the right-of-way, and to investigate and report fires and probable cause thereof.

## To All Conductors, Enginemen, Trainmen

Conductors, Enginemen or Trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right-of-way, or of a fire which threatens lands adjacent to the right-of-way, shall report same by wire to the Superintendent, and also to the Agent or person in charge at the next or nearest point where there shall be telegraph or telephone communication, giving exact location by mileage.

Enginemen shall, on discovering or receiving notice of a fire, stop and notify the first section employees passed of such fire, unless it is practicable for the train crew to extinguish same immediately, in which case this action shall be taken.

No employee shall do or cause damage or injury to any of the fire-protective appliances on any engine.

Fire, live coal or hot ashes shall not be deposited on the tracks or right-of-way unless extinguished immediately thereafter, except in pits provided for the purpose. On no account shall ashpans be dumped, or ashes from cars or cabooses be thrown out on the right-of-way while running. Burning or smouldering waste taken from hot-boxes shall be covered with earth or otherwise completely extinguished.

## To All Agents, Despatchers and Operators

Conductors, Enginemen and Trainmen have received instructions to report all fires occurring on or adjacent to the right-of-way, and it shall be your duty, on receiving such report, to notify immediately the Superintendent and Roadmaster by wire, also the section foreman and local Fire Inspector of the Railway Commission, giving the exact location, by mileage, of the fire, its extent, and any other information which may be of value, particularly as to the number of men needed to fight same.

## To Section Foremen, Extra Gang Foremen, Bridge Foremen, Telegraph or Other Construction Gangs, and Other Track Employees

In all cases where fire occurs, it shall be your duty to proceed immediately to such fire and extinguish same, remaining as long as may be necessary to do this. It must be understood that this is the most important work that can be done, and that the carrying on of your work, though it may be important, must be set aside until the fire is completely extinguished. In case the fire cannot be extinguished as above, additional help shall be immediately requested by telegraph or telephone message to the Superintendent or Roadmaster. The section foreman on whose section the fire occurs shall, in the absence of an official of the Company, make a thorough investigation regarding the origin of the fire, and submit a full report to the Roadmaster. A report shall be submitted covering every fire starting or burning within three hundred feet of the track, regardless of size or damage done.

Between April 1st and November 1st, no ties, cuttings, debris or litter upon or near the right-of-way shall be burned except under such supervision as will prevent such fire from spreading beyond the strip being cleared. Officers of the Railway Commission may at any time request that no such burning be done along specified portions of the line.

## To Superintendents, Roadmasters, and other Officials Concerned

If the fire is of such an extent that the section gang, or other local force available, cannot control it unaided, the Superintendent or, in his absence, his representative, must immediately arrange for the dispatch of the Roadmaster or other competent officer with the necessary additional men, who can be drawn from those available in any Department, and all necessary fire-fighting appliances, to the scene of the fire, and must so arrange the train service that they will get to the fire with the least possible delay, in order that no time may be lost in getting it under control.

The officer in charge must also arrange to obtain promptly complete statements from all witnesses, so that the origin of, or responsibility for, the fire can be accurately determined.

**PENALTY.**—General Order No. 362 of the Board of Railway Commissioners provides as follows:

"If any employee or other person included in the said regulations fails or neglects to obey the same, or any of them, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence."

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.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.	16	3.45	21	2.51	26	2.18	31	1.56	36	1.40	41	1.27	46	1.18
8	7.30	17	3.31	22	2.43	27	2.13	32	1.52	37	1.37	42	1.26	47	1.16
10	6.	18	3.20	23	2.36	28	2.8	33	1.49	38	1.34	43	1.23	48	1.15
12	5.	19	3.9	24	2.30	29	2.4	34	1.45	39	1.33	44	1.21	49	1.13
15	4.	20	3.	25	2.24	30	2.	35	1.42	40	1.30	45	1.20	50	1.12

CLASSIFICATION AND PERCENTAGE RATING OF LOCOMOTIVES

CANADIAN NATIONAL RAILWAYS  
(Western Region)

Class	Type	Engine Nos.	Superheater	Rating
B-26-a	8-Wheeler	331, 336, 340, 348, 351, 371, 372, 387, 388, 389, 392	S	19%
"	"	335, 345, 360, 361, 364, 378, 384, 386	S	19%
C-5-b	Mogul	409-414, 416, 418, 419	S	28%
"	"	415, 420	S	28%
C-7-a	"	423-428	S	28%
E-8-a	"	865-869, 871, 889	S	25%
E-8-b	"	870, 872-888	S	25%
G-3-a	10-Wheeler	1028, 1029	S	22%
G-10-a	"	1050	S	23%
G-10-b	"	1059, 1067	S	23%
G-11-a	"	1084-1087, 1090-1092, 1094, 1096, 1099-1101	S	26%
G-16-a	"	1111, 1112, 1114-1116, 1118-1130	S	25%
H-4-a	"	1225, 1230	S	21%
H-4-b	"	1231, 1233, 1234, 1237, 1239, 1240, 1243, 1245	S	21%
H-5-a	"	1246-1250, 1252-1257, 1260	S	24%
H-6-a	"	1261-1267	S	28%
H-6-b	"	1268-1275, 1277	S	28%
H-6-c	"	1278-1302, 1304-1310	S	28%
H-6-d	"	1327-1336	S	28%
H-6-e	"	1343-1346	S	28%
H-6-f	"	1347-1351	S	28%
H-6-g	"	1370-1384	S	28%
H-10-a	"	1423-1452	S	25%
L-5-a	Consolidation	1804	S	32%
M-4-f	"	1860, 1869	S	30%
M-4-h	"	1884	S	30%
M-4-j	"	1912	S	30%
M-4-k	"	1916, 1923, 1926, 1934	S	30%
M-4-l	"	1939	S	30%
M-7-a	"	1971-1980	S	31%

Class	Type	Engine Nos.	Superheater	Rating
M-1-a	Consolidation	2010, 2014, 2017, 2019, 2021	S	35%
M-1-b	"	2027-2064	S	35%
M-2-a	"	2065, 2066, 2072, 2073, 2075, 2077-2079, 2081-2083, 2089	S	35%
"	"	2067-2071, 2074, 2076, 2080, 2088	S	35%
M-3-a	"	2090-2122, 2124	S	35%
M-3-c	"	2125-2129	S	35%
M-3-d	"	2130-2154	S	35%
M-3-e	"	2155-2179	S	35%
N-1-a	"	2400-2409, 2411-2414, 2416-2418	S	45%
N-1-a	"	2410, 2415, 2419	S	50%
N-1-b	"	2420-2444	S	45%
N-2-b	"	2465-2481, 2500-2514	S	50%
N-4-a	"	2515, 2521, 2523, 2537, 2538, 2548, 2555, 2561, 2564, 2572, 2585, 2588, 2590, 2598, 2604, 2614, 2617, 2618, 2625, 2635, 2648	S	40%
N-4-d	"	2665, 2669, 2673, 2676	S	40%
N-4-e	"	2674, 2675	S	40%
N-5-a	"	2687-2706	S	40%
N-5-b	"	2707-2746	S	40%
N-5-c	"	2747, 2748	S	40%
N-4-g	"	2800, 2801	S	40%
N-4-h	"	2810-2819	S	40%
S-1-c	Mikado	3300-3304, 3306-3314, 3318-3325, 3327, 3329	S	53%
S-1-d	"	3330, 3331, 3388	S	53%
S-2-a	"	3525-3559	S	55%
S-2-b	"	3560-3569	Booster S	55%
S-2-c	"	3570-3599	Booster S	55%
T-1-a	Santa Fe	4008	S	65%
T-1-b	"	4010-4012, 4017, 4018	S	65%
T-1-c	"	4023, 4025-4044	S	65%
T-4-a	"	4300-4307	Booster S	60-70%

Class	Type	Engine Nos.	Superheater	Rating
J-1-a	Pacific	6000-6003	S	35%
J-4-a	"	5080-5083	S	34%
J-4-b	"	5085, 5088, 5089	S	34%
J-4-c	"	5090-5099	S	34%
J-4-d	"	5115-5124	S	38%
J-4-e	"	5125-5141	S	38%
J-4-f	"	5145-5156	S	38%
J-7-a	"	5254, 5262, 5274, 5276	S	40%
J-7-c	"	5297, 5299-5301	S	40%
K-2-b	"	5547, 5549	S	36%
K-3-g	"	5612-5626	S	32%
U-1-d	Mountain	6042-6046	S	50%
O-2-a	6-Wheel Switcher	7000, 7001	S	28%
O-3-a	"	7002-7005	S	28%
O-4-a	"	7006	S	29%
O-7-a	"	7009-7020	S	28%
O-7-b	"	7021-7025	S	28%
O-10-a	"	7032-7044	S	28%
O-10-b	"	7051-7062	S	28%
O-11-a	"	7066	S	28%
O-14-d	"	7079	S	28%
O-5-a	"	7300, 7301	S	35%
O-13-a	"	7302-7304	S	35%
O-15-b	"	7307	S	35%
O-15-c	"	7313	S	35%
O-15-d	"	7316	S	35%
O-12-d	"	7333-7338	S	35%
O-16-a	"	7339-7346	S	35%
O-12-a	"	7362-7368, 7375-7387, 7394-7413	S	35%
O-12-f	"	7414-7423	S	35%
O-20-a	"	7532-7541	S	35%
P-4-a	8-Wheel Switcher	8205-8209	S	55%
P-5-d	"	8330-8333	S	50%

DULUTH, WINNIPEG AND PACIFIC RAILWAY

Class	Type	Engine Nos.	Superheater	Rating
L-5-a	Consolidation	1801	S	32%

Class	Type	Engine Nos.	Superheater	Rating
M-8-a	Consolidation	1981-1984	S	44%
N-2-a	"	2455-2464	S	50%

Class	Type	Engine Nos.	Superheater	Rating
R-1-a	Mikado	8000	S	35%

## EQUATED TONNAGE RATINGS

### GENERAL INSTRUCTIONS

1. The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents.

Example.—(1) 42 Cars.....Total Gross Weight.....2100 Tons.  
 Car Factor.....10 x 42 Cars.....420 Tons.

EQUATED TONS.....2520

(2) 84 Cars.....Total Gross Weight.....1680 Tons.  
 Car Factor.....10 x 84 Cars.....840 Tons.

EQUATED TONS.....2520

2. The car factor is an allowance for fractional car resistance and varies on different subdivisions according to the ruling grade, the principle being that on low gradients the fractional resistance is a higher proportion of the total resistance than on steeper gradients. By use of the car factor the trainload is so adjusted that the resistance is the same for all trains of equal equated tonnage whether composed of fully loaded, partly loaded, or empty cars.

3. Established ratings will be exceeded by 1% if by so doing another car can be handled in the train.

4. The equated ratings shown are "A" or fair weather. These rates will be reduced as authorized by ratings "B" to "K" for temperature.

### TONNAGE REDUCTIONS

TEMPERATURES	Weather Condition Modifications	
	RATING	Reduction in tonnage
To 25°F. above.....	A	Nil
24°F. above to 11°F. above (or bad rail).....	B	5%
10°F. above to Zero.....	C	10%
Zero to 10°F. below.....	D	15%
11°F. below to 20°F. below.....	E	20%
21°F. below to 25°F. below.....	F	25%
26°F. below to 30°F. below.....	G	30%
31°F. below to 35°F. below.....	H	35%
36°F. below to 40°F. below.....	I	40%
41°F. below to 45°F. below.....	J	45%
46°F. below to 50°F. below.....	K	50%

The Chief Dispatcher will issue special instructions in case of storm or temperatures lower than those shown.

5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first outward trip and 10% light on return trip. Locomotive Foreman will advise Train Dispatcher and Yardmaster in such case.

6. Passenger engine in freight service will be allowed a further reduction of one hundred (100) tons.

7. Unless special ratings are given, a reduction of 10% from the ratings shown in tables will be allowed for certain specified time freight trains. General Superintendent of the district will designate for which trains this allowance is to be made.

8. When an engine of different capacity from those shown in the tables is used, the proper equated tonnage will be arrived at by taking the rating for the 100% engine and reducing this figure to the percentage rating for the engine in question. This is done by multiplying the equated tonnage of the 100% engine by the percentage of the engine in question and striking off the last two figures.

Example.—To find the equated tonnage for a 38% engine.

Equated tonnage for a 100% engine = 5835.

5835 x 38 = 2217.30.

Equated tonnage for 38% engine is therefore 2217.

9. To determine proper tonnage for pusher, double-header or helper engines, unless special rating is given, add to equated rating of the first engine 95% of the equated rating in effect for each class of helper.

10. In making up trains, weights must be obtained by taking tare from the car and contents from the waybill. When tare weights are not available, car weights may be taken as under:

Passenger cars with 4-wheeled trucks.....	50 tons	Hart cars.....	18 tons
Passenger cars with 6-wheeled trucks.....	60 tons	Stock cars.....	17 tons
Passenger refrigerator cars.....	40 tons	Wooden frame box cars.....	17 tons
Freight refrigerator cars.....	27 tons	Flat cars.....	14 tons
100,000 cap. steel gondolas.....	23 tons	Caboose or vans.....	20 tons
Steel frame box cars.....	20 tons		

11. In computing tonnage, fully loaded cars of grain, coal, rails, ties, lumber, etc., for which scale weights are not available, will be considered as carrying car capacity plus 10%.

12. In the application of the car factor, when dead engines are included in a train, each such engine will be counted as four cars. Weights of engines being hauled dead are to be taken as under:

65% to 51% engines.....	175 tons	30% to 21% engines.....	100 tons
50% to 41% engines.....	150 tons	20% to 15% engines.....	75 tons
40% to 31% engines.....	125 tons	Below 15% engines.....	50 tons

Example.—Established rating, 3000 equated tons.

Car Factor, 10.

50 cars—gross weight.....2070 tons.

2 dead engines, 53%—gross weight.....350 tons.

Equivalent to 2 x 4—

8 cars.

58 cars x 10, Car Factor.....580

Equated Tonnage.....3000

13. The ratings given in the rating table are for the ruling grade; excess tonnage will be handled when it is to be set out short of or picked up beyond the ruling grade.

14. When an engine is unable to handle the authorized rating, a joint message, signed by Conductor and Engineman, will be sent to the Chief Dispatcher, advising the reduction made and giving the reason for same.

15. Yardmasters and Conductors will be held responsible for their trains being loaded to full authorized rating, less the proper reduction for weather or rail condition, when tonnage is available.

EQUATED TONNAGE RATINGS (Continued)

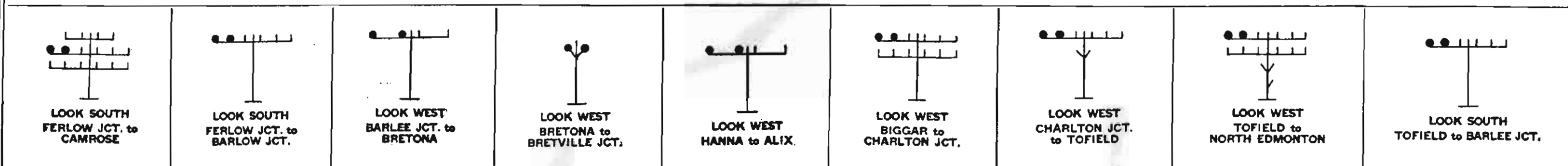
Car Factor	38% Eng.	53% Eng.	55% Eng.	55% Boost-er Eng.	100% Eng.	STATIONS					100% Eng.	55% Boost-er Eng.	55% Eng.	53% Eng.	38% Eng.	Car Factor	Car Factor	28% Eng.	35% Eng.	50% Eng.	53% Eng.	100% Eng.	STATIONS					100% Eng.	53% Eng.	50% Eng.	35% Eng.	28% Eng.	Car Factor																	
Westward or Northward (Read Down)																	EDMONTON DIVISION UNITY SUBDIVISION										Eastward or Southward (Read Up)																							
12	2430	3385	3640	3700	6390	Biggar	BETWEEN and Wainwright					7500	4500	4120	3975	2850	12	10	1720	2025	3070	3255	6140	Vermilion Innisfree	BETWEEN and Innisfree North Edmonton					7290 6140	3860 3255	3640 3070	2550 2025	2040 1720	10 10															
Westward or Northward (Read Down)																	EDMONTON DIVISION (Cont'd) VEGREVILLE SUBDIVISION										Eastward or Southward (Read Up)																							
VIKING SUBDIVISION																	BETWEEN Wainwright and Tofield										7500 7200	4500 4200	4120 4030	3975 3815	2850 2735	12 12	DEMAI AND HAIGHT SUBDIVISIONS																	
12	2735	3815	4030	4200	7200	Wainwright Tofield	BETWEEN and Tofield Edmonton					7500 7200	4500 4200	4120 4030	3975 3815	2850 2735	12 12	12	2100	2625	3750	3975	7500	Camrose Jct.	BETWEEN and Vegreville Jct.					5500	2915	2750	1925	1540	12															
Westward or Northward (Read Down)																	EDMONTON DIVISION (Cont'd) CAMROSE SUBDIVISION										Eastward or Southward (Read Up)																							
KINGMAN SUBDIVISION																	BETWEEN Barlee Jct. and Tofield										4870	2580	2435	1705	1365	8	ATHABASKA SUBDIVISION																	
9	1360	1600	2425	2570	4850	Mirror	BETWEEN and Camrose					4700	2490	2350	1550	1315	9	10	1430	1790	2555	2710	5110	St. Albert Cardiff Jct.	BETWEEN and Volmer Cardiff					8170	4330	4085	2860	2285	10															
9	1430	1790	2555	2710	5110	Camrose	BETWEEN and New Sarepta					5350	2835	2675	1870	1500	9	10	2285	2860	4085	4330	8170	Volmer Vimy	BETWEEN and Meanook Athabaska					5980	3170	2990	2095	1875	10															
9	1720	2150	3070	3255	6140	New Sarepta	BETWEEN and Bretona					4850	2570	2425	1695	1360	9	10	1480	1850	2640	2800	5280	2800	2640	1850	1480	10	EDSON DIVISION LAC STE. ANNE SUBDIVISION																					
9	1920	2400	3425	3630	6850	Bretona	BETWEEN and Bretville Jct.					4510	2390	2255	1580	1260	9	10	2040	2550	3640	3860	7280	Union Jct.	BETWEEN and St. Albert					5980	3170	2990	2095	1675	10															
EDMONTON TERMINALS SUBDIVISION																	BETWEEN North Edmonton and 97th Street										8800	4665	4400	3080	2465	12	SANGUDO SUBDIVISION																	
12	2015	2520	3600	3815	7200	North Edmonton	BETWEEN and 97th Street					8800	4665	4400	3080	2465	12	10	1735	2170	3100	3285	6200	Peace River Jct.	BETWEEN and Whitecourt					5940	3150	2970	2080	1665	10															
12	1710	2135	3050	3235	6100	97th Street	BETWEEN and South Yard					3140	1665	1570	1100	880	5	WABAMUN SUBDIVISION																																
12	2015	2520	3600	3815	7200	South Yard	BETWEEN and West Jct.					8800	4665	4400	3080	2465	12	12	2000	2500	3570	3785	7140	Union Jct.	BETWEEN and Edson					7840	4155	3920	2745	2195	12															
12	1820	2275	3250	3445	6500	West Jct.	BETWEEN and Union Jct.					8800	4665	4400	3080	2465	12	BRULE SUBDIVISION																																
5	640	800	1145	1215	2290	North Edmonton	BETWEEN and West Jct.					2400	1270	1200	840	670	5	7	1205	1505	2150	2380	4300	Edson	BETWEEN and Bickerdike					7200	3815	3600	2520	2015	12															
5	640	800	1145	1215	2290	E.Y. & P. Jct.	BETWEEN and Low Level					6500	3445	3250	2275	1820	12	12	1825	2285	3280	3455	6520	Bickerdike	BETWEEN and Brule					7200	3815	3600	2520	2015	12															
ALLIANCE SUBDIVISION																	BETWEEN Alliance and Camrose										6200	3285	3100	2170	1735	10	LOVETT SUBDIVISION																	
10	1735	2170	3100	3285	6200	Alliance	BETWEEN and Camrose					6200	3285	3100	2170	1735	10	10	1100	1375	1965	2080	3930	Lovett	BETWEEN and Diss					2070	1095	1035	725	580	4															
BLACKFOOT SUBDIVISION																	BETWEEN North Battleford and Lashburn										6140	3255	3070	2025	1720	10	10	1675	2095	2990	3170	5980	Diss	BETWEEN and Coalspur					1430	760	715	500	400	4
8	1240	1550	2215	2350	4430	North Battleford	BETWEEN and Lashburn					6140	3255	3070	2025	1720	10	MOUNTAIN PARK SUBDIVISION																																
10	1480	1850	2640	2800	5280	Lashburn	BETWEEN and Vermilion					5160	2735	2580	1805	1445	10	5	785	980	1400	1485	2800	Mountain Park	BETWEEN and Coalspur					890	470	445	310	250	2															
CORONADO SUBDIVISION																	BETWEEN Heinsburg and St. Paul										4870	2580	2435	1705	1365	8	LUSCAR SUBDIVISION																	
8	970	1210	1730	1835	3460	Heinsburg	BETWEEN and St. Paul					4870	2580	2435	1705	1365	8	2	205	260	370	390	740	Leyland	BETWEEN and End of Steel					2640	1400	1320	925	740	5															
8	1100	1375	1965	2080	3930	St. Paul	BETWEEN and Redwater					3460	1835	1730	1210	970	8	BONNYVILLE SUBDIVISION																																
8	1455	1820	2600	2755	5200	Redwater	BETWEEN and St. Paul Jct.					3460	1835	1730	1210	970	8	BONNYVILLE SUBDIVISION																																
BONNYVILLE SUBDIVISION																	BETWEEN Ashmont and Bonnyville										3320	1760	1660	1160	930	8																		
8	1035	1295	1850	1980	3700	Ashmont	BETWEEN and Bonnyville					3320	1760	1660	1160	930	8																																	

EQUATED TONNAGE RATINGS (Continued)

Car Factor	28% Eng.	35% Eng.	50% Eng.	53% Eng.	100% Eng.	STATIONS						100% Eng.	53% Eng.	50% Eng.	35% Eng.	28% Eng.	Car Factor	Car Factor	28% Eng.	35% Eng.	50% Eng.	53% Eng.	100% Eng.	STATIONS						100% Eng.	53% Eng.	50% Eng.	35% Eng.	28% Eng.	Car Factor
CALGARY DIVISION THREE HILLS SUBDIVISION																	CALGARY DIVISION (Cont'd) SHEERNESS SUBDIVISION																		
Westward or Northward (Read Down)																	Westward or Northward (Read Down)																		
Eastward or Southward (Read Up)																	Eastward or Southward (Read Up)																		
8	1155	1360	2060	2185	4120	Barlow Jct.	BETWEEN	Elnora	3520	1865	1760	1160	985	8	7	1080	1350	1925	2040	3850	Wardlow	BETWEEN	and	Medicine Hat Jct.	3850	2040	1925	1350	1080	7					
8	1205	1505	2150	2280	4300	Elnora	and	Alix	4900	2595	2450	1615	1370	8								and													
8	1550	1830	2770	2935	5540	Alix	and	Mirror														and													
STETTLE SUBDIVISION																	MANTARIO SUBDIVISION																		
8	1470	1735	2625	2780	5250	Munson Jct.	BETWEEN	Big Valley	5250	2780	2625	1735	1470	8	10	1505	1885	2690	2850	5380	Eatonia	BETWEEN	and	Alsask	5380	2850	2690	1885	1505	10					
8	1370	1615	2450	2595	4900	Big Valley	and	Warden	4900	2595	2450	1615	1370	8								and													
8	1295	1630	2310	2450	4620	Warden	and	Ferlow Jct.	4560	2415	2280	1505	1275	8																					
BRAZEAU SUBDIVISION																	ACADIA VALLEY SUBDIVISION																		
8	980	1155	1750	1855	3500	Alix	BETWEEN	Haynes	6180	3275	3090	2040	1730	8	10	1340	1675	2395	2540	4790	Eyre Jct.	BETWEEN	and	Acadia Valley	5030	2665	2515	1760	1410	10					
						Haynes	and	Elspeth	5540	2935	2770	1830	1550	8								and													
						Elspeth	and	Lodge	5330	2825	2665	1760	1490	8								and													
						Lodge	and	Lochearn	4590	2425	2290	1605	1280	8								and													
						Lochearn	and	Brazeau	5330	2825	2665	1760	1490	8								and													
RED DEER SUBDIVISION																	DRUMHELLER SUBDIVISION																		
10	1735	2170	3100	3285	6200	Red Deer	BETWEEN	Red Deer Jct.	6200	3285	3100	2170	1735	10	10	1145	1430	2045	2165	4090	Hanna	BETWEEN	and	Delia	6850	3630	3425	2400	1920	10					
															10	1490	1865	2665	2825	5330	Delia	and	Munson	4500	2440	2300	1610	1290	10						
															10	2285	2860	4085	4330	8170	Munson	and	Drumheller	2680	1420	1340	940	750	5						
															10	1100	1375	1965	2080	3930	Drumheller	and	Barlow	8170	4330	4085	2860	2285	10						
															10	1340	1675	2395	2540	4790	Barlow	and	Calgary	6140	3255	3070	2150	1720	10						
OYEN SUBDIVISION																	ENDIANG SUBDIVISION																		
10	1490	1865	2665	2825	5330	Kindersley	BETWEEN	Lanfine	7020	3720	3510	2455	1965	10	10	1655	1960	2970	3150	5940	Hanna	BETWEEN	and	Endiang	6990	3705	3495	2305	1950	10					
						Lanfine	and	Hanna	5800	3075	2900	2030	1625	10	10	1920	2400	3425	3630	6850	Endiang	and	Warden	6400	3390	3200	2110	1790	10						
															10	1340	1580	2395	2540	4790	Warden	and	Alix												

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES—ALBERTA DISTRICT

Face In Direction Named. Count Cross Arms from the Top Down.



Train Phone Wires Marked\*