

*There Is Only One Proper Way - The Safe Way*

# CANADIAN NATIONAL RAILWAYS

**MOUNTAIN REGION -- EDMONTON AREA**



# TIME **14** TABLE

**Taking effect at 0001 Sunday, October 29th, 1967**

**GOVERNED BY MOUNTAIN STANDARD TIME**

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

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.

**G. H. BLOODFIELD,**  
AREA MANAGER,  
EDMONTON.

**G. W. KEEFE,**  
OPERATIONS MANAGER,  
EDMONTON.

**K. R. MASON,**  
SUPT. TRANSPORTATION,  
EDMONTON.



WESTWARD TRAINS				Miles from Biggar	Symbols	WAINWRIGHT SUBDIVISION	
FIRST CLASS			STATIONS				
695 Passenger Railiner Daily	1 Passenger Daily	5 Passenger Daily					
	0945	0400	0.0	CKPWY	BIGGAR 8.6		
			8.6	P	OBAN 0.2		
			8.8	P	JCT. WITH PORTER SUB. 7.5		
	1010	0435	16.3	P	PALO 13.7		
			30.0	P	CAVELL 12.7		
	s 1040	s 0505	42.7	P	SCOTT 15.2		
			57.9	PW	UNITY 10.6		
			68.5	P	VERA 16.0		
			84.5	P	YONKER 12.0		
	1125	0555	96.5	P	ARTLAND 10.4		
			106.9	P	CHAUVIN 9.9		
			116.8	P	DUNN 11.0		
			127.8	P	HEATH 7.5		
	1200	0635	135.3	P	GREENSHIELDS 4.8		
	1205	0640	140.1	KPWY	WAINWRIGHT 6.5		
			146.6	P	FABYAN 11.1		
			157.7	P	IRMA 14.4		
	1245	0725	172.1	P	KINSELLA 12.4		
			184.5	P	VIKING 12.2		
			196.7	P	BRUCE 9.2		
			205.9	PW	HOLDEN 8.8		
	1310	0750	214.7	P	RYLEY 0.9		
			215.6	P	HAIGHT JCT. Jct. with Haight Sub. 10.6		
			226.2	PY	TOFIELD 6.2		
			232.4	P	LINDBROOK 11.4		
			243.8	P	UNCAS 6.2		
	From Camrose Sub. 1224	1344 0828	250.0	P	ARDROSSAN 9.1		
			259.1	P	CLOVER BAR 1.1		
	1229	1401 0846	260.2	P	BRETVILLE JCT. Jct. with Camrose Sub 3.2		
			263.4	P	NORTH EDMONTON Interlocked with Edmonton East Terminal and Vegreville Subs.		
Daily	Daily	Daily	NOTE—Express trains, when handling freight equipment, must operate at speeds specified for other movements.				
<b>695</b>	<b>1</b>	<b>5</b>					

WAINWRIGHT SUBDIVISION FOOTNOTES ON PAGES 6 AND 7

WAINWRIGHT SUBDIVISION		Office Signals	Car Capacity		EASTWARD TRAINS		
STATIONS	Sidings		Other Tracks	FIRST CLASS			
				2 Passenger Daily	694 Passenger Railiner Daily	6 Passenger Daily	
BIGGAR 8.6	B1	224	YARD	2030		0425	
OBAN 0.2		117	21				
JCT. WITH PORTER SUB. 7.5							
PALO 13.7		118	325				
CAVELL 12.7		117	39	1955		0345	
SCOTT 15.2		115	66				
UNITY 10.6		117	103	s 1930		s 0310	
VERA 16.0		117	33				
YONKER 12.0		117					
ARTLAND 10.4		117	25				
CHAUVIN 9.9		115	62	1830		0215	
DUNN 11.0		117	15				
HEATH 7.5		117	39				
GREENSHIELDS 4.8		117	31				
WAINWRIGHT 6.5	GN	124	YARD	1755 1750		0135 0130	
FABYAN 11.1		115	36				
IRMA 14.4		115	67				
KINSELLA 12.4		117	300				
VIKING 12.2		117	66	1700		0035	
BRUCE 9.2		117	67				
HOLDEN 8.8		117	66				
RYLEY 0.9		122	119	1632		2359	
HAIGHT JCT. Jct. with Haight Sub. 10.6							
TOFIELD 6.2		119	139				
LINDBROOK 11.4		117					
UNCAS 6.2		117					
ARDROSSAN 9.1		116	29	1600		To Camrose Sub. 2324	
CLOVER BAR 1.1		104	YARD			1737	
BRETVILLE JCT. Jct. with Camrose Sub 3.2						1732	
NORTH EDMONTON Interlocked with Edmonton East Terminal and Vegreville Subs.		64	YARD	1542		2302	
NOTE—Express trains, when handling freight equipment, must operate at speeds specified for other movements.				Daily	Daily	Daily	
				<b>2</b>	<b>694</b>	<b>6</b>	

WAINWRIGHT SUBDIVISION FOOTNOTES ON PAGES 6 AND 7

WAINWRIGHT SUBDIVISION FOOTNOTES

EXPRESS TRAINS (For Information Only)

No. 201—Daily—  
 Arrive Biggar 2135 CST, Leave Biggar 2045 MST  
 Arrive Wainwright 2330  
 Leave Wainwright 2345  
 Arrive North Edmonton 0220

No. 202—Daily—  
 Leave North Edmonton 0005  
 Arrive Wainwright 0245  
 Leave Wainwright 0255  
 Arrive Biggar 0530 MST, Leave Biggar 0645 CST

INTERLOCKINGS

Railway Crossings at Grade:  
 C.P. Rly. Mileage 37.7 Automatic  
 Trains must not exceed 45 miles per hour while passing the governing approach signal. Interlocking signals are not controlled by the train dispatcher and Rules 264 or 265 do not apply. If necessary to pass an interlocking signal indicating STOP, the requirements of Rule 672 must be observed, after which, movement may proceed at Restricted Speed to the next signal.

C.P. Rly. Mileage 257.8 Controlled  
 If necessary to pass an interlocking signal indicating STOP in accordance with Rules 264 or 265, the requirements of Rule 672 must also be observed.

Vegreville Sub., Wainwright Sub. and Edmonton East Terminal Sub. North Edmonton Controlled  
 Includes a connecting track between Wainwright Sub. and Edmonton - North Edmonton Line; also between Vegreville Sub. and Calder - North Edmonton Line. Rule 672 not applicable.

Junctions:  
 Bretville Jct. Mileage 260.2 Controlled  
 Includes hand operated switch connecting Clover Bar service lead with Camrose Sub. Westward dwarf signal D1201 will display a proceed indication only after route is lined for movement through to Wainwright Sub. Movement from Wainwright Sub. to Clover Bar service lead must stop at eastward interlocking signal 1202, reverse hand operated switch and advise train dispatcher accordingly. Train dispatcher must then line the Jct. switch and the Siding north switch East Edmonton for movement from Wainwright Sub. to siding, before signal 1202 can be made to display the proper indication.

MAXIMUM SPEED

Between Mileages.	Miles per Hour Passenger and Express	Hour Other Movements
0.0 and 0.2	20	20
0.2 and 256.5	80	60
256.5 and 263.6	60	60

PUBLIC CROSSINGS AT GRADE.

Mileage 0.7 (Highways 4-14) Eastward movements approaching within 2050 feet of crossing	65	---
Westward movements approaching within 1100 feet of crossing	35	35
Mileage 58.36 (First Avenue) Westward movements proceeding at less than 25 miles per hour within 3350 feet of crossing, until crossing occupied	25	25
Mileage 140.9 (Camp Road) Westward movements approaching within 2000 feet of crossing	60	---
Mileage 259.2 (First Street) Approaching within 2150 feet of crossing	45	45

PERMANENT SLOW ORDERS.

Between Mileages.	Miles per Hour Passenger and Express	Hour Other Movements
4.8 and 5.2	75	---
6.5 and 6.8	75	---
24.0 and 24.3	65	55
63.7 and 64.2	65	55
*74.3 and 76.3	65	55
84.3 and 85.6 Over Switches	70	---
89.1 and 90.7	60	50
99.4 and 99.7	65	55
128.2 and 128.6	75	---
*145.4 and 145.7	65	---
148.2 and 149.7	45	35
150.2 and 154.6	60	50
244.2 and 244.4	65	55
*254.7 and 254.9	65	55
259.2 and 260.6	45	40

1. At Biggar, movements entering the main track from the siding through either crossover, must comply with Rule 268 before reversing switch connecting the crossover with the siding.

2. Dodsland Sub. connects with siding at Biggar. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Dodsland Sub.

3. Westward trains destined Porter Sub. see Item 1 Porter Sub. footnotes.

4. Engines must not go beyond public crossing at grade west of east switch to south track Mid West Chemical Co. Spur at Palo. Stop block at east end of mine buildings on south track and west switch to south track spiked and cannot be used. Account soft track, loads must not be left standing on the south track.

5. Automatic protected public crossings at grade equipped with push button or other appliance, located as follows:

Mileage 103.05 (Highway 17)  
 Mileage 112.14 (Main Street)  
 Mileage 226.30 (Queen's Street)

Special Instruction M-15(b) applicable at public crossings at grade at the following locations:

Mileage 57.13 (Highway 14) —Westward  
 Mileage 158.00 (Irma Road) —Westward  
 Mileage 259.30 (First Street) —Westward and stop made 150 feet east of the crossing.

Special Instruction M-15(a) applicable at the public crossing at grade 66th Street mile age 3.1 Edmonton East Terminal Sub. except that crossing must not be obstructed until protection has been in operation for 35 seconds.

6. Public crossing at grade mile age 259.30 (First Street). Movement over the crossing from west end of run-around track must not obstruct the crossing until protection has been in operation for 30 seconds.

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

8. All trains must obtain clearance at Wainwright. Wainwright is a register station for trains originating or terminating only.

9. At Wainwright be governed by signs located 400 feet east of station which read "Trains yarding on tracks 1, 2 or 3 must be clear or cut between signs to permit employees crossing to and from shops".

(Continued on Page 7)

WAINWRIGHT SUBDIVISION FOOTNOTES—Concluded

10. Switch leading to the pit track at west end of siding at Kinsella is to be left set and locked for movement from siding to main track. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

11. At Kinsella Pit, be on lookout for gravel spilled over rails by overhead loader.

12. Demay Sub. connects with siding at Ryley. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Demay Sub.

13. Kingman Sub. connects with siding at Tofield. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Kingman Sub.

14. At Clover Bar, movements entering the main track through crossover at west end of run-around track mile age 259.2 must comply with Rule 268 before reversing the crossover east switch.

15. At the Chemcell Co. plant Clover Bar, smoking is prohibited within the plant area and cabooses with fire in stove must be left outside the entrance to the plant site.

16. Before removing derail to switch at Fiberglas of Canada Ltd. Clover Bar, permission must be obtained from the plant supervisor.

17. Public crossing at grade mile age 259.85 (Chemcell Co. access road). Yard movements must not obstruct this crossing between 0745 and 0800 daily.

18. At Clover Bar, eastward one mile sign governing the approach to interlocked C.P. Rly. crossing at grade mile age 257.8 located adjacent to run-around track on north side of main track. Eastward Block sign governing movements entering the main track at east end of run-around track located adjacent to crossover to C.P. Rly. trackage on north side of run-around track.

19. Westward one mile to yard limit sign governing approach to yard limits at North Edmonton on Edmonton East Terminal Sub. located to left of main track.

20. Switch leading to the city loop yard track at west end of siding at North Edmonton is to be left set and locked for movement from siding to main track. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

21. Eastward extra trains created at North Edmonton must obtain clearance at Calder or Edmonton and may then leave North Edmonton without obtaining clearance.

22. At North Edmonton, the time of all trains applies at the railway crossing.

\*23. Advance speed restriction sign governing eastward movements approaching the permanent slow order between mile ages 74.3 and 76.3 located to left of main track. Restricting sign governing eastward movements at mile age 145.7 located to left of main track. Advance speed restriction sign and Restricting sign governing westward movements at the permanent slow order between mile ages 254.7 and 254.9 located to left of main track.

24. Special Instruction M-2 applicable.

25. Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required.

26. Except at siding west end at Ryley, Clover Bar and North Edmonton and except as may be required by Special Instruction M-15 trains or engines accepting a SLOW CLEAR indication on a dwarf signal governing movement from a siding, may proceed at a speed not exceeding 25 miles per hour. Rule 287 modified accordingly.

27. Trains or engines must not clear the main track at the following locations (BTC 109010-111212).

Spur mile age 36.5	Spur mile age 165.9
East switch mile age 55.3	Spur mile age 210.4
Spur mile age 58.2	Spur mile age 221.3
Spur mile age 67.0	Spur mile age 254.6
Spur mile age 102.9	
Spur mile age 106.7	
East and west switches mile age 112.0	

28. Engines of 1000-1077 series must not enter or use any industrial track within the switching limits of the Edmonton terminal, without permission from Sup't Transportation.

OTHER TRACKS

	Mileage	Capacity	Connected
Landis	22.6	152 cars	Both ends
Reford	36.6	28 cars	East end
Tako	51.2	155 cars	Both ends
Run Around Track	55.4	7 cars	Both ends
Continental Potash Corp. Ltd.	67.0	8 cars	
Winter	77.3	163 cars	Both ends
Butze	103.3	28 cars	East end
Devon Palmer Oils Ltd.	106.7	13 cars	West end
Ribstone	112.0	63 cars	West end
Edgerton	121.2	104 cars	Both ends
Jarrow	165.9	29 cars	West end
Poe	210.1	29 cars	West end
Shonts	221.2	37 cars	West end
Bremner	254.5	116 cars	Both ends
Bremner Spur	254.6	30 cars	West end

CONDITIONAL PASSENGER STOPS

At Viking No. 5 will stop to detrain revenue passengers from Winnipeg and beyond and will stop on flag to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.

At Viking No. 2 will stop to detrain revenue passengers from stations west of Jasper and will stop on flag to entrain revenue passengers for Winnipeg and beyond where train is scheduled to stop.

NORTHWARD TRAINS			Miles from Breville Jct.	Symbols	CAMROSE SUBDIVISION			Office Signals	Car Capacity			SOUTHWARD TRAINS		
FIRST CLASS		STATIONS			Office Signals	Sidings	Other Tracks		FIRST CLASS		FOURTH CLASS			
695 Passenger Railer Daily	693 Passenger Railer Daily								694 Passenger Railer Daily	692 Passenger Railer Daily		888 Freight Daily		
		1037	95.1	CKP WYZ	MIRROR	MR	YA	RD			1933		2020	
		1040	92.5		LAMERTON						1930		2014	
		1048	84.3	P	BASHAW						1922		2003	
		1056	75.8		DORENLEE						1913		1952	
		1101	70.6	P	FERINTOSH						1907		1944	
		1109	63.1	P	NEW NORWAY						1858		1934	
		1112	59.8		DUHAMEL						1853		1928	
		1059	54.3	PYZ	FERLOW JCT.						1856		1846	
					JCT. WITH ALLIANCE SUB.									
		1109	48.6	PZ	CAMROSE						1846			
		1138	48.1	BPWZ	CAMROSE JCT.						1830		1836	
		1139	47.4	PYZ	CAMROSE JCT.						1829			
					JCT. WITH DEMAY SUB.									
		1141	45.5	P	BARLEE JCT.						1827		1904	
			45.4		JCT. WITH KINGMAN SUB.									
		1147	38.3		ARMENA						1821		1854	
					HAY LAKES						1814		1844	
		1200	24.7	P	NEW SAREPTA						1806		1834	
		1207	17.0		LOOMA						1758		1823	
		1213	9.9	P	BRETONA						1751		1814	
		1218	4.5	P	STRATHCONA						1745		1805	
		1221	2.2	PR	EAST EDMONTON						1740			
		1224	0.0	P	BREVILLE JCT.						1737			
					Jct. with Wainwright Sub.									
Daily	Daily	<b>695</b>	<b>693</b>								Daily	Daily	Daily	
		<b>695</b>	<b>693</b>								<b>694</b>	<b>692</b>	<b>888</b>	

CAMROSE SUBDIVISION FOOTNOTES

INTERLOCKINGS		Miles per Hour		
Railway Crossings at Grade:		Railiner	Passenger except Railiner	Other Movements
C.P. Rly.	Mileage 2.6	Controlled		
If necessary to pass an interlocking signal indicating STOP in accordance with Rules 264 or 265, the requirements of Rule 672 must be observed.				
C.P. Rly.	Mileage 47.7	Automatic		
Movements must not exceed 40 miles per hour while passing the governing approach signal.				
C.P. Rly.	Strathcona Line	Automatic		
Movements must stop at the governing interlocking signal and be governed by instructions posted at the crossing.				
Junction:				
Breville Jct.	Mileage 0.0	Controlled		
See Interlockings, Wainwright Sub. footnotes.				
MAXIMUM SPEED		Miles per Hour		
		Railiner	Passenger except Railiner	Other Movements
Between Mileages				
0.0 and 95.1	75	60	40	
Trains handling ore or ballast			25	
Northward trains passing approach signal			55	35
Mileage 54.9			55	35

PERMANENT SLOW ORDERS.		Miles per Hour		
Between Mileages		Railiner	Passenger except Railiner	Other Movements
On Curves		60		
5.3 and 5.6		55	50	
9.6 and 9.8		55	55	
11.9 and 12.8		55	55	
15.2 and 15.7		55	55	
16.6 and 18.1		55	55	
22.0 and 22.8		55	55	
25.9 and 26.8		55	55	
47.1 and 47.4		20	15	15
49.2 and 54.3		40	40	30
54.3 and 54.6		20	15	15
57.6 and 58.4		40	40	30
58.6 and 59.2		55	55	

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CAMROSE SUBDIVISION FOOTNOTES—Continued

PUBLIC CROSSINGS AT GRADE.	Miles per Hour		
	Railiner	Passenger except Railiner	Other Movements

Mileage 2.3 (Highway 16A)			
Northward movements approaching within 1150 feet of crossing	35	35	35
Southward movements proceeding at less than 30 miles per hour within 2500 feet of the crossing, until crossing occupied	10	10	10
Mileage 48.08 (48th Avenue)			
Northward movements approaching within 230 feet of crossing	5	5	5
Southward movements approaching within 1200 feet of crossing	30	30	30
Mileage 84.9 (Highway 21)			
Approaching within 2300 feet of crossing	70		

1. Trains or engines must not clear the main track at the following locations (BTC 111212).  
Spur mileage 1.26 (Alchem Co. Ltd.)  
Spur mileage 4.42 (Strathcona Team)

2. While within CTC between Breville Jct. and Strathcona, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required.

3. At East Edmonton, southward one mile sign governing the approach to interlocked C.P. Rly. crossing at grade mileage 2.6 located to left of main track.

4. Engines of 1000-1077 series must not enter or use any industrial tracks within the switching limits of the Edmonton terminal nor the Camrose Tubes Ltd. and Page-Hersey Tubes Ltd. trackage mileage 47.6, without permission from Sup't Transportation.

5. At East Edmonton, movements entering the main track from siding through crossover mileage 1.7 must comply with Rule 268 before reversing crossover south switch.

6. East Edmonton is a register station for No. 694 only and between the hours of 1400 and 2200 daily except Saturday and Sunday, No. 694 may register by delivering a register ticket to the operator.

7. Automatic protected public crossings at grade equipped with push button or other appliance, located as follows:

Mileage 0.32 Gainer's Line (63rd Avenue)
Mileage 48.08 (48th Avenue)
One or more STOP signs erected on other than the main track at the following public crossings at grade:
Mileage 2.24 Gainer's Line (76th Avenue)
Mileage 48.08 (48th Avenue)

8. At Imperial Oil Ltd. plant at East Edmonton, smoking is prohibited within the plant area and cabooses with fire in stove must be left outside the entrance to the plant site. Derails must only be handled by Imperial Oil Ltd. personnel.

9. At East Edmonton, when switching Texaco Canada Ltd., C.P. Rly. main track must not be used or fouled. Cars must not be allowed to block road crossing within the plant area any longer than necessary and must not be left straddling insulated rail joints (painted yellow) on west end of loading racks. Smoking is prohibited within the plant area and cabooses with fire in stove must be left outside the entrance to the plant area. Derails must only be handled by Texaco Canada Ltd. personnel.

10. Unless otherwise provided, No. 888, southward extra trains and work extra trains created at Strathcona must obtain clearance at Calder or Edmonton and may then leave Strathcona without obtaining clearance. When clearance is obtained at Calder or Edmonton such trains will be governed by the train order signal at East Edmonton.

11. Public crossing at grade mileage 0.32 Gainer's Line (63rd Avenue). Movements over the crossing must not exceed 5 miles per hour.

12. Public crossing at grade mileage 2.24 Gainer's Line (76th Avenue). Movements over the crossing must be protected by a flagman.

13. Movements to Strathcona Line see Edmonton East Terminal and Edmonton West Terminal Sub. footnotes regarding the sounding of engine whistle signals while within the limits of the City of Edmonton.

14. Non-interlocked railway crossing at grade where Strathcona Line crosses south leg of wye C.P. Rly. Leduc Sub. South Edmonton.

15. At South Edmonton, Gainer's Line is used jointly by C.P. Rly. as Willingdon Sub. main track for a distance of 50 feet in vicinity of 63rd Avenue.

16. ABS between southward signal at Mileage 44.8 and northward signal at Mileage 54.9. Special Instruction 4 applicable within yard limits at Camrose Jct., Camrose, Jct. with Alliance Sub. and Ferlow Jct.

Rules 261-262 applicable between southward signal at Mileage 45.4 and northward interlocking signal at Mileage 47.7. Judgment to be used to prevent delay to first class trains and before entering the Camrose Sub., movements from Kingman or Demay Subs. must first obtain permission by telephone from the operator at Camrose.

C.T.C. between southward signal at Mileage 48.4 and northward signal at Mileage 54.3 and is controlled by operator Camrose.

17. At Jct. with Alliance Sub., the switch connecting Camrose long lead to the Alliance Sub. is in normal position when lined for movement to and from the long lead and against through movement on Alliance Sub.

18. All trains must obtain clearance at Camrose. Clearance for No. 694 must also be okayed by the train dispatcher on duty at Calgary. Extra trains to Stettler Sub. see Item 1 Stettler Sub. footnotes.

19. Trains may register at Camrose by delivering a register ticket to the operator.

20. At Camrose, the time of all trains applies at the station.

21. Advance speed restriction sign governing northward movements approaching the permanent slow order between mileages 58.6 and 59.2, located to left of main track.

22. Freight trains operating through Mirror may register at Mirror by delivering register ticket to the operator.

23. Special Instruction 3 applicable at siding switches Looma, New Sarepta, Hay Lakes, Armena, Duhamel, New Norway, Ferintosh, Dorenlee, Bashaw and Lamerton and at siding south switch Bretona.

24. Special Instruction M-1 applicable.

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CAMROSE SUBDIVISION FOOTNOTES—Concluded

OTHER TRACKS

Mileage	Capacity	Connected	Mileage	Capacity	Connected
B.A. Oil Connection 0.8	133 cars	South end	Team track 4.4	5 cars	South end
Alchem Co. Ltd. 1.3	7 cars	South end	Strathcona Line incl. Gainer's Line 4.5	9.1 miles	North end
Knightsbridge Industrial Lead 1.82	46 cars	North end	Interchange track with C.P. Rly. 47.5	25 cars	North end
Premier Steel Mills 2.9	70 cars	North end	Camrose Tubes Ltd. and Page-Hersey Tubes Ltd. 47.6	139 cars	South end
Industrial Spur 3.1	43 cars	North end			
A.I.M. Steel Ltd. 3.1	1 car	North end			

WESTWARD TRAINS		Miles from Jct. with Camrose Sub.	Symbols	ALLIANCE SUBDIVISION		Office Signals	Car Capacity		EASTWARD TRAINS	
STATIONS				Sidings	Other Tracks		STATIONS		Sidings	Other Tracks
		59.2	RYWZ	ALLIANCE 8.0			YARD			
		51.2		GALAHAD 7.6		31				
		45.0	Y							
		43.6	RZ	FORESTBURG 8.9		53	50			
		34.7		HEISLER 6.2		53				
		28.5		ANKERTON 6.3		34				
		22.2		ROSALIND 5.8		53				
		16.4		KELSEY 8.2		39				
		8.2		KIRON 8.2			20			
		0.0	PZ	JCT. WITH CAMROSE SUB.						

RULES 41 and 44 APPLICABLE  
Special Instruction 2 applicable  
Rule 105A not applicable

ALLIANCE SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages.	Miles per Hour All Movements
0.0 and 59.2	25
Engines other than Inspection Cars, Test Cars and Series 1000-1077	20

1. At Camrose, the switch connecting long lead to Alliance Sub. is in normal position when lined for movements to and from long lead and against through movement on Alliance Sub.

2. Unless otherwise provided, extra trains created at Jct. with Camrose Sub. must obtain clearance at Camrose and may then leave Jct. with Camrose Sub. without obtaining clearance.

3. Public crossing at grade mileage 51.42 (Highway 36). Eastward trains standing on main track meeting or waiting

for an opposing train must stop clear of crossing circuit sign located 800 feet west of crossing.

4. Forestburg Collieries Ltd.: Movements must not exceed 20 miles per hour and when entraining and de-training, look out for uneven ground and coarse gravel. Not more than 20 cars at one time may be shoved into the west yard and cars or engines must not be moved through the mine tippie. Hand brakes must be applied to each car left on mine tracks.

5. Special Instruction M-1 applicable.

OTHER TRACKS

Mileage	Capacity	Connected
Grain Spur 4.4	12 cars	Both ends
Valentine 10.3	17 cars	West end
Magnet Cove Barium Corp. 23.0	17 cars	Both ends
Forestburg Collieries Ltd. 45.0	7.4 miles	Wye switch

SANGUDO SUBDIVISION FOOTNOTES

Between Mileages.	MAXIMUM SPEED Miles per Hour All Movements
0.0 and 103.1 (except as below)	30
Trains handling loaded sulphur, liquid gas or ballast cars: Between Mileages.	
0.0 and 29.4	20
29.4 and 103.1	15

1. Unless otherwise provided, extra trains created at West Jct. and destined Sangudo Sub. must obtain clearance at Calder or Edmonton and may then leave West Jct. without obtaining clearance.

2. Cars must not be allowed to run free in Monomold Containers Ltd. spur and all cars left in this spur must have hand brakes applied and wheels blocked.

\*3. Mileage commences 0.4 miles west of Junction switch.

4. Special Instruction M-1 applicable.

5. Manual Block System on Windfall Industrial Spur. Mileboards commencing with 0.0 at Whitecourt in service and movement between Mileage 0.0 and Mileage 23.2 will be governed by the following instructions which in no way supersede Rule 105 of the Uniform Code of Operating Rules:

(a) Operator Whitecourt will authorize all movements within Manual Block System territory.

(b) Before entering the block, conductor must obtain in duplicate, block clearance issued by the operator, deliver one copy to the engineman and retain the other.

(c) A movement must not be admitted into the block while it is occupied by any other movement, except in cases of emergency and only then after the conductor and engineman of the movement already occupying the block have been informed of the circumstances.

(d) Block clearances must be numbered consecutively each month, beginning with the first day of every month. Operator must record particulars of each movement on the prescribed form before issuing a block clearance.

(e) When clearing the block at Whitecourt, conductors must complete lower portion of their block clearance as required and leave it accessible to the operator at Whitecourt.

(f) When clear of the block and after completed clearance has been left accessible to the operator, movement must not again enter the block until another clearance is obtained.

6. Restricted speed on Windfall Industrial Spur must not exceed 15 miles per hour except between mileages 3.2 and 5.0 and between mileages 12.2 and 13.6, where it must not exceed 10 miles per hour.

7. Tonnage rating for two units of 1000-1077 series on Windfall Industrial Spur is 1310 tons with car factor of 3 westward and 4100 tons with car factor of 8 eastward.

8. Engines must not be moved under bulk Sulphur loading conveyor at Windfall.

9. General Instruction (Form 696) A-220 applicable to eastward movements between Windfall Sulphur plant mileage 23.2 Windfall Industrial Spur and runaround track at mileage 23.0. Eastward movements at the Windfall Sulphur plant must comply with General Instruction T-311. Loads must not be moved eastward from the Windfall Sulphur plant unless the route to be used is clear of other equipment.

WESTWARD TRAINS		Symbols	SANGUDO SUBDIVISION		Office Signals	EASTWARD TRAINS	
FOURTH CLASS	Miles from Union Jct.		STATIONS	Car Capacity		FOURTH CLASS	
<b>515</b>	Way Freight						<b>516</b>
Daily							Way Freight Daily ex. Sunday Monday
0840	*0.0	Z	UNION JCT. Jct. with Edmonton West Terminal Sub. 1.7				1240
0845	1.7	Z	CANNELL 3.3	20			1233
0853	5.0		ST. ALBERT 8.0	28			1222
0912	13.0		VILLENEUVE 6.4	32			1159
0928	19.4		CALAHOO 10.0	32			1140
0952	29.4		ONOWAY 6.6	65	33		1100
1035	36.0		GUNN 8.4	31			1035
1102	44.4		GLENEVIS 7.1	31			1002
1119	51.5		CHERRILL 5.5	21			0934
1133	57.0		LISBURN 5.5	31			0912
1149	62.5		SANGUDO 6.4	34			0850
1210	68.9		ROCHFORD BRIDGE 5.3	32			0824
1226	74.2		MAYERTHORPE 5.6	MY 33			0802
1242	79.8		GREENCOURT 9.9	29			0740
1310	89.7		BLUE RIDGE 13.4	30			0655
1340	103.1	RYZ	WHITECOURT	WO YARD			0600
Daily			RULES 41 and 44 APPLICABLE Special Instruction 2 applicable Rule 105A not applicable				Daily ex. Sunday Monday
<b>515</b>							<b>516</b>

OTHER TRACKS

Mileage	Capacity	Connected
Inland Cement Co. Ltd. 0.1	146 cars	Both ends
Weldwood of Canada Ltd. 0.4	29 cars	West end
Weldwood of Canada Ltd. 0.5	11 cars	West end
Edmonton Concrete Block Co. 1.3	37 cars	West end
Monomold Containers Ltd. 4.2	5 cars	West end
Pit Spur 26.5	45 cars	West end
Run-Around Track 28.3	4 cars	Both ends
Baroid of Canada Ltd. 28.4	16 cars	East end
Pit Spur 100.2	46 cars	East end
Socony Mobil Oil Co. 102.4	44 cars	Both ends
Windfall Industrial Spur 103.1	23.2 miles	East end

EDMONTON EAST TERMINAL SUBDIVISION

WESTWARD TRAINS

FIRST CLASS

<b>1</b> Passenger Daily	<b>695</b> Passenger Railiner Daily	<b>691</b> Passenger Railiner Daily	<b>697</b> Passenger Railiner Daily	.....	<b>5</b> Passenger Daily
1401	1229	1144	1124	.....	0846
1415	1240	1155	1135	.....	0900
Daily	Daily	Daily	Daily	.....	Daily
<b>1</b>	<b>695</b>	<b>691</b>	<b>697</b>	.....	<b>5</b>

Miles from  
Edmonton  
Miles from North  
Edmonton Via Calder

Symbols

STATIONS

3.3	0.0	PXZ	* Two Tracks	NORTH EDMONTON Interlocked with Vegreville and Wainwright Subs. 3.5 CALDER
.....	2.3	.....		
.....	3.5	CKPWXZ		
3.3	0.0	P	CTC	NORTH EDMONTON Interlocked with Vegreville and Wainwright Subs. 3.3 EDMONTON
.....	.....	.....		
0.0	.....	CKPWXZ		

NOTE—Express trains, when handling freight equipment, must operate at speeds specified for other movements.

EDMONTON WEST TERMINAL SUBDIVISION

WESTWARD TRAINS

FIRST CLASS

<b>1</b> Passenger Daily	.....	<b>5</b> Passenger Daily
1445	.....	0930
1500	.....	0945
Daily	.....	Daily
<b>1</b>	.....	<b>5</b>

Miles from  
Edmonton  
Miles from North  
Edmonton Via Calder

Symbols

STATIONS

0.0	.....	CKPWXZ	CTC TWO TRACKS	EDMONTON 4.2 WEST JCT. 0.7 N.A. RLY. 1.1 UNION JCT. Jct. with Sangudo Sub. 1.2 BISELL
4.2	4.0	PXYZ		
4.9	4.7	P		
6.0	5.8	P		
7.2	7.0	P		
.....	.....	.....		

NOTE—Express trains, when handling freight equipment, must operate at speeds specified for other movements.

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

EXPRESS TRAINS (For Information Only)

No. 201—Daily— Leave North Edmonton 0220  
Arrive Edmonton 0235  
Leave Edmonton 0405  
Arrive Bissell 0420

No. 202—Daily— Leave Bissell 2130  
Arrive Edmonton 2150  
Leave Edmonton 2350  
Arrive North Edmonton 0005

Between	MAXIMUM SPEED	Miles per Hour	
		Passenger and Express	Other Movements
West Jct. and Mileage 6.2	.....	70	50
Mileage 6.2 and Bissell	.....	80	60
West Jct. and North Edmonton	.....	30	30

SPEED RESTRICTIONS

Eastward movements on eastward track through spring switch mileage 0.4 North Edmonton-Calder Line, until leading wheels have passed through the switch 20

INTERLOCKINGS

Railway Crossings at Grade:  
Vegreville Sub., Wainwright Sub. and Edmonton East Terminal Sub. North Edmonton Controlled  
Includes a connecting track between Wainwright Sub. and Edmonton - North Edmonton Line; also between Vegreville Sub. and Calder - North Edmonton Line. Rule 672 not applicable.

PERMANENT SLOW ORDER

Between Mileages 1.5 and 1.7 Edmonton West Terminal Sub. 15

EDMONTON EAST TERMINAL SUBDIVISION

EASTWARD TRAINS

FIRST CLASS

<b>2</b> Passenger Daily	.....	<b>694</b> Passenger Railiner Daily	<b>696</b> Passenger Railiner Daily	<b>690</b> Passenger Railiner Daily	<b>6</b> Passenger Daily
1542	.....	1732	1750	1842	2302
1530	.....	1720	1740	1830	2250
Daily	.....	Daily	Daily	Daily	Daily
<b>2</b>	.....	<b>694</b>	<b>696</b>	<b>690</b>	<b>6</b>

Office Signals

* Two Tracks	NORTH EDMONTON Interlocked with Vegreville and Wainwright Subs. 3.5 CALDER	CD
	NORTH EDMONTON Interlocked with Vegreville and Wainwright Subs. 3.3 EDMONTON	MO

NOTE—Express trains, when handling freight equipment, must operate at speeds specified for other movements.

EDMONTON WEST TERMINAL SUBDIVISION

EASTWARD TRAINS

FIRST CLASS

<b>2</b> Passenger Daily	.....	<b>6</b> Passenger Daily
1500	.....	2220
1450	.....	2210
1445	.....	2205
Daily	.....	Daily
<b>2</b>	.....	<b>6</b>

Office Signals

CTC Two Tracks	EDMONTON 4.2 WEST JCT. 0.7 N.A. RLY. 1.1 UNION JCT. Jct. with Sangudo Sub. 1.2 BISELL	MO
	.....	.....
	.....	.....
	.....	.....
	.....	.....
	.....	.....

NOTE—Express trains, when handling freight equipment, must operate at speeds specified for other movements.

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUB. FOOTNOTES—Continued

PUBLIC CROSSINGS AT GRADE

	Miles per Hour
	All Movements
Mileage 0.4 Edmonton - North Edmonton Line (96th Street) Eastward movements approaching within 600 feet of the crossing	10
Mileage 3.87 Edmonton - Bissell Line (125th Avenue) Westward movements on eastward track proceeding at less than 10 miles per hour within 1150 feet of the crossing, until crossing occupied	10

SPECIAL INSTRUCTIONS GOVERNING MOVEMENTS AT PUBLIC CROSSINGS AT GRADE

A. Special Instruction M-15(a) applicable at all public crossings at grade between and including 66th Street mileage 3.1 and 96th Street mileage 0.4 North Edmonton-Edmonton Line except that crossing must not be obstructed until protection has been in operation for 35 seconds. Special Instruction M-15(b) applicable to westward movements at 115th Avenue mileage 1.74 North Edmonton-Edmonton Line.

(Continued on Page 14)

## EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUB. FOOTNOTES—Continued

B. Westward movements on south service track over the public crossing at grade 66th Street mileage 3.1 Edmonton-North Edmonton Line must start crossing protection by operating push button.

C. Movements on south service track or City Waterworks Spur over the public crossing at grade 95th Street mileage 0.5 Edmonton-North Edmonton Line must not exceed 5 miles per hour until crossing occupied.

D. Automatic protected public crossings at grade equipped with push button or other appliance, located on Edmonton-North Edmonton Line, as follows:

96th Street mileage 0.4

E. One or more STOP signs erected on other than the main track at the following public crossings at grade on Edmonton North Edmonton Line:

66th Street mileage 3.1  
96th Street mileage 0.4  
82nd Street mileage 1.51

STOP sign governing movements from ramp and shed tracks over 96th street is located to the left of the leads.

F. Movements over the following public crossings at grade must be protected by a flagman:

On all tracks over 102nd, 103rd and 104th Avenues between 101st and 112th Streets Edmonton-Bissell Line.

On all tracks other than main tracks over 116th Street mileage 1.23 Edmonton-Bissell Line.

G. The limits of the City of Edmonton are:— Mileage 260.2 Wainwright Sub., West Boundary of the public crossing at grade mileage 123.4 Vegreville Sub., Mileage 5.9 Edmonton-Bissell Line and the North Boundary of 63rd Avenue mileage 5.2 Strathcona Line. Except for the purpose of giving signals necessary to train operation or to prevent accident, the sounding of engine whistle signals of any engine approaching public crossings at grade within the limits of the City of Edmonton is prohibited other than at crossings listed and areas defined below:

- Between Gainer's Packing Plant and North Boundary of 63rd Avenue mileage 5.2 Strathcona Line.
- Via Calder Line between Mileage 260.2 Wainwright Sub. and mileage 5.9 Edmonton-Bissell Line.
- Between West Boundary of the public crossing at grade mileage 123.4 and mileage 126.4 Vegreville Sub.
- Main track movements at 121st Street and 125th Avenue public crossing at grade mileage 3.8 Edmonton-Bissell Line.
- Main track movement at 66th Street public crossing at grade mileage 3.1 Edmonton-North Edmonton Line.

1. CTC in service between North Edmonton and eastward block signals 04 and D04 at Mileage 0.4 North Edmonton-Calder Line. Approach signal for eastward movements on eastward track is located at Mileage 0.8. There is no approach signal on the westward track and eastward movements on the westward track must approach signal D04 prepared to stop and there be governed by indication displayed.

2. CTC, governing movement in both directions on each of the Two Tracks, in service between westward block signals 41ND, 41SD, 39BD, 39 and 39AD at West Jct. and Bissell. There is no approach signal on westward track between Edmonton and West Jct. and westward movements must approach block signal 39 prepared to stop and there be governed by indication displayed. There is no approach signal on Sangudo Sub. and eastward movements must approach eastward dwarf signal 62D prepared to stop and there be governed by indication displayed.

3. CTC in service between eastward block signal D02 located at west boundary of 96th Street public crossing at grade mileage 0.4 Edmonton-North Edmonton Line and North Edmonton. There is no approach signal to signal D02 and eastward movements must approach eastward block signal D02 prepared to stop and there be governed by indication displayed.

4. Movements entering the main track through the following crossovers, must comply with Rule 268 before reversing the switch in the track on which the movement is standing:

Crossover from North Service Track at mileage 1.11.  
Crossover from South Service Track at mileage 2.80.  
Crossover from Service Track to South Main Track at N.A. Rly.

5. Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required.

6. Trains or engines must not clear the main track at the following locations (BTC 111578)

Spur mileage 0.25 North Edmonton-Calder Line  
Spur mileage 0.29 North Edmonton-Calder Line

7. Dwarf signals 47D and 48D on the Gov't Elevator Track at N.A. Rly. are switching signals controlled by the train dispatcher, who will upon request, set them to display a RESTRICTING SIGNAL aspect which will automatically be repeated each time the track between the signals is made clear. However, this aspect can be changed to a STOP indication anytime the track between the signals is clear.

8. Trains originating at Edmonton or Calder destined Wainwright Sub., see item 21 Wainwright Sub. footnotes, those destined Camrose Sub. see item 10 Camrose Sub. footnotes, those destined Vegreville Sub., see item 11 Vegreville Sub. footnotes, those destined Coronado Sub., see item 1 Coronado Sub. footnotes, those destined Edson Sub., see item 5 Edson Sub. footnotes, those destined Sangudo Sub., see item 1 Sangudo Sub. footnotes and those destined Athabasca Sub., see item 1 Athabasca Sub. footnotes.

(Continued on Page 15)

## EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUB. FOOTNOTES—Concluded

9. Trains registering at Calder must show in the train register, their designation arriving or leaving Edmonton East Terminal Sub. or Edmonton West Terminal Sub. Trains registering at Edmonton, except those scheduled at Edmonton must show in the train register, their designation arriving or leaving Edmonton East Terminal Sub. or Edmonton West Terminal Sub.

★10. Two Tracks between mileage 0.4 and mileage 2.3 North Edmonton-Calder Line and there is no main track through Calder yard between the west end of the Two Tracks and West Jct. Two Tracks between West Jct. and third crossover switch west of 96th Street public crossing at grade mileage 0.4 Edmonton East Terminal Sub.

11. At mileage 2.3 North Edmonton-Calder Line, eastward yard limit sign governing movements on the Two Tracks is located on the north side of the Two Tracks. At West Jct., eastward yard limit sign governing movements on the Two Tracks between West Jct. and Edmonton is located to left of main track. At Edmonton, westward yard limit sign is located north of north service track opposite eastward block signal D02 at 96th Street public crossing at grade.

12. Unless otherwise provided and when necessary, conductors of trains from Sangudo Sub. and N.A. Rly. may call train dispatcher by telephone or radio for information on first and second class trains for movement between West Jct. and Edmonton.

13. Switchtenders are assigned 0730 until 2330 daily at West end and 0830 until 2330 at East end of Edmonton station tracks. Switchtenders at east end are responsible for all switches at the east end of station tracks and crossover switches between this point and 96th Street. Switchtenders at west end are responsible for all switches at the west end of Edmonton station tracks including crossover switches and those leading to and from the Two Tracks and will also handle switches for way freights and transfer movements entering the city yard. All movements must approach Edmonton station tracks prepared to stop and during the assigned hours of the switchtender, will proceed on hand signal given by him with a yellow flag by day and a yellow light by night or during foggy or stormy weather.

14. At North Edmonton, the time of all trains applies at the railway crossing.

15. Switch leading to the city loop yard track at west end of siding at North Edmonton is to be left set and locked for movement from siding to main track. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

16. At Edmonton, the time of Edmonton East Terminal Sub. trains applies at the west boundary of 96th Street mileage 0.4 and the time of Edmonton West Terminal Sub. trains applies at the east boundary of 105th Street overpass mileage 0.4.

17. All movements on Loop Track at 121st Street and 125th Avenue Edmonton-Bissell Line, must be headed by an engine and not exceed 5 miles per hour.

18. Switch leading to the run-around track at east end of the service track at West Jct. is to be left set and locked for movement from the service track to main track. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

19. Road cabooses are not to be switched with when switching or making up trains.

20. At Calder, electrical and water connections on north side of cleaning tracks 1 and 2 are not of standard clearance.

21. Engines of 1000-1077 series must not enter or use any industrial tracks without permission from Sup't of Transportation.

22. In conjunction with Special Instruction 8, Passenger Extra Trains arriving or leaving CTC at North Edmonton or West Jct. must display, or continue to display white flags and white lights while operating between North Edmonton and West Jct.

23. At O.K. Construction Ltd. at 107th Avenue and 92nd Street engines must not be moved over the under-track unloading pit.

24. At Bruce Robinson Electric Ltd. spur at 149th Street and 115A Avenue, engine or cars must not be moved within 50 feet of the warehouse.

25. Special Instruction M-1 applicable.

NORTHWARD TRAINS		ATHABASCA SUBDIVISION		SOUTHWARD TRAINS	
Miles from N.A. Rly. Jct.	Symbols	STATIONS	Office Signals	Sidings	Other Tracks
0.0	Z	N.A. RLY. JCT. <small>Jct. with Edmonton West Terminal Sub.</small>			
20.2 Trains between N.A. Rly. Jct. and Morin Jct. will be governed by N.A. Rly. Time Table, Rules and Regulations.					
20.2	Z	<small>Jct. with N.A. Rly.</small> MORIN JCT.			
21.1	RZ	MORINVILLE		32	34
31.5		LEGAL		39	
39.4		VIMY		39	
45.2		CLYDE		32	
52.1		NESTOW		31	
58.6		TAWATINAW		30	
64.5		ROCHESTER		26	
72.3		PERRYVALE		33	
80.7		MEANOOK		32	
85.4		COLINTON		25	
87.0	Y				
93.1	RZ	ATHABASCA			YARD

RULES 41 and 44 APPLICABLE  
Special Instruction 2 applicable  
Rule 105A not applicable

**ATHABASCA SUBDIVISION FOOTNOTES**

**MAXIMUM SPEED**

Between Mileages	Miles per Hour
0.0 and 93.1	All Movements 30
Trains handling clay or ballast	20

**PERMANENT SLOW ORDER.**

Between Mileages	15
76.6 and 76.8	

- Unless otherwise provided, extra trains created at Morin Jct. must obtain clearance at Edmonton or Calder and may then leave Morin Jct. without obtaining clearance.
- Jct switch at Morin Jct. is in normal position when lined for N.A. Rly.
- N.A. Rly. train dispatchers telephone at Morin Jct. and conductors of northward trains must advise N.A. Rly. train dispatcher when their train clears N.A. Rly. main track and conductors of southward trains must call N.A. Rly. train dispatcher before fouling N.A. Rly. main track.
- Conductors of northward trains arriving at their destination must as soon as possible, advise C.N. Rly. chief train dispatcher at Edmonton by Alberta Gov't telephone at 429-8671 of their expected arrival time at Morin Jct. on southward trip.
- At Morin Jct. N.A. Rly. clearance will be delivered to southward trains by automobile. Clearance will be left in bill box at C.N. Rly. station Morinville. If clearance is not on hand on arrival or within 30 minutes after arrival, conductor must contact C.N. Rly. chief train dispatcher at Edmonton for instructions.
- Special Instruction M-1 applicable.

**OTHER TRACKS**

	Mileage	Capacity	Connected
Imperial Oil	20.5	4 cars	South end
United Grain Growers Spur	21.0	7 cars	North end
Peavey	26.9	16 cars	Both ends
Northwest Ceramics Co. Ltd.	91.1	12 cars	South end

WESTWARD TRAINS		FOOTHILLS SUBDIVISION		EASTWARD TRAINS	
Miles from Bickerdike	Symbols	STATIONS	Office Signals	Sidings	Other Tracks
0.0	P	BICKERDIKE			
5.5	P	McLEOD RIVER		43	
10.7	P	ERITH		51	
16.3		WEALD		42	
25.2	P	EMBARRAS		51	13
30.5		OKE		28	
34.0	P	ROBB			40
36.1	Z	PARKHILL JCT. <small>Jct. with Mountain Park Sub.</small>			
36.6	PYZ	COALSPUR			YARD
43.2		DISS		31	
47.2		STERCO		33	
48.1	Y	COAL VALLEY			
48.5		FOOTHILLS			
49.9					

RULES 41 AND 44 APPLICABLE  
Special Instruction 2 applicable  
Rule 105A not applicable

**FOOTHILLS SUBDIVISION FOOTNOTES**

**MAXIMUM SPEED**

Between Mileages.	Miles per Hour
0.0 and 36.6	All Movements 25
36.6 and 49.9	15
On Down Grade	
Between Mileages	10
36.1 and 47.2	

**PERMANENT SLOW ORDER.**

Between Mileages.	10
32.9 and 33.4	

- The Foothills Sub. connects with siding at Bickerdike. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Foothills Sub.
- Jct. switch at Parkhill Jct. is in normal position when lined for the Mountain Park Sub.
- Service track 450 feet long connected to both ends of Blackstone Collieries trackage must not be used or entered by cars or engines.
- General Instruction (Form 696) A-220 applicable to eastward trains between Sterco and Coalspur. Eastward freight trains at Sterco must comply with General Instruction T-311.
- Special Instruction M-1 applicable.

**TUNNEL**

Mileage 33.4	591 feet
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**OTHER TRACKS**

	Mileage	Capacity	Connected
Erith Tie Co.	11.5	9 cars	East end
W. G. Wagner	32.0	10 cars	East end
Spur	32.1	13 cars	Both ends
Blackstone Collieries	36.5	20 cars	East end

WESTWARD TRAINS			Miles from Edmonton	Symbols	EDSON SUBDIVISION STATIONS	Office Signals	Car Capacity		EASTWARD TRAINS	
FIRST CLASS		STATIONS					Siding	Other Tracks	FIRST CLASS	
1 Passenger Daily	5 Passenger Daily								2 Passenger Daily	6 Passenger Daily
1500	0945	7.2	P	BISSELL 12.5		YARD	1445		2205	
		19.7	P	SPRUCE GROVE 12.8	110					
1525	1010	32.5	P	CARVEL 11.8	109		1420		2135	
		44.3	P	WABAMUN 13.8	117					
		58.1	P	GAINFORD 8.2	110					
1605	1050	66.3	P	ENTWISTLE 1.8	110					
		68.1	P	EVANSBURG 9.4		121	1340		2050	
		77.5	PW	WILDWOOD 10.6	112					
		88.1	P	LEAMAN 11.6	110					
1640	1120	99.7	P	NITON 10.1	110		1310		2015	
		109.8	P	PEERS 11.0	110					
		120.8	P	WOLF CREEK 8.8	110					
1710	1200	129.6	CKPWY	EDSON 9.3	FY	126	YARD 1240		1940	
1715	1205	138.9	P	BICKERDIKE 10.2	110		1235		1935	
		149.1	P	GALLOWAY 6.7	120					
1745	1245	155.8	P	MEDICINE LODGE 9.4	110		1150		1905	
		165.2	P	OBED 11.8	106					
		177.0	PW	PEDLEY 7.6	110					
s 1820	s 1325	184.6	P	HINTON 11.6	115	559	s 1120		s 1830	
		196.2	P	SOLOMON 12.0	110					
1900	1355	204.8	P	MIETTE 12.3	110		1043		1800	
		208.2	P	SNARING 7.1	110					
		220.5	P	HENRY HOUSE 8.1	110					
1945	1440	227.6	P	JASPER	GH	53	YARD 1015		1720	
1945	1440	235.7	CKPWY							

EDSON SUBDIVISION FOOTNOTES ON PAGES 19 AND 20

NOTE:—Express trains, when handling freight equipment, must operate at speeds specified for other movements.

EDSON SUBDIVISION FOOTNOTES

EXPRESS TRAINS (For Information Only)

No. 201—Daily—Leave Bissell 0420  
Arrive Edson 0700, Leave Edson 0710  
Arrive Jasper 1005 MST  
Leave Jasper 0940 PST

No. 202—Daily—Arrive Jasper 1500 PST  
Leave Jasper 1630 MST  
Arrive Edson 1900, Leave Edson 1910  
Arrive Bissell 2130

MAXIMUM SPEED

Between Mileages.	Miles per Hour Passenger and Express	Hour Other Movements
7.2 and 47.0	80	60
47.0 and 64.5	75	60
64.5 and 148.0	80	60
148.0 and 157.5	60	50
157.5 and 191.0	80	60
191.0 and 206.0	60	50
206.0 and 235.2 (See Item 20)	80	60
235.2 and 235.7	20	20

Trains handling Hinton, Cadomin or Wabamun rock 50

PUBLIC CROSSINGS AT GRADE.

Mileage 128.7 (Highway 16)  
Eastward movements approaching within 2000 feet of crossing 60

Mileage 184.4 (Old Highway 16)  
Eastward movements proceeding at less than 30 miles per hour within 3100 feet of crossing 30 30

PERMANENT SLOW ORDERS.

Between Mileages.	Miles per Hour Passenger and Express	Hour Other Movements
33.4 and 33.7	55	45
* 43.4 and 43.8	60	...
48.7 and 49.4	50	45
* 50.0 and 51.5	60	50
52.9 and 53.3	50	45
53.4 and 55.2	60	50
* 57.1 and 57.3	60	50
60.8 and 62.8	60	55
66.9 and 68.3 (See Item 23)	65	55
73.3 and 73.7	65	50
83.0 and 86.3	60	50
106.1 and 106.5	70	...
122.2 and 122.8	50	40
* 135.2 and 136.9	50	45
* 137.1 and 137.5	75	...
140.8 and 141.1	75	...
144.9 and 145.4	75	...
151.7 and 152.1	55	45
164.3 and 166.1	70	...
166.9 and 167.2	60	50
* 167.4 and 169.9	70	...
* 174.3 and 176.6	75	...
179.3 and 179.6	60	50
183.9 and 184.4	55	45
187.5 and 188.2	40	35
191.2 and 192.6	55	45
193.3 and 193.7	30	30
* 194.9 and 195.3	55	45
196.7 and 197.0	55	45

Miles per Hour Passenger and Express and Other Movements

200.1 and 203.3	55	45
204.1 and 205.6	30	20
206.1 and 206.5	75	...
209.3 and 209.5	70	...
210.6 and 211.0	65	55
* 213.6 and 214.0	75	...
215.1 and 215.5	75	...
215.6 and 215.9	45	35
217.4 and 218.0	65	50
221.1 and 221.9	75	...
222.1 and 222.3	60	50
223.7 and 224.2	55	45
231.6 and 232.4	55	45
* 232.4 and 233.5	45	35

1. Within CTC, except at siding east switch Wabamun and except as may be required by Special Instruction M-15, trains or engines accepting a SLOW CLEAR indication on a dwarf signal governing movement from a siding, may proceed at a speed not exceeding 25 miles per hour. Rule 287 modified accordingly.

2. Movements entering the main track from siding Wabamun through crossover mileage 45.1, from siding Hinton through crossover mileage 185.1 and from Jasper yard through crossover mileage 234.4 must comply with Rule 268 before reversing the switch upon which the movement is standing.

3. Trains or engines must not clear the main track at the following locations (BTC 115337-117866).

- East and west switch mileage 10.7 (Winterburn)
- Switch mileage 24.0 (Stony Plain)
- Switch mileage 24.4 (Stony Plain)
- Switch mileage 38.8 (Duffield)
- Switch mileage 44.8 (Calgary Power Ltd.)
- Switch mileage 46.2 (Alberta Southern Coal Co.)
- East and west switch mileage 51.8 (Fallis)
- Switch mileage 66.0 (Ballast Track Entwistle)
- Switch mileage 67.3 (Industrial Spur Entwistle)
- Switch mileage 71.4 (Banff Mining and Quarrying)
- Switch mileage 92.0 (Mackay)
- Switch mileage 115.7 (Rosevear)
- Switch mileage 130.6 (Hett and Sibbald Ltd.)
- Switch mileage 134.6 (Hudson Bay Oil and Gas Co.)
- Switch mileage 143.5 (Marlboro)
- Switch mileage 160.0 (Hargwen)
- Switch mileage 184.5 (Hinton Team Track)
- Switch mileage 214.9 (Devona)
- Switch mileage 231.4 (Ballast Spur)

4. Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required.

5. Unless otherwise provided, westward extra trains created at West Jct. and destined Edson Sub. must obtain clearance at Edmonton or Calder and may then leave West Jct. without obtaining clearance.

(Continued on Page 20)

EDSON SUBDIVISION FOOTNOTES—Concluded

6. Safety spur 820 feet from main track switch on O.K. Construction and Supply Co. Ltd. trackage. Cars must not be left between the main track and the safety spur.

7. Box cars must not be moved up to or beyond the loading ramp on track 3 Alberta Southern Coal Co. spur.

8. One mile sign governing westward trains approaching Evansburg is located to left of main track.

9. Automatic protected public crossing at grade equipped with push button or other appliance, located as follows:

Mileage 109.8 (Highway 32)

Push button will not function if main track is occupied within 50 feet of the crossing.

10. One or more STOP signs erected on other than the main track at the following public crossing at grade:

Mileage 109.8 (Highway 32)

11. First class trains must obtain clearance at Edson.

12. First class trains may register at Edson by delivering a register ticket to the operator.

13. At Edson, switch connecting west end of House Track with Stub track is in normal position when lined for movement to and from the main track and against movement to and from the Stub track.

14. At Hudson Bay Oil and Gas Co. trackage, switch to first spur north of main track must be left in reverse position after having been used and when switching on this spur, use south plant track as lead, account restricted side clearance on north plant track.

15. The Foothills Sub. connects with siding at Bickerdike. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Foothills Sub.

16. At Northwestern Pulp and Power Co. Ltd., cars other than tank cars must not be moved under the overhead ramp on track 2 Tall Oil loading ramp.

17. At Alberta Resources Rly. material yard, account piles of ties and material look out for restricted clearance on north side of lead track.

18. All trains keep sharp lookout for fallen rocks on track at east end of tunnel mileage 204.8.

19. Siding at Jasper is located on station track I between dual control switches.

20. Zone speed sign governing eastward movements at Jasper located to left of main track at Mileage 235.2.

21. At Jasper, cars must not be left on the Ice House Track where they will block access to the motor car shed.

\*22. Advance speed restriction sign governing eastward movements located to left of main track.

23. Advance speed restriction sign governing westward movements approaching the permanent slow order between mileages 66.9 and 68.3 is located to left of main track.

24. Special Instruction M-2 applicable.

TUNNEL

Mileage 204.8 ..... 745 feet

OTHER TRACKS

	Mileage	Capacity	Connected
Inland Cement Co. Ltd.	7.1	146 cars	Both ends
(East switch off Sangudo Sub.)			
Winterburn	10.7	11 cars	Both ends
Acheson	14.2	113 cars	Both ends
Stony Plain	24.0	46 cars	West end
Stony Plain	24.4	47 cars	West end
Duffield	38.4	91 cars	West end
Calgary Power Ltd.	44.8	27 cars	East end
O.K. Construction and Supply Co. Ltd.	45.1	80 cars	East end
Alberta Southern Coal Co.	46.2	90 cars	East end
Fallis	51.8	65 cars	Both ends
Industrial Spur	67.3	12 cars	West end
Banff Mining and Quarrying Ltd.	71.4	10 cars	East end
Mackay	92.4	74 cars	East end
Rosevear	115.7	50 cars	East End
Hett and Sibbald Ltd.	130.6	23 cars	West end
Hudson Bay Oil and Gas Co.	134.6	61 cars	East end
Marlboro	143.9	23 cars	East end
Hargwen	160.0	38 cars	East end
Entrance	189.7	12 cars	West end
Alberta Resources Rly.	198.6	120 cars	Both ends
Brule	201.2	108 cars	Both ends
Devona	214.6	63 cars	West end
Ballast Spur	231.4	36 cars	East end

CONDITIONAL PASSENGER STOPS

At Evansburg No. 1 will stop to detrain revenue passengers from Winnipeg and beyond and will stop on flag to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.

At Evansburg No. 6 will stop to detrain revenue passengers from stations west of Jasper and will stop on flag to entrain revenue passengers for Winnipeg and beyond where train is scheduled to stop.

WESTWARD TRAINS		Miles from Parkhill Jct.	Symbols	MOUNTAIN PARK SUBDIVISION		Office Signals	Car Capacity		EASTWARD TRAINS	
				STATIONS	Sidings		Other Tracks			
		0.0	Z	PARKHILL JCT.						
				Jct. with Foothills Sub.						
		0.5	PYZ	COALSPUR			YARD			
				6.4						
		6.9		MERCOAL			24	9		
				1.3						
		8.2		STEEPER			33			
				3.6						
		11.8		SHAW			33			
				6.2						
		18.0		FIDLER			30			
				4.5						
		22.4		Jct. with Luscar Sub.						
		22.5	PYZ	LEYLAND			37	73		
				1.2						
		23.7	Z	CADOMIN				43		
		RULES 41 and 44 APPLICABLE Special Instruction 2 applicable Rule 105A not applicable								

MOUNTAIN PARK SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages.	Miles per Hour
0.0 and 23.7	20

1. Junction switch at Parkhill Jct. is in normal position when lined for the Mountain Park Sub.

2. Public crossing at grade mileage 0.93 (Highway 47). Before obstructing the crossing, it must be ascertained that automatic protection is and has been operating for 20 seconds.

3. Siding switches Shaw, spiked and cannot be used.

4. General Instruction (Form 696) A-220 applicable to eastward trains between Cadomin and Leyland, between Mileage 20.0 and Mileage 15.5 and between Steeper and Coalspur. Eastward trains at Cadomin, Mileage 20.0 and Steeper and eastward movements from Inland Cement Co. Ltd. on the Mountain Park extension must comply with General Instruction T-311.

5. All movements keep sharp lookout for fallen rock

between Leyland and Cadomin and at all points on the Mountain Park extension.

6. At Inland Cement Co. Ltd. on Mountain Park extension, lookout for restricted clearance on old tipple when chute is down.

7. Safety spur one mile west of Cadomin on the Mountain Park extension is connected at west end and when the switch is not in use it must be left in the reverse position lined for the safety spur.

8. Unless authorized by Supt. Transportation, movements must not operate beyond a point 1.8 miles west of Cadomin on Mountain Park extension.

9. Special Instruction M-1 applicable.

OTHER TRACKS

	Mileage	Capacity	Connected
Spur	22.2	7 cars	East end
Spur	23.6	4 cars	West end

Mountain Park extension connected to main track at Cadomin, 7.9 miles long.

WESTWARD TRAINS		Miles from Leyland	Symbols	LUSCAR SUBDIVISION		Office Signals	Car Capacity		EASTWARD TRAINS	
				STATIONS	Sidings		Other Tracks			
		0.0	PYZ	Jct. with Mountain Park Sub.			37	73		
				5.3						
		5.3	YZ	LUSCAR			YARD			
		RULES 41 and 44 APPLICABLE Special Instruction 2 applicable Rule 105A not applicable								

LUSCAR SUBDIVISION FOOTNOTES

Between Mileages.	MAXIMUM SPEED	Miles per Hour
0.0 and 5.3		20

1. General Instruction (Form 696) A-220 applicable to eastward trains between Luscar and Leyland. Eastward freight trains at Luscar must comply with General Instruction T-311.

2. Unless authorized by Sup't Transportation, movements must not be operated beyond Mileage 0.9.

3. Derail on main track 1659 feet east of east switch Luscar.

4. Special Instruction M-1 applicable.

HAIGHT SUBDIVISION FOOTNOTES		NORTHWARD TRAINS	HAIGHT SUBDIVISION			SOUTHWARD TRAINS	
MAXIMUM SPEED		Miles from Haight Jct.	Symbols	STATIONS	Office Signals	Car Capacity	
Between Mileages.	Miles per Hour All Movements					Sidings	Other Tracks
0.0 and 21.8	15	0.0	P	HAIGHT JCT. Jct. with Wainwright Sub.			
		6.5		HAIGHT		34	
		13.9		INLAND		32	
		21.8	PYZ	VEGREVILLE JCT. Jct. with Vegreville Sub.			
1. Unless otherwise provided, extra trains created at Vegreville Jct. must obtain clearance at Vegreville and may then leave Vegreville Jct. without obtaining clearance. 2. Special Instruction M-1 applicable.							
RULES 41 and 44 APPLICABLE Special Instruction 2 applicable Rule 105A not applicable							

DEMAY SUBDIVISION FOOTNOTES		NORTHWARD TRAINS	DEMAY SUBDIVISION			SOUTHWARD TRAINS	
MAXIMUM SPEED		Miles from Camrose Jct.	Symbols	STATIONS	Office Signals	Car Capacity	
Between Mileages.	Miles per Hour All Movements					Sidings	Other Tracks
0.0 and 25.0	15	0.0	PYZ	CAMROSE JCT. Jct. with Camrose Sub.			
		7.4		DEMAY		33	
		12.9		ROUNDHILL		32	
		18.8	Z	DODDS		31	
		25.0	PZ	RYLEY			
1. Unless otherwise provided, extra trains created at Camrose Jct. must obtain clearance at Camrose and may then leave Camrose Jct. without obtaining clearance. 2. Demay Sub. connects with siding at Ryley. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Demay Sub. 3. Special Instruction M-1 applicable.							
*4. Mileage terminates at the switch connecting the siding with Demay Sub. 0.6 miles west of station Ryley.							
RULES 41 and 44 APPLICABLE Special Instruction 2 applicable Rule 105A not applicable							

KINGMAN SUBDIVISION FOOTNOTES		NORTHWARD TRAINS	KINGMAN SUBDIVISION			SOUTHWARD TRAINS	
MAXIMUM SPEED		Miles from Tofield	Symbols	STATIONS	Office Signals	Car Capacity	
Between Mileages.	Miles per Hour All Movements					Sidings	Other Tracks
0.0 and 23.7	10	23.7	P	BARLEE JCT. Jct. with Camrose Sub.			
		23.4		DINANT		43	
		18.4		KINGMAN		44	
		12.0		BARDO		44	
		5.6		TOFIELD			
		0.0	PY				
1. Kingman Sub. connects with siding at Tofield. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Kingman Sub. 2. Unless otherwise provided, extra trains created at Barlee Jct. must obtain clearance at Camrose and may then leave Barlee Jct. without obtaining clearance. 3. Special Instruction M-1 applicable.							
*4. Mileage terminates at the switch connecting the siding with Kingman Sub. 0.7 miles east of station Tofield.							
RULES 41 and 44 APPLICABLE Special Instruction 2 applicable Rule 105A not applicable							

WESTWARD TRAINS			Miles from North Battleford	Symbols	BLACKFOOT SUBDIVISION		Office Signals	Car Capacity		EASTWARD TRAINS				
FOURTH CLASS	THIRD CLASS	FIRST CLASS			STATIONS	Sidings		Other Tracks	FIRST CLASS	FOURTH CLASS				
94 C.P. Rly. Freight Tuesday, Thursday, Sunday	709 Freight Daily	691 Passenger Railiner Daily					690 Passenger Railiner Daily	808 Freight Daily	508 Way Freight Tuesday, Thursday, Saturday	884 Freight Daily	93 C.P. Rly. Freight Tuesday, Thursday, Sunday			
	1820	0305	0700	0.0 0.3	CKPWYZ	NORTH BATTLEFORD Jct. with Turtleford Sub.	FD	40	Yard	2335	0900	1115	1630	1720
	1840	0315	0708	6.1	PZ	BATTLEFORD JCT. Jct. with Battleford Sub.				2324	0847	1100	1615	1658
To Battleford Sub.	0330	0714	10.8			HIGHGATE				2316	0837	1050	1605	From Battleford Sub.
	0345	0724	18.9		P	DELMAS				2307	0826	1039	1554	
	0357	0731	26.2			BRESAYLOR				2259	0814	1027	1542	
	0410	0739	33.9		P	PAYNTON	AN	33	37	2251	0802	1015	1530	
	0425	0748	43.4			BIRLING				2241	0748	0950	1516	
	0435	0755	49.9		P	MAIDSTONE	OD	47	52	2235	0716	0940	1508	
	0446	0803	57.6		P	WASECA	SA	33	32	2226	0706	0915	1459	
	0456	0811	64.3		P	LASHBURN	RS	33	48	2218	0656	0900	1451	
	0507	0821	72.6		P	MARSHALL	MR	34	31	2208	0645	0848	1440	
	0516	0828	78.9			ABERFELDY				2201	0635	0828	1430	
	0535	0838	82.9 84.4		Y PWZ	LLOYDMINSTER	YD	53	243	2155	0627	0745	1420	
	0550	0845	91.4		P	BLACKFOOT				2146	0615	0707	1400	
	0601	0853	99.3			KITSCOTY				2137	0601	0654	1350	
	0616	0904	109.6		P	ISLAY				2126	0534	0640	1335	
	0627	0912	117.3			BORRADAILE				2118	0523	0627	1323	
	0645	0920	124.4		KPWYZ	VERMILION	VN	30	Yard	2110	0510	0605	1310	
Tuesday, Thursday, Sunday	Daily	Daily								Daily	Daily	Tuesday, Thursday, Saturday	Daily	Tuesday, Thursday, Sunday
<b>94</b>	<b>709</b>	<b>691</b>								<b>690</b>	<b>808</b>	<b>508</b>	<b>884</b>	<b>93</b>

BLACKFOOT SUBDIVISION FOOTNOTES			
MAXIMUM SPEED			PUBLIC CROSSINGS AT GRADE.
Between Mileages.	Miles per Hour		Miles per Hour
	Passenger Railiner	Other except Railiner	Passenger Railiner
0.0 and 12.0	45	40	10
12.0 and 116.0	70	50	10
116.0 and 124.4	55	50	10
On Curves	60		
PERMANENT SLOW ORDERS.			
Between Mileages.	Passenger Railiner	Other except Railiner	Miles per Hour
5.0 and 6.2	30	20	20
40.7 and 40.9	55		40
54.0 and 54.8	55		40
61.6 and 62.8	55		40
82.3 and 82.6	55		40
85.2 and 86.0	45	45	35
92.3 and 92.5	55		40
95.8 and 96.0	55		45
104.5 and 106.8	50		40
110.6 and 111.3	55		45
112.8 and 113.1	55		45

(Continued on Page 24)

BLACKFOOT SUBDIVISION FOOTNOTES—Concluded

- Siding at North Battleford is located between the first crossover east of station and west switch.
- At North Battleford the time of eastward regular trains applies at the siding west switch.
- Siding at Lloydminster is located between first switch east of station and second crossover west of station.
- No. 94 must obtain C.P. Rly. clearance at North Battleford okayed by C.P. Rly. train dispatcher Saskatoon in accordance with Rule 211.
- When switching at Lloydminster, keep sharp lookout for cars on industrial spur which may be foul of elevator track.
- Automatic protected public crossing at grade equipped with push button or other appliance, located as follows:

- Mileage 84.4 (50th Avenue)  
One or more STOP signs erected on other than the main track at the following public crossing at grade:
- Mileage 84.9 (55th Avenue)  
7. Siding at Vermilion is located between first crossover east of station and first switch west of station.  
8. At Vermilion, the time of westward regular trains except first class trains, applies at the siding east switch.  
9. Special Instruction M-1 applicable.

OTHER TRACKS

Mileage	Capacity	Connected
Elsro Asphalt Co. .... 86.1	15 cars	West end

NORTHWARD TRAINS		Miles from Battleford	Symbols	BATTLEFORD SUBDIVISION			Office Signals	Car Capacity		SOUTHWARD TRAINS	
FOURTH CLASS				STATIONS	Sidings	Other Tracks		FOURTH CLASS			
<b>93</b> C.P. Rly. Freight Tuesday, Thursday, Sunday									<b>94</b> C.P. Rly. Freight Tuesday, Thursday, Sunday		
	From Cut Knife Sub.	0.0	PRYZ	BATTLEFORD	BF	YA	RD			To Cut Knife Sub.	
		2.2	PR	CUT KNIFE JCT. Jct. with Cut Knife Sub.							
		7.8	PRZ	BATTLEFORD JCT. Jct. with Blackfoot Sub.							
Tuesday, Thursday, Sunday <b>93</b>				RULES 41 AND 44 APPLICABLE						Tuesday, Thursday, Sunday <b>94</b>	

**BATTLEFORD SUBDIVISION FOOTNOTES**  
**MAXIMUM SPEED**  
Between Mileages. Miles per Hour  
0.0 and 7.8 ..... 15  
1. Jct. switch at Cut Knife Jct. is in normal position when set for Cut Knife Sub.  
2. Telephone in register office Battleford Jct., connected with yard office North Battleford.  
3. No. 94 will wait at Battleford Jct. for No. 93.  
4. Special Instruction M-2 applicable.

WESTWARD TRAINS		Miles from Cut Knife Jct.	Symbols	CUT KNIFE SUBDIVISION			Office Signals	Car Capacity		EASTWARD TRAINS	
FOURTH CLASS				STATIONS	Sidings	Other Tracks		FOURTH CLASS			
<b>94</b> C.P. Rly. Freight Tuesday, Thursday, Sunday									<b>93</b> C.P. Rly. Freight Tuesday, Thursday, Sunday		
		0.0	R	CUT KNIFE JCT. Jct. with Battleford Sub.							
		3.4		LINDEQUIST		17					
		9.5		PRONGUA		39					
		16.2		SWEETGRASS		37					
		23.0		GALLIVAN		37					
		26.8	R	ROSEMOUND Jct. with C.P. Rly.							
		30.9		POUNDMAKER		37					
		38.0		TATSFIELD		40					
		43.8	YZ	CARRUTHERS		YA	RD				
Tuesday, Thursday, Sunday <b>94</b>				RULES 41 and 44 APPLICABLE Special Instruction 2 applicable Rule 105A not applicable						Tuesday, Thursday, Sunday <b>93</b>	

**CUT KNIFE SUBDIVISION FOOTNOTES**  
**MAXIMUM SPEED**  
Between Mileages. Miles per Hour  
0.0 and 26.8 ..... 20  
26.8 and 43.8 ..... 15  
1. Jct. switch at Cut Knife Jct. is in normal position when set for Cut Knife Sub.  
2. No. 93 may leave Rosemound without obtaining clearance.  
3. Special Instruction M-1 applicable.

OTHER TRACKS

Mileage	Capacity	Connected
Newby ..... 34.8	19 cars	East end

WESTWARD TRAINS				Miles from Vermilion	Symbols	VEGREVILLE SUBDIVISION	Office Signals	Car Capacity		EASTWARD TRAINS				
THIRD CLASS	FIRST CLASS							STATIONS	Sidings	Other Tracks	FIRST CLASS	FOURTH	FOURTH CLASS	
<b>709</b> Freight	<b>697</b> Passenger Railiner	<b>691</b> Passenger Railiner	Daily	Daily	Daily					<b>696</b> Passenger Railiner	<b>690</b> Passenger Railiner	<b>808</b> Freight	<b>884</b> Freight	<b>514</b> Way Freight
										Daily	Daily	Daily	Daily	Monday
				0.0	KPWYZ	VERMILION	VN	30	Yard		2106	0455	1255	1425
				7.4		CLAYSMORE		32			2058	0441	1242	1413
				14.6	P	MANNVILLE		33	34	s	2050	0429	1230	1358
				22.9	P	MINBURN		32	33	s	2039	0416	1217	1348
				31.6	P	INNISFREE		25	50	s	2028	0402	1202	1328
				39.2	P	RANFURLY		36		s	2019	0351	1151	1308
				48.2	P	LAVOY		33	34	s	2008	0336	1135	1250
				57.1	PWZ	VEGREVILLE	RG	64	123	s	1958	0322	1120	1235
				58.0	PYZ	VEGREVILLE JCT. Jct. with Haight Sub.					1956	0319	1117	1218
				64.0		ROYAL PARK		33			1951	0310	1108	1208
				70.9	P	MUNDARE		51	65	s	1944	0300	1058	1153
				77.6		HILLIARD		36			1937	0248	1047	1143
				85.1	P	CHIPMAN		37	50	s	1929	0236	1016	1132
				92.4	P	LAMONT		41	58	s	1921	0225	1007	1122
				99.2	P	BRUDERHEIM		34	44	s	1914	0213	0953	1110
				106.2		SCOTFORD		34			1907	0202	0937	1030
				112.7	PZ	FORT SASKATCHEWAN	FS	63	139	s	1859	0151	0926	1018
				118.0		RIVER BEND		33		To Coronado Sub.	1853	0141	0916	1000
				121.7		OLIVER		33			1850	0135	0910	0950
				122.9	PR	ST. PAUL JCT. Jct. with Coronado Sub.				1756	1848	0130	0905	0945
				126.4	P	NORTH EDMONTON Interlocked with Wainwright and Edmonton East Terminal Subs.			Yard	1750	1842			
Daily <b>709</b>	Daily <b>697</b>	Daily <b>691</b>								Daily <b>696</b>	Daily <b>690</b>	Daily <b>808</b>	Daily <b>884</b>	Monday <b>514</b>

VEGREVILLE SUBDIVISION FOOTNOTES

INTERLOCKINGS

Railway Crossings at Grade:  
C.P. Rly. Mileage 56.7 ..... Automatic  
Eastward trains must not exceed 15 miles per hour when approaching within 500 feet of the governing interlocking signal (B.T.C. 70486). Westward trains must not exceed 45 miles per hour while passing the governing approach signal.

C.P. Rly. Mileage 97.9 ..... Automatic  
Trains must not exceed 40 miles per hour while passing the governing approach signal.

Wainwright Sub., Vegreville Sub. and Edmonton East Terminal Sub. North Edmonton ..... Controlled  
Includes a connecting track between Vegreville Sub. and Calder - North Edmonton Line; also between Wainwright Sub. and Edmonton - North Edmonton Line. Rule 672 not applicable.

MAXIMUM SPEED

Between Mileages.	Passenger Railiner	Other except Railiner	Movements
0.0 and 126.5	70	55	50
On Curves	60		
<b>PERMANENT SLOW ORDERS.</b>			
Between Mileages			
2.1 and 3.2	50	50	40
9.6 and 10.2	55	50	45
11.5 and 11.8	55	50	45
19.2 and 20.0	55	50	45
21.0 and 21.3	55	50	45
26.8 and 27.0	55	50	40
27.8 and 29.1	45	40	35
32.3 and 35.0 on curves	50	45	40
35.9 and 36.7 on curves	50	45	40
38.5 and 39.0	55	50	45
40.7 and 41.9	50	45	40
48.4 and 48.7	50	45	40

(Continued on Page 26)

VEGREVILLE SUBDIVISION FOOTNOTES—Concluded

	Miles Per Hour		
	Railiner	Passenger except Railiner	Other Movements
52.9 and 54.1 on curves	55	50	45
111.2 and 111.4	50	45	40
113.5 and 114.6	40	30	30
115.1 and 116.1 on curves	55	50	40
117.0 and 117.2	30	30	30
125.2 and 126.3	20	20	20

PUBLIC CROSSINGS AT GRADE.

Mileage 0.13 (Oliver Avenue) Westward movements approaching within 450 feet of crossing	15	15	
Mileage 44.7 (Highway 36) Approaching within 1950 feet of crossing	65		
Mileage 57.0 (49th Street) Westward movements approaching within 1450 feet of crossing Eastward movements approaching within 720 feet of crossing	45	45	20
Mileage 57.1 (50th Street) Approaching within 350 feet of crossing	10	10	
Mileage 111.7 Westward movements approaching within 2400 feet of crossing	50	50	
Between Mileages 112.1 and 112.8 Until crossings occupied	10	10	
Mileage 126.0 (129th Avenue) Until crossing occupied	10	10	

- Siding at Vermilion is located between first crossover east of station and first switch west of station.
- At Vermilion, the time of eastward regular trains except first class trains, applies at the siding west switch.
- Automatic protected public crossings at grade equipped with push button or other appliance, located as follows:

Mileage 57.0 (49th Street)  
Mileage 57.1 (50th Street)  
Mileage 70.9 (Main Street)  
Mileage 99.0 (Highway 45)

One or more STOP signs located on other than main track at the following public crossings at grade:

Mileage 57.1 (50th Street)  
Mileage 70.9 (Main Street)

4. Public crossing at grade mileage 57.0 (49th Street). Movements over the crossing from elevator track which are to return westward on main track, must not restore main track switch until entire movement is taken 50 feet east of the crossing.

5. Public crossing at grade mileage 99.0 (Highway 45). Movements over the crossing on elevator spur must be protected by a flagman.

6. Engines may use only a distance of 2500 feet of Inland Chemical Co. spur mileage 111.0.

7. Sherritt Gordon Mines Ltd. mileage 111.7. Engines must not use crossover between track 2 and track 3 nor the crossover between track 2 and the track serving the Reduction Building and must not be moved into the Warming Shed on track 1. Account obstruction at warehouse loading platform, cars must not be coupled onto in track 2 between the first and second public crossings at grade. Diesel units must not move onto nor over the track scale except as authorized by Sherritt Gordon Mines Ltd. supervisor or weighmaster and only then, if the unit's total weight is less than 250,000 lbs. Movement must be made in accordance with Item 13, Page 4 General Instructions (Form 696).

8. St. Paul Jct. is a register station for first class trains only.

9. Engines of 1000-1077 series must not enter or use any industrial tracks within the switching limits of the Edmonton terminal, without permission from Supt of Transportation.

10. Tonnage rating for yard switchers between North Edmonton and Fort Saskatchewan is 2565 tons westward and 3410 tons eastward with car factor of 10 in both directions.

11. Unless otherwise provided, Nos. 884 and 514 must obtain clearance at Calder or Edmonton and may then leave St. Paul Jct. without obtaining clearance. Extra trains created at North Edmonton must obtain clearance at Calder or Edmonton and may then leave North Edmonton without obtaining clearance.

12. Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required.

13. Special Instruction M-15(a) applicable at the public crossing at grade 66th Street mileage 3.1 Edmonton East Terminal Sub. except that crossing must not be obstructed until protection has been in operation for 35 seconds.

14. At North Edmonton, the time of all trains applies at the railway crossing.

15. Special Instruction M-1 applicable.

OTHER TRACKS

	Mileage	Capacity	Connected
Dow Chemical Co.	110.8	107 cars	West end
Thio-Pet. Chemicals Ltd.	110.9	12 cars	East end
Sherritt Gordon Mines Ltd.	111.0	161 cars	West end
Inland Chemical Co.	111.0	20 cars	West end
		(Off Sherritt Gordon Mines Ltd. Mileage 111.0)	
Peace River Glass Co.	111.2	17 cars	West end
Sherritt Gordon Mines Ltd.	111.7	150 cars	West end
Alsask Processors Ltd.	125.9	6 cars	East end
Alsask Processors Ltd.	126.0	11 cars	West end
Edmonton Rendering Co.	126.1	2 cars	West end
Soapone Products Ltd.	126.3	8 cars	West end

NORTHWARD TRAINS	Miles from Jct. with Wainwright Sub.	Symbols	PORTER SUBDIVISION			SOUTHWARD TRAINS			
			STATIONS	Office Signals	Sidings	Other Tracks	Car Capacity		
↓	0.0	R	JCT. WITH WAINWRIGHT SUB.						
	5.8		5.8 LETT		46				
	11.4		5.6 SALTER		44				
	17.5		6.1 CANDO		44				
	23.6		6.1 RED PHEASANT		46				
	31.9		8.3 IBSTONE		44				
	36.4		4.5 PORTER		46				
	43.0		6.6 DACER		46				
	48.2	RYZ	5.2 BATTLEFORD	BF	YA	RD			
	RULES 41 AND 44 APPLICABLE Special Instruction 2 applicable Rule 105A not applicable								

PORTER SUBDIVISION FOOTNOTES

INTERLOCKING

Railway Crossing at Grade:  
C.P. Rly. Mileage 0.7 Mechanical  
Trains must not exceed 15 miles per hour while passing the governing approach signal (B.T.C. 86456). Rule 605A not applicable.

1. Section foreman Cando operates interlocking at Mileage 0.7. Whenever trains are operated, roadmaster at Biggar must be so advised so that arrangement may be made to have section foreman at Cando available to operate the interlocking.

2. Special Instruction M-1 applicable.

MAXIMUM SPEED

Between mileages. Miles per Hour  
0.0 and 48.2 All Movements  
20

WESTWARD TRAINS	Miles from Unity	Symbols	BODO SUBDIVISION			EASTWARD TRAINS		
			STATIONS	Office Signals	Sidings	Other Tracks	Car Capacity	
↓	0.0	PWZ	UNITY	NI				
	11.2		11.2 SUNNYGLEN		32			
	14.6	P	3.4 REWARD		34			
	20.7	P	6.1 DONEGAL		36			
	26.3		5.6 SALVADOR		34			
	31.6	P	5.3 HEARTS HILL		35			
	39.5	P	7.9 CACTUS LAKE		36			
	44.8	P	5.3 COSINE		35			
	51.1	Y	6.7 BODO		YA	RD		
	51.5	PZ						
	RULES 41 AND 44 APPLICABLE Special Instruction 2 applicable Rule 105A not applicable							

BODO SUBDIVISION FOOTNOTES  
MAXIMUM SPEED

Between Mileages. Miles per Hour  
0.0 and 51.5 All Movements  
20

PUBLIC CROSSING AT GRADE

Mileage 0.05 (First Avenue)  
Approaching within 150 feet of crossing 5

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

\*2. Mileage commences at the switch connecting the siding with Bodo Sub. 0.4 miles west of station Unity.

3. Special Instruction M-1 applicable.

WESTWARD TRAINS				CORONADO SUBDIVISION				EASTWARD TRAINS				
FOURTH CLASS	FIRST CLASS		Miles from St. Paul Jct.	Symbols	STATIONS	Office Signals	Car Capacity		FIRST CLASS		FOURTH CLASS	
<b>583</b> Way Freight Monday, Wednesday, Friday	<b>698</b> Passenger Railer Daily	<b>697</b> Passenger Railer Daily					Sidings	Other Tracks	<b>699</b> Passenger Railer Daily	<b>696</b> Passenger Railer Daily	<b>836</b> Freight Daily	<b>584</b> Way Freight Sunday, Tuesday, Thursday
0600			160.0	BPYZ	HEINSBURG 10.6		YARD					1715
0629			149.4	P	LINDBERGH 9.8		32					1655
0650			139.6	P	ELK POINT 19.4		33 26					1627
0730	2030	0850	120.2	PRWYZ	ST. PAUL 7.4	AU	32 68	0840	2020			1545
	F 2039	F 0858	112.8	P	OWLSEYE 4.3		29	F 0831	F 2012	To Bonnyville Sub.		1525
	F 2044	F 0903	108.5	Z	ABILENE 0.4		24	F 0825	F 2007			1510
	2045	0904	108.1	PRYZ	Jct. with Bonnyville Sub. 3.4			0823	2005		0355	1505
	To Bonnyville Sub.	S 0908	104.7	P	ASHMONT 6.5		34	From Bonnyville Sub.	S 2000		0344	1455
		S 0915	98.2	P	SPEDDEN 8.4		35		S 1952		0332	1430
		S 0924	89.8	P	VILNA 9.8		36		S 1941		0316	1405
		S 0935	80.0	P	BELLIS 5.3		36		S 1929		0257	1335
		F 0941	74.7	P	EDWARD 10.1		33		F 1923		0247	1315
		S 0957	64.6	PW	SMOKY LAKE 7.6	SM	25 50		S 1910		0227	1250
		S 1007	57.0		WARSPITE 6.9		32		S 1901		0213	1215
		S 1016	50.1	P	WASKATENAU 7.0		32		S 1853		0200	1150
		S 1024	43.1	P	RADWAY 8.2		37 11		S 1845		0146	1125
		1034	34.9		KERENSKY 5.3		35		1835		0130	1055
		S 1041	29.6	P	REDWATER 9.0	R	45 48		S 1828		0120	1041
		F 1051	20.6	P	CORONADO 5.0		28		F 1818		0100	0940
		F 1058	15.6	P	GIBBONS 8.4		49 37		F 1813		0052	0930
		1108	7.2	P	DUAGH 7.2		32		1804		0035	0910
		1118	0.0	PR	ST. PAUL JCT. Jct. with Vegreville Sub.				1756		0020	0847
Monday, Wednesday, Friday	Daily	Daily			Rule 41 applicable between St. Paul and Heinsburg Special Instruction 2 applicable between Elk Point and Heinsburg				Daily	Daily	Daily	Sunday, Tuesday, Thursday
<b>583</b>	<b>698</b>	<b>697</b>			<b>699</b>	<b>696</b>	<b>836</b>	<b>584</b>				

**MAXIMUM SPEED CORONADO SUBDIVISION FOOTNOTES**

Between Mileages.	Miles Per Hour			Miles per Hour		
	Railiner	Passenger except Railiner	Other Move-ments	Railiner	Passenger except Railiner	Other Move-ments
0.0 and 119.5 (See Item 6)	70	50	40	16.0 and 17.4	55	35
119.5 and 160.0	40	40	30	17.8 and 18.1	45	35
On Curves	60			19.5 and 19.8	40	30
PERMANENT SLOW ORDERS.				29.3 and 31.9	45	35
Between Mileages				33.1 and 34.7	55	35
14.1 and 15.0	55			61.8 and 64.0	45	30
				66.1 and 67.0	45	35
				68.8 and 71.0	45	35

(Continued on Page 29)

**CORONADO SUBDIVISION FOOTNOTES—Concluded**

	Miles per Hour		
	Railiner	Passenger except Railiner	Other Move-ments
73.2 and 74.0	45	40	35
86.8 and 87.0	40	35	30
95.7 and 96.6	45	40	30
104.5 and 105.8	40	35	30
106.5 and 106.7	55		
112.3 and 112.6	45	40	35
125.6 and 126.4	35	30	25
152.5 and 153.0	5	5	5
154.1 and 154.2	15	15	15
Over east and west legs of wye at Jct. with Bonnyville Sub.	25	25	25

**PUBLIC CROSSING AT GRADE.**

Mileage	Eastward trains approaching within 1700 feet of crossing	Westward trains approaching within 2050 feet of crossing	Railiner	Passenger except Railiner	Other Move-ments
0.4 (Highway 15)					
12.5	40	40			
17.3					
17.7					
58.7					
29.51 (Main Street)					
89.83 (Main Street)	50	50	50		

- Unless otherwise provided, Nos. 836 and 584 must obtain clearance at Calder or Edmonton and may then leave St. Paul Jct. without obtaining clearance.
- St. Paul Jct. is a register station for first class trains only.
- One or more STOP signs erected on other than main track at the following public crossings at grade:  
Mileage 89.83 (Main Street).  
Mileage 29.51 (Main Street).

4. Automatic protected public crossings at grade equipped with push button or other appliance, located as follows:  
Mileage 29.51 (Main Street).  
Push button will not function if main track is occupied within 50 feet of the crossing.

5. When necessary, trains must be cut at the temporary private crossing east of station Ashmont, to permit school children to cross the tracks. When train is so cut, it must not be recoupled until all children are clear of the crossing.

6. Trains handling one or more cars with gross weight of 90 tons or more must not exceed:  
10 miles per hour over the following bridges:  
Mileage 2.2 Mileage 71.6  
Mileage 3.1 Mileage 77.3  
Mileage 42.4 Mileage 77.6  
Mileage 42.6

20 miles per hour over the following bridges:  
Mileage 12.5 Mileage 32.1  
Mileage 17.3 Mileage 75.7  
Mileage 17.7 Mileage 87.9

30 miles per hour over the following bridge:  
Mileage 58.7

7. At St. Paul, the time of first class trains applies at the station.

8. No. 583 may leave Heinsburg without obtaining clearance.

\*9. Advance speed restriction sign governing westward trains approaching the permanent slow order between mileages 15.0 and 14.1 located to left of main track.

10. Special Instruction M-1 applicable.

**OTHER TRACKS**

	Mileage	Capacity	Connected
Imperial Oil Ltd.	29.8	145 cars	East end
Canadian Salt Co.	151.5	33 cars	Both ends
Run Around Track	151.5	6 cars	Both ends

WESTWARD TRAINS				CORONADO SUBDIVISION				EASTWARD TRAINS				BONNYVILLE SUBDIVISION FOOTNOTES		
FOURTH CLASS	FIRST CLASS		Miles from Jct. with Coronado Sub.	Symbols	STATIONS	Office Signals	Car Capacity		FIRST CLASS	FOURTH CLASS	MAXIMUM SPEED			
<b>699</b> Passenger Railer Daily	<b>698</b> Passenger Railer Daily	<b>697</b> Passenger Railer Daily					Sidings	Other Tracks	Passenger Railer Daily	Freight Daily	Miles Per Hour Passenger except Railiner Other Move-ments			
0710			61.1	PRYZ	GRAND CENTRE 3.9	NC	YARD	2200	0600	Between Mileages. 0.0 and 61.1 (See Item 1) 65 40 30 On Curves 60				
0715			57.2	P	BEAVER RIVER 9.0		33	2152	0551	PERMANENT SLOW ORDERS. Between Mileages. 0.0 and 0.3 25 25 20 2.8 and 3.0 55 3.7 and 4.0 45 5.1 and 8.0 on curves 45 22.0 and 22.2 50 27.2 and 27.5 55 31.3 and 32.4 45 37.1 and 37.4 55 40.7 and 40.9 55 57.2 and 57.4 45 57.7 and 57.8 10 10 10 58.0 and 58.1 45 60.5 and 60.8 40				
F 0726			48.2	P	ARDMORE 5.3		36	F 2141	0532					
F 0732			42.9	P	FORT KENT 6.3		37	F 2135	0521					
S 0740			36.6	PW	BONNYVILLE 12.5	N	40 62	S 2127	0508					
0754			24.1		FRANCHERE 5.3		32	2113	0444					
S 0800			18.8	P	GLENDON 4.1		32	S 2107	0434					
S 0805			14.7		THERIEN 4.9		35	S 2102	0425					
S 0811			9.8	P	MALLAIG 9.8		31	S 2056	0415					
0823			0.0	PRYZ	Jct. with Coronado Sub.			2045	0355					
Daily								Daily	Daily					
<b>699</b>								<b>698</b>	<b>836</b>					

(Continued on Page 30)

BONNYVILLE SUBDIVISION FOOTNOTES—Concluded

OTHER TRACKS

1. Trains handling one or more cars with gross weight of 90 tons or more must not exceed 20 miles per hour over the following bridges:

Mileage 51.8 Mileage 53.2 Mileage 57.8

2. Switch to Tor American Oil Co. Ltd. and RCAF spur mileage 59.6 spiked and cannot be used.

3. Special Instruction M-1 applicable.

	Mileage	Capacity	Connected
Tor American Oil Co. Ltd.	37.0	22 cars	East end
RCAF Spur	59.6	135 cars	East end
RCAF Airport Trackage	60.4	385 cars	Tail of wye

FAST FREIGHT TRAINS  
FOR INFORMATION ONLY

	No. 313	No. 303	No. 409	No. 423	No. 453	STATIONS	No. 454	No. 404	No. 414	No. 424	No. 304	No. 302	
	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	
Arr. CST	1655	0125	1430	-----	-----	BIGGAR	-----	2145	0120	-----	0755	0535	Lve. CST
Lve. MST	1625	0055	1420	-----	-----			1940	2350	-----	0630	0345	Arr. MST
Arr. Lve.	2359	0800	2230			CALDER	0130	1200	1545		0001	2000	Lve. Arr.
Lve. Arr.		1030	0115	0145	0630			0830		0630	2045	1345	Arr. PST
Arr. MST	-----	1720	0740	0900	1950	JASPER	1740	0100	-----	2300	1530	0600	Lve. MST
Lve. PST	-----	1700	0730	1100	2200		1130	2300	-----	2110	1400	0430	Arr. PST
	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	
	No. 313	No. 303	No. 409	No. 423	No. 453		No. 454	No. 404	No. 414	No. 424	No. 304	No. 302	

	No. 453	No. 447	STATIONS	No. 454	No. 446		No. 444	STATIONS	No. 443	
	Daily	Daily ex. Sunday		Daily	Daily ex. Sunday		Daily ex. Saturday		Daily ex. Sunday	
Lve.	1500	0500	NORTH BATTLEFORD	1230	1900	Arr.	Lve. 1700	CALDER	0600	Arr.
Arr.	2430	1530	CALDER	0400	0930	Lve.	Arr. 2100	MIRROR	0210	Lve.
	Daily	Daily ex. Sunday		Daily	Daily ex. Sunday		Daily ex. Saturday		Daily ex. Sunday	
	No. 453	No. 447		No. 454	No. 446		No. 444		No. 443	

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

NOTE—SEE GENERAL INSTRUCTIONS (FORM 696)

Location	Obstruction	Side of Track	Location	Obstruction	Side of Track
WAINWRIGHT Elevator Track	Pioneer Elevator Pioneer Annex U.G.G. Elevator	North North North	Lane 121½ Street A.L.C. Board Spur	Gate Post Ladder Support	East East
CLOVER BAR Chemcell			142nd Street Industrial Area Halliburton Oilwell Cementing Co. Ltd. Universal Construction Co. McLeod's Ltd. A.L.C. Board Inland Cement Co. Tracks 1 and 2	Warehouse Platform Warehouse Inside Warehouse Plant Interior	East South South South Overhead
Track 2	Pipes	Overhead	STRATHCONA LINE		
Track 6	Canopy	South	Lead to Alta. Oil Tool Co. Alta. Oil Tool Co. Gainers' Ltd.	Conveyor Belt Platform Chute and Dock	West West West
NORTH EDMONTON-EDMONTON			FORESTBURG Forestburg Collieries Ltd. Track 5	Loading Ramp	West
Swift Canadian Co. On Spur West of Engine Room	All Structures	Both	VERMILION East Elevator Track Elevator Track	Elevator Spout Elevator Spouts	North North
P. Burns and Co. Two East Tracks	Each Other Gate Platform	Between North West	WINDFALL Texas Gulf Sulphur Co.	Stairs and Building	Both
Hayward Lumber Co.			BISSELL Inland Cement Co. Tracks 1 and 2	Plant Interior	Both and Overhead
Capital City Box Co. Track No. 3	Narrow Gauge Railway Chute at Sawdust Shed Fence	West East	SPRUCE GROVE Industrial Track Platform Track	Shed Shed	South South
O.K. Construction Ltd. Consolidated Warehousing Ltd. Service Track	50 Foot Cars When Spotted at Warehouse Shed	South South Both	WABAMUN C. Huebert Spur Alta. Southern Coal Co.	Wood Piles Tipple Coal Chute	Both Both East
Old Freight Shed Mail Forwarding Spur	Platform and Doors		MOUNTAIN PARK EXTENSION Inland Cement Co. Ltd.	New Tipple	Overhead
EDMONTON-BISELL			HINTON Northwest Pulp and Power Co. Ltd. Track 4 Track 6 Track 7	Shed Doors Shed and Stand Pipe Stand Pipe	Both Both North
New Freight Shed	Shed Ramp Ramp	South North South			
Track 1					
Track 5					
Track 6					
Lane 102½ Street					
T. Eaton Co. Ltd.	Platform and Gate Incinerator Parking Lot	Both West West			
Service Station	Gate Posts	Both			
Ogilvie Flour Mills	Power House	Both			
Halford Hide and Fur Co.	Building	North			
Western Salvage Ltd.	Building and Down Pipe	North			
Lane 103½ Street					
Marshall Wells Co.	Floodlight	East			
Allis Chalmers Ltd.	Platform	East			
Revillon Building	Platform	West			
J. H. Ashdown Ltd.	Warehouse Corner	East			
Lane 104½ Street					
Alley Spur	Pole Line	West			
Lane 106½ Street					
N.A.D. Pool Spur	Crossing Sign 103 Ave. Pole	East East			
General Steel Wares					
Lane 107½ Street					
Alberta Poultry Products Spur	Pole Line	East			
D. H. Bain Spur	Pole Line	West			
D. H. Bain Warehouse	Platform Roof	West			
Tees and Perse Co.	Platform	East			
Lane 108½ Street					
Alley Spur	Power Pole Line	West			
Lane 109½ Street					
W. H. Clark Lumber Co.	Cement Shed	East			
City Yard					
Scale Track	Scale House	North			
Stores Track	Platform	South			

DEAD FREIGHT—EQUATED TONNAGE RATINGS  
NOTE—SEE GENERAL INSTRUCTIONS (FORM 696) PAGE 78

Car Factor	WESTWARD OR NORTHWARD (Read Down)						BETWEEN STATIONS	Car Factor
	Single Unit	Single Unit	Two Unit	Two Unit	Two Unit	Two Unit		
	GR-12	GR-12	GR-17 (high speed gear)	GR-15 and GR-17	GFA-15 Ballasted	GFA-B-15 Non-Ballasted GR-17		
	1000-99	1200-1399	4100-99	4400-4899	9104-9142	9000-9102 4200-4399		
	<b>WAINWRIGHT SUBDIVISION</b>							
12	2460	3250	5280	7500	7500	7000	Biggar and Wainwright	
12	2510	3330	6160	8000	8000	7800	Wainwright and Edmonton	
	<b>BLACKFOOT-VEGREVILLE SUBDIVISIONS</b>							
8	1590	2070	----	4750	4750	4400	North Battleford and Lloydminster	
10	2060	2770	----	6100	6100	5700	Lloydminster and Vermilion	
10	2180	2850	----	6450	6450	6000	Vermilion and Innisfree	
10	2180	2850	----	6450	6450	6000	Innisfree and Edmonton	
	<b>BONNYVILLE-CORONADO SUBDIVISIONS</b>							
8	1560	2000	----	----	----	4800	Grand Centre and Bonnyville	
5	990	1275	----	----	----	3050	Bonnyville and Coronado Sub.	
6	1290	1695	----	4200	4200	3920	Heinsburg and Abilene	
8	1410	1825	----	4520	4520	4300	Abilene and Redwater	
8	1740	2250	----	5560	5560	5300	Redwater and St. Paul Jct.	
	<b>ALLIANCE SUBDIVISION</b>							
10	2450	2950	----	7200	7200	6400	Camrose and Alliance	
	<b>DEMAY-HAIGHT SUBDIVISIONS</b>							
12	2560	----	----	----	----	----	Camrose Jct. and Vegreville Jct.	
	<b>KINGMAN SUBDIVISION</b>							
8	1780	----	----	----	----	----	Barlee Jct. and Tofield	
	<b>BODO SUBDIVISION</b>							
12	2350	----	----	----	----	----	Unity and Bodo	
	<b>CAMROSE SUBDIVISION</b>							
9	1730	2070	----	5400	5400	4960	Mirror and Camrose	
9	2170	2700	----	6700	6700	6200	Camrose and New Sarepta	
9	2500	3300	----	7600	7600	7100	New Sarepta and Bretona	
9	2720	3300	----	8300	8300	7800	Bretona and Bretville Jct.	
	<b>EDSON SUBDIVISION</b>							
12	2370	3130	5940	7600	7600	7300	Bissell and Edson	
12	2370	3130	5940	7600	7600	7300	Edson and Jasper	
	<b>FOOTHILLS-LUSCAR-MOUNTAIN PARK SUBDIVISIONS</b>							
4	720	990	----	2720	2720	2120	Bickerdike and Coalspur	
4	600	----	----	----	----	----	Coalspur and Diss	
4	820	----	----	----	----	----	Diss and Foothills	
2	340	----	----	----	----	----	Leyland and Luscar	
2	460	620	----	1720	1720	1340	Coalspur and Mercoal	
	<b>ATHABASCA-SANGUDO SUBDIVISIONS</b>							
10	1950	2700	----	----	----	----	N.A. Rly. Jct. and Morinville	
10	2400	3100	----	----	----	----	Morinville and Vimy	
10	2400	3100	----	----	----	----	Vimy and Meanook	
10	2400	3100	----	----	----	----	Meanook and Athabasca	
10	2400	----	----	----	----	----	Union Jct. and St. Albert	
10	1950	----	----	----	----	----	St. Albert and Onoway	
10	2050	----	----	----	----	----	Onoway and Whitecourt	
	<b>DODSLAND - PORTER - CUTKNIFE and BATTLEFORD SUBDIVISIONS</b>							
6	1340	----	----	----	----	----	Biggar and Ruthilda	
7	1530	----	----	----	----	----	Ruthilda and Dodsland	
7	1500	----	----	----	----	----	Dodsland and Coleville	
8	1840	----	----	----	----	----	Coleville and Loverna	
10	2140	----	----	----	----	----	Loverna and Hemaruka	
7	1780	----	----	----	----	----	Oban and Red Pheasant	
7	1370	----	----	----	----	----	Red Pheasant and Battleford	
7	1300	----	----	----	----	----	Battleford and Carruthers	
10	2900	----	----	----	----	----	Battleford and Battleford Jct.	

Note: Single unit rating is one-half two unit rating. When units of different tonnage ratings are combined and the combined rating not listed above, the tonnage rating applicable will be the total of the rating for each unit in the consist; except that when a 1000 series unit is within the consist, the tonnage rating will be that of the 1000 series unit multiplied by the number of units in the consist.

Tonnage ratings for units in 3200 - 4000 series is 5% greater than that for GFA - B - 15 non-ballasted GR - 17 units.

Tonnage rating for units in 5000 series is 55% greater than for one GFA 15 ballasted unit.

When authorized by Power Controller, high speed gear units may be used in freight service where tonnage rating not shown. The tonnage rating applicable for GR-17 (4100-99), GPA-17 (6500-42) and GPB-17 (6600-37) units will be 75% of the corresponding GFA-B-15 (9000-9102) non-ballasted rating.

DEAD FREIGHT—EQUATED TONNAGE RATINGS  
NOTE—SEE GENERAL INSTRUCTIONS (FORM 696) PAGE 78

BETWEEN STATIONS	EASTWARD OR SOUTHWARD (Read Up)						Car Factor	
	Two Unit	Two Unit	Two Unit	Two Unit	Single Unit	Single Unit		
	GFA-B-15 Non-Ballasted GR-17	GFA-15 Ballasted	GR-15 and GR-17	GR-17 (high speed gear)	GR-12	GR-12		
	9000-9102 4200-4399	9104-9142	4400-4899	4100-99	1200-1399	1000-99		
	<b>WAINWRIGHT SUBDIVISION</b>							
Biggar and Wainwright	7800	8250	8250	6100	3700	2810	12	
Wainwright and Edmonton	7800	8250	8250	6100	3700	2810	12	
	<b>BLACKFOOT-VEGREVILLE SUBDIVISIONS</b>							
North Battleford and Lloydminster	6150	6600	6600	----	2920	2240	10	
Lloydminster and Vermilion	6150	6600	6600	----	2850	2150	10	
Vermilion and Innisfree	6850	7400	7400	----	3270	2500	10	
Innisfree and Edmonton	5900	6350	6350	----	2800	2120	10	
	<b>BONNYVILLE-CORONADO SUBDIVISIONS</b>							
Grand Centre and Bonnyville	6000	----	----	----	2550	1970	8	
Bonnyville and Coronado Sub.	3700	----	----	----	1575	1210	5	
Heinsburg and Abilene	4230	4520	4520	----	1840	1420	8	
Abilene and Redwater	3950	4160	4160	----	1650	1280	8	
Redwater and St. Paul Jct.	5300	5560	5560	----	2250	1740	8	
	<b>ALLIANCE SUBDIVISION</b>							
Camrose and Alliance	6400	7200	7200	----	2950	2450	10	
	<b>DEMAY-HAIGHT SUBDIVISIONS</b>							
Camrose Jct. and Vegreville Jct.	----	----	----	----	----	2200	12	
	<b>KINGMAN SUBDIVISION</b>							
Barlee Jct. and Tofield	----	----	----	----	----	1690	8	
	<b>BODO SUBDIVISION</b>							
Unity and Bodo	----	----	----	----	----	2350	12	
	<b>CAMROSE SUBDIVISION</b>							
Mirror and Camrose	4760	5100	5100	----	2000	1660	9	
Camrose and New Sarepta	5840	6260	6260	----	2500	2040	9	
New Sarepta and Bretona	5680	6100	6100	----	2250	1990	9	
Bretona and Bretville Jct.	5040	5400	5400	----	2100	1750	9	
	<b>EDSON SUBDIVISION</b>							
Bissell and Edson	7900	8400	8400	6040	3750	2880	12	
Edson and Jasper	7800	8250	8250	5800	3700	2810	12	
	<b>FOOTHILLS-LUSCAR-MOUNTAIN PARK SUBDIVISIONS</b>							
Bickerdike and Coalspur	5620	7000	7000	----	2630	1950	10	
Coalspur and Diss	----	----	----	----	----	1860	10	
Diss and Foothills	----	----	----	----	----	1020	5	
Leyland and Luscar	----	----	----	----	1990	1740	5	
Coalspur and Mercoal	4480	5600	5600	----	1560	1260	5	
Mercoal and Cadomin	3380	3700	3700	----	----	----	5	
	<b>ATHABASCA-SANGUDO SUBDIVISIONS</b>							
N.A. Rly. Jct. and Morinville	----	----	----	----	3050	2050	10	
Morinville and Vimy	----	----	----	----	2550	2200	10	
Vimy and Meanook	----	----	----	----	2550	2050	10	
Meanook and Athabasca	----	----	----	----	2260	1790	10	
Union Jct. and St. Albert	----	----	----	----	----	2200	10	
St. Albert and Onoway	----	----	----	----	----	2200	10	
Onoway and Whitecourt	----	----	----	----	----	2050	10	
	<b>DODSLAND - PORTER - CUTKNIFE and BATTLEFORD SUBDIVISIONS</b>							
Biggar and Ruthilda	----	----	----	----	----	1755	8	
Ruthilda and Dodsland	----	----	----	----	----	1210	5	
Dodsland and Coleville	----	----	----	----	----	2380	10	
Coleville and Loverna	----	----	----	----	----	1750	8	
Loverna and Hemaruka	----	----	----	----	----	2140	10	
Oban and Red Pheasant	----	----	----	----	----	2480	10	
Red Pheasant and Battleford	----	----	----	----	----	1080	7	
Battleford and Carruthers	----	----	----	----	----	2370	7	
Battleford and Battleford Jct.	----	----	----	----	----	2480	10	

Note: Under certain circumstances, diesel units may be operated with one or two traction motors cut out, in which case, the tonnage rating for the unit affected will be reduced as follows:

- (a) MONTREAL LOCOMOTIVE WORKS OR ALCO UNITS:  
One or two motors cut out: reduce rating 50%.
- (b) CANADIAN LOCOMOTIVE COMPANY UNITS:  
Two motors cut out: (single motors cannot be cut out) reduce rating 50%.
- (c) GENERAL MOTORS DIESEL OR E.M.D. UNITS:  
One motor cut out: reduce rating 50%. Two motors cut out: isolate unit. (If single unit, set out train.)

## SPECIAL INSTRUCTIONS

1. Employees whose duties are in any way affected by the time table must have a copy of the General Instructions, Form 696, accessible while on duty.

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

3. On subdivisions, or portions thereof, where this special instruction applies, main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights.

4. In yard limits where this Special Instruction applies, third class, fourth class, extra trains and engines accepting an ABS signal indication permitting it to proceed, must move at restricted speed regardless of the indication and the 'note' in Rule 93 does not apply.

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

6. SINGLE TRACK. Where Restricting Speed Signs are used, Resume Speed Signs are on the reverse side of the Restricting Speed Sign governing movements in the opposite direction.

7. Employees are prohibited from riding on roofs of moving cars or engines. General Rule M modified accordingly.

8. Rule 21—White flags and white lights will be displayed in C.T.C.

9. The following changes are to be made in the "INSTRUCTIONS GOVERNING THE USE OF RAILWAY RADIO COMMUNICATION SYSTEM", as outlined in Form 696:

- (a) Page 7, Item 3, add the following:  
"Continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal".
- (b) Page 10 and 11, Items 2(b), 2(c) and 2(d). When identifying himself the Train Dispatcher, Yardmaster, Operator or Switchtender must always say "CN" before the name of his position.
- (c) Page 11, Item 2(d). The first two sentences are changed to read as follows: With handset off the hanger switch to channel 2 and depress channel change button where applicable. Depress "DISP 1" button for three to five seconds.
- (d) At locations specified in timetable footnote the Operator will be contacted as follows: With handset off hanger switch to channel 2 depressing channel change button where applicable. Depress "DISP 1" button for three to five seconds, then voice call operator.
- (e) The identification of tone call buttons on radio control heads will be progressively changed from "DISP 1" to "OPR-YM" and from "DISP 2" to "DSPR" and this change must be recognized in all instructions.

## 10(a). Back-up and Forward Pushing Movements:

When operating diesel units in multiple, these movements must be made with extreme care in as low a throttle range as possible after having ensured that brakes are fully released and that slack has been taken by a movement in the opposite direction. This feature must be watched closely because excessive engine effort will cause derailment in the train or cut of cars by forcing the draft gear sideways.

## 10(b). Engine Restrictions:

The maximum number of units in a locomotive consist will be restricted to 24 motorized axles and not more than 18 motorized axle tonnage will be handled. (All 24 axles will be permitted to operate).

11. Unless authorized by the train dispatcher in writing, the ordered time of trains must not be advanced nor may trains leave ahead of their ordered time.

12. Rule 18, first paragraph is amended to read:—Yard engines will display a headlight to the front and rear by day and by night.

13. TURBO TRAINS—On this equipment the following will apply:

- (a) Voice communication on the engine/train crew intercom will replace sound signals on the conventional "communicating signal appliance" in the application of Rule 16.
- (b) Green and white lights will be displayed alone, without flags of the corresponding color, in complying with the requirements of Rules 20 and 21 as well as Special Instruction 8.

14. Employees are cautioned not to use any of the drugs or medicines which may produce drowsiness or a similar condition while on duty nor are such drugs to be taken for a period of 12 hours before reporting for duty. Such drugs are contained in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, etc., and employees must know if the medicine he is taking, or has been given to take, contains such a drug so as to avoid injury to himself and fellow employees.

M-1. On subdivisions, or portions thereof, where this special instruction applies, unless otherwise modified, Restricted Speed for movements other than railiners, inspection cars and test cars must not exceed 10 miles per hour, while using sidings and other tracks.

M-2. On subdivisions, or portions thereof, where this special instruction applies, unless otherwise modified, Restricted Speed for movements other than railiners, inspection cars and test cars must not exceed 10 miles per hour, while using other tracks and 25 miles per hour while using sidings.

M-3. Movements handling continuous welded rail must not exceed 30 miles per hour on tangent track and 20 miles per hour on curves. This instruction is not applicable to single, double or triple car loads.

M-4. Loaded hart cars equipped with arch bar trucks are to be marshalled together and handled on trains other than fast freight trains and speed restricted to 30 miles per hour where maximum speed is 50 miles per hour or more, and 20 miles per hour where maximum speed is less than 50 miles per hour.

M-5. Outfit cars equipped with arch bar trucks must be marshalled as close to the rear of the train as practical, except when handled in way freight, mixed or work trains those with steel underframe may be placed near the engine. Speed must at no time exceed 30 miles per hour.

M-6. When conditions permit, movements handling hopper cars of 95 ton capacity or more whether loaded or empty, should not be operated in the speed range between 15 and 25 miles per hour and must not exceed 10 miles per hour in sidings.

M-7. Trains handling more than 8000 tons must never exceed 50 miles per hour. When loaded covered hoppers make up 50 per cent or more of the number of cars in any train consist, a speed of 45 miles per hour must not be exceeded.

(Continued on Page 35)

## SPECIAL INSTRUCTIONS (Continued)

M-8. Cars which have been repaired account hot box, journal failure, or which have undergone wheel change-out, received from repair tracks for marshalling in trains, should be placed as close to the rear of the train as practical or near the engine and while enroute on the first subdivision must be inspected at every opportunity. Yardmasters, or those performing his duties, must inform conductors of the number, condition and location in train of such cars.

M-9. N.A.H.X. covered hopper cars in Series 51000 to 51299 inclusive are equipped with friction bearings and when loaded they must be marshalled as close to the rear of the train as practical. UTLX 100-ton capacity tank cars 60500-60584, 60615-60620, 60625-60656, 60657-60671, 63164-63179, 63243-63267, 63885-63899, 65801-65818, 65830-65838, and 68004-68024 are also equipped with friction bearings and unless prohibited by regulations contained in Sections (e) to (m) inclusive as contained in Pages 66 to 72 of General Instructions (Form 696), they must be marshalled as close to the rear of the train as practical.

M-10. Where special instructions require speed restriction and/or special handling of cars or commodities, yardmasters or those performing his duties, must advise conductors when same are placed in their train. At stations where close crew connections are made, inbound crews must notify the outbound crew of the presence of such cars and commodities in the train.

M-11. When defective cars are set out on line, conductors must wire the following information to the chief train dispatcher as soon as possible:

- |                     |                            |
|---------------------|----------------------------|
| A. Date             | G. Where waybill left      |
| B. Where set out    | H. Who detected defect     |
| C. Car number       | I. Time defect detected    |
| D. Contents         | J. Train speed             |
| E. Destination      | K. Weather including temp. |
| F. Nature of defect | L. Visibility              |

M-12. When information is received of a defective car in their train, the crew must immediately take action to stop the train and where possible, before passing over any switch or interlocking. Car must then be examined and if found defective, prepared for safe movement to the next point where it can be set off or repaired. If after examination and corrective action, it is doubtful that the car can be moved safely in the train, it must be detached from the portion of the train behind it and moved with caution to the point where it can be set off and if necessary, brakes cut out. Good judgment must be used to prevent derailment of the defective car or others in the train.

M-13. At certain public crossings at grade, main track switches, except dual control and spring switches, located within 50 feet of the crossing, may or may not be equipped with safety switch point lock and employees concerned must familiarize themselves therewith. Where in service, safety switch point lock must be secured with switch lock when switch is in normal position.

M-14. To reduce fire hazard, when setting off occupied outfit cars on other tracks, they must be left as far away as possible from grain elevators and industrial structures. If necessary and when practicable, occupied outfits must be separated so that no occupied car is adjacent to a grain elevator.

M-15. At public crossings at grade where automatic warning device is in service, except as provided in Rule 103, timetable footnotes, bulletins or train orders, track circuits are designed to activate the required protection for through movements.

- (a) In CTC, when authorized to pass a stop indication of a block or interlocking signal, movement must not obstruct any crossing within the block governed by that signal until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.

- (b) In CTC, where this special instruction applies, movements stopped by a stop indication of a block or interlocking signal, must stop clear of the crossing and if authorized to pass the stop indication, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.

- (c) Except as provided in 15(a) and 15(b), when on bonded track a movement is switching, has passed from one track to another or has turned a switch, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds and where provided, gates are horizontal, or until movement is protected by a flagman. Where a stop sign is erected, after stopping, the crossing may be obstructed when protection is observed to have been in operation for 7 seconds.

NOTE:—Passing from one track to another includes movement from a siding or other track to main track when the switch is within the main track circuits of the crossing.

- (d) Employees must observe and familiarize themselves with the operation of protection and whenever possible, avoid its unnecessary operation. At crossings so equipped, push buttons or other appliance must be used to activate or de-activate protection as required.

M-16. Reference Item 3 under heading "Accidents" General Instructions (Form 696). V.C. report (Form 691) to be submitted only when accident not attended with personal injury and then, by each member of the crew involved.

M-17. Educational Bulletin Book for enginemen is located in every engineman's booking-in room and rest house and enginemen must be familiar with its contents.

M-18. B.T.C. General Order 07 has replaced General Order 707 and railways are now exempt from complying with the terms of Paragraph (a) in General Order 707 as shown in Item 4, Page 38 of General Instructions (Form 696) in respect to all trains, provided all cars of such train are of all steel construction.

M-19. When movements are in collision with animals of sufficient size to cause derailment or damage if they remain or fall back under the equipment, stop must immediately be made, equipment inspected and when practical, the carcass removed.

M-20. When a subdivision is connected to the siding or other tracks of a station of an adjoining subdivision where CTC is in service, movements from that subdivision must not accept a proceed indication of a block signal until assurance is received from the train dispatcher that the indication was intended for that movement.

M-21. At spring switches where switch heater is in service and where there has been sufficient snow fall to cause ice to obstruct the full and free movement of the switch points, a trailing movement through the diverging route under the provisions of Rule 264 must not be made until the switch has first been hand thrown to full reverse and then restored to its normal position.

M-22. When switching is completed at industrial sites which are protected by fences and/or doors, unless otherwise instructed by an authority of the industry, gates and/or doors must be closed and where locks are provided, they must be left secure.

M-23. Roller bearing journal boxes of cars and engines contain heat indicator device, which when exposed to excessive temperatures discharge an obnoxious odor (similar to that of rotten eggs). When such an odor is detected on or in the vicinity of a movement it will indicate a dangerous condition.

(Continued on Page 36)

SPECIAL INSTRUCTIONS (Concluded)

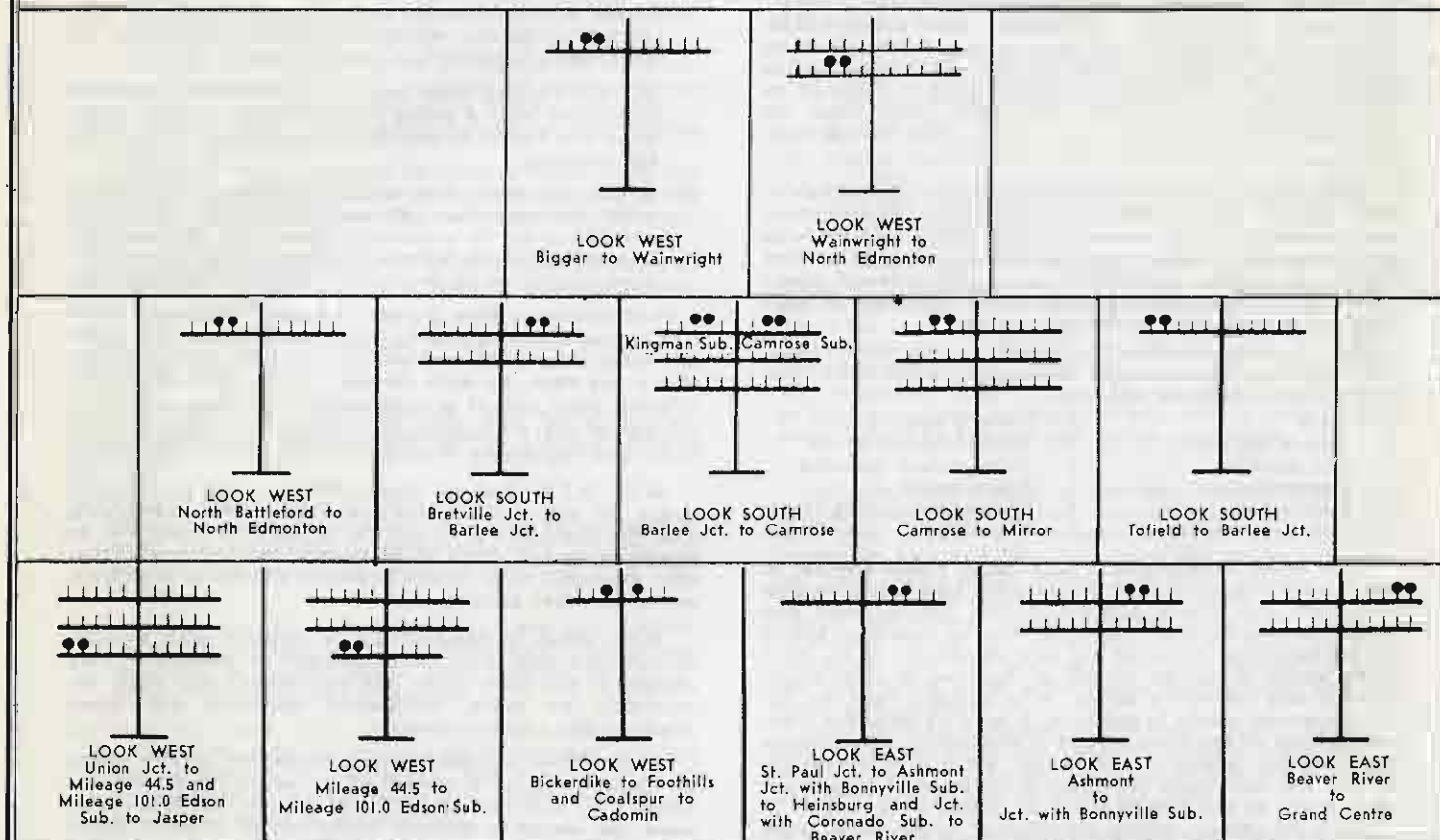
M-24. When snow plows are handled with back end leading, account construction design and unequal weight distribution, a speed of 20 miles per hour must not be exceeded.

M-25. Except as provided in Special Instruction M-9, cars loaded with potash must be marshalled in trains next behind the engine.

M-26. Movements handling container flat cars in series 633000-633199 must in no case exceed 65 miles per hour.

ME-1. When advice is received that Hot Box Detector has recorded excessive heat on a particular car in a train, the crew must examine that car, as well as two cars adjoining it on either side, for defects.

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES—EDMONTON AREA



Face in Direction Named. Count Cross Arms From the Top Down. Train Phone Wires Marked ●

