

**Work Safely - All Plans For The Future Depend On It**  
**CANADIAN NATIONAL RAILWAYS**

**MOUNTAIN REGION -- EDMONTON AREA**



**TIME 16 TABLE**

**Taking effect at 0001 Sunday October 27th, 1968**

**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. BLOOMFIELD,**  
AREA MANAGER,  
EDMONTON.

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

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

Page	Subdivision	Miles	Telephones Office Residence																																							
10	Alliance	Jct. with Camrose Sub. to Alliance	59.2																																							
16	Athabasca	Morin Jct. to Athabasca	72.9																																							
24	Battleford	Battleford Jct. to Battleford	7.8																																							
23-24	Blackfoot	North Battleford to Vermilion (not including North Battleford)	124.4																																							
30	Bodo	Unity to Bodo (not including Unity)	51.5																																							
29-30	Bonnyville	Jct. with Coronado Sub. to Grand Centre	61.1																																							
8-9-10	Camrose	Bretville Jct. to Mirror (not including Mirror)	95.1																																							
28-29	Coronado	St. Paul Jct. to Heinsburg	160.0																																							
24	Cut Knife	Cut Knife Jct. to Carruthers	43.8																																							
22	Demay	Camrose Jct. to Ryley (not including Ryley)	25.0																																							
3	Dodsland	Biggar to Hemaruka (not including Biggar)	154.0																																							
12-13-14-15	Edmonton East Terminal and West Terminal	Edmonton	22.2																																							
18-19-20	Edson	Bissell to Jasper (including Jasper)	228.5																																							
17	Foothills	Bickerdike to Foothills	49.9																																							
22	Haight	Haight Jct. to Vegreville Jct.	21.8																																							
22	Kingman	Tofield to Barlee Jct. (not including Tofield)	23.7																																							
21	Luscar	Leyland to Luscar	5.3																																							
21	Mountain Park	Parkhill Jct. to Cadomin	23.7																																							
27	Porter	Jct. with Wainwright Sub. to Battleford	48.2																																							
11	Sangudo	Union Jct. to Whitecourt	103.1																																							
25-26-27	Vegreville	Vermilion to North Edmonton	126.4																																							
4-5-6-7	Wainwright	Biggar to North Edmonton (including Biggar)	263.4																																							
		<b>Total Miles</b>	<b>1771.0</b>																																							
<p>J. M. PREVOST, Terminal Supt., Edmonton, Alta.                  J. W. CAMERON, Asst. Supt. Transportation, Edmonton, Alta.                  J. P. BATEMAN, Asst. Supt., Edmonton, Alta.                  J. A. RAVEN, Asst. Supt., Edmonton, Alta.                  W. H. KAWALILAK, Trainmaster - Road Foreman, Edmonton, Alta.                  J. W. GORRIE, Trainmaster, Edmonton, Alta.                  C. J. LOADER, Trainmaster - Road Foreman, Biggar, Sask.                  W. G. WRIGHT, Trainmaster - Road Foreman, Jasper, Alta.                  Dispatchers' Office at Edmonton, Alta.                  Telegraph Call "DK"                  J. M. CULP, Chief Train Dispatcher                  N. B. HOUSEMAN, Asst. Chief Train Dispatcher                  P. R. GAUDET, Asst. Chief Train Dispatcher                  F. E. MEUNIER, Asst. Chief Train Dispatcher</p>																																										
<p><b>WATCH INSPECTORS</b></p> <table border="1"> <thead> <tr> <th>Name</th> <th>Address</th> <th>Location</th> </tr> </thead> <tbody> <tr> <td>H. L. Jackson</td> <td>10129 - 102nd Street</td> <td>Edmonton, Alta.</td> </tr> <tr> <td>Bruno Bednarski</td> <td>132 Westmount Shoppers' Park</td> <td>Edmonton, Alta.</td> </tr> <tr> <td>W. Brodie</td> <td>9514 - 118th Ave.</td> <td>Edmonton, Alta.</td> </tr> <tr> <td>Freeman's Credit Jewellers</td> <td>8213 - 109th Street</td> <td>Edmonton, Alta.</td> </tr> <tr> <td>Duane's Credit Jewellers</td> <td></td> <td>Biggar, Sask.</td> </tr> <tr> <td>J. H. Kinniburgh</td> <td></td> <td>Vermilion, Alta.</td> </tr> <tr> <td>Oscar Asmusson</td> <td></td> <td>North Battleford, Sask.</td> </tr> <tr> <td>D. E. Walker</td> <td></td> <td>Wainwright, Alta.</td> </tr> <tr> <td>Agent</td> <td></td> <td>Mirror, Alta.</td> </tr> <tr> <td>*Agent</td> <td></td> <td>Edson, Alta.</td> </tr> <tr> <td>George O. Pearson</td> <td></td> <td>Jasper, Alta.</td> </tr> <tr> <td>K. Jardine</td> <td></td> <td>Lacombe, Alta.</td> </tr> </tbody> </table> <p>*For employees assigned at Edson only</p>				Name	Address	Location	H. L. Jackson	10129 - 102nd Street	Edmonton, Alta.	Bruno Bednarski	132 Westmount Shoppers' Park	Edmonton, Alta.	W. Brodie	9514 - 118th Ave.	Edmonton, Alta.	Freeman's Credit Jewellers	8213 - 109th Street	Edmonton, Alta.	Duane's Credit Jewellers		Biggar, Sask.	J. H. Kinniburgh		Vermilion, Alta.	Oscar Asmusson		North Battleford, Sask.	D. E. Walker		Wainwright, Alta.	Agent		Mirror, Alta.	*Agent		Edson, Alta.	George O. Pearson		Jasper, Alta.	K. Jardine		Lacombe, Alta.
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WESTWARD TRAINS		Miles from Biggar	Symbols	DODSLAND SUBDIVISION		Office Signals	Car Capacity		EASTWARD TRAINS	
				STATIONS	Sidings		Other Tracks			
		0.0	CKWYZ	BIGGAR	BI	YA	RD			
		6.0	P	ARGO			46			
		12.2	P	DUPEROW			46			
		18.5	P	SPRINGWATER			44			
		25.6		RUTHILDA	RU		43			
		29.9		DOWNE			45			
		35.9		AVA			45			
		43.0		WALLISVILLE				13		
		47.0		DODSLAND	DO		42			
		50.3		WHITEPOOL				14		
		53.3		MILLERDALE			43			
		59.7	P	BEAUFIELD			42			
		66.4	Z	COLEVILLE	CO		39	40		
		69.0	Y	DRIVER			39			
		72.6		SMILEY	MY		42			
		78.5		DEWAR LAKE			43			
		85.9	P	HOOSIER			45			
		90.4	P	GREENE			43			
		96.5	P	LOVERNA	VO		41	40		
		103.5	PRYZ	ESTHER			27			
		115.8		NEW BRIGDEN			37			
		126.1		SEDALIA			37			
		134.2		HEMARUKA			YA	RD		
		154.0	YZ							

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

**DODSLAND SUBDIVISION FOOTNOTES**

<p><b>INTERLOCKING</b></p> <p>Railway Crossing at Grade:                  C.P. Rly. Mileage 46.6 Automatic                  Trains must not exceed 15 miles per hour while passing the governing approach signal (B.T.C. 101328).</p>	<p><b>PERMANENT SLOW ORDER.</b></p> <p>On Curve.                  Mileage 34.0 westward trains 20</p> <p>1. 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.</p>	<p><b>Miles per Hour All Movements</b></p>						
<p><b>MAXIMUM SPEED</b></p> <table border="0"> <tr> <td>Between Mileages.</td> <td>Miles per Hour All Movements</td> </tr> <tr> <td>0.0 and 103.5</td> <td>30</td> </tr> <tr> <td>103.5 and 154.0</td> <td>20</td> </tr> </table>	Between Mileages.	Miles per Hour All Movements	0.0 and 103.5	30	103.5 and 154.0	20	<p>*2. Mileage commences at the switch connecting the Siding with Dodsland Sub. 1.0 miles west of Station Biggar.</p> <p>3. Special Instruction M-1 applicable.</p> <p>4. Westward yard limit sign at Biggar, located to left of main track.</p>	
Between Mileages.	Miles per Hour All Movements							
0.0 and 103.5	30							
103.5 and 154.0	20							

WESTWARD TRAINS				Miles from Biggar	Symbols	WAINWRIGHT SUBDIVISION	
FIRST CLASS						STATIONS	
695 Passenger Railer Daily	1 Passenger Daily	5 Passenger Daily					
	1015	0500		0.0	CKPWY	BIGGAR	
				8.6	P	8.6 OBAN	
				8.8	P	0.2 JCT. WITH PORTER SUB.	
				16.3	P	7.5 PALO	
				30.0	P	13.7 CAVELL	
				42.7	P	12.7 SCOTT	
	1110	0600		57.9	PW	15.2 UNITY	
				68.5	P	10.6 VERA	
				84.5	P	16.0 YONKER	
				96.5	P	12.0 ARTLAND	
	1155	0645		106.9	P	10.4 CHAUVIN	
				116.8	P	9.9 DUNN	
				127.8	P	11.0 HEATH	
				135.3	P	7.5 GREENSHIELDS	
	1225 1230	0720 0725		140.1	KPWY	4.8 WAINWRIGHT	
				146.6	P	6.5 FABYAN	
				157.7	P	11.1 IRMA	
				172.1	P	14.4 KINSELLA	
	1315	0815		184.5	P	12.4 VIKING	
				196.7	P	12.2 BRUCE	
				205.9	PW	9.2 HOLDEN	
	1340	0840		214.7	P	8.8 RYLEY	
				215.6	P	0.9 HAIGHT JCT. Jct. with Haight Sub.	
				226.2	PY	10.6 TOFIELD	
				232.4	P	6.2 LINDBROOK	
				243.8	P	11.4 UNCAS	
	1413	0918		250.0	P	6.2 ARDROSSAN	
				259.1	P	9.1 CLOVER BAR	
				260.2	P	1.1 BRETVILLE JCT. Jct. with Camrose Sub.	
	1214 1219		0940	263.4	P	3.2 NORTH EDMONTON Interlocked with Edmonton East Terminal and Vegreville Subs.	
Daily	Daily	Daily					
<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			
					6 Passenger Daily	694 Passenger Railer Daily	2 Passenger Daily	
	BIGGAR	BI	224	YARD	2035			2310
	8.6 OBAN		117	21				
	0.2 JCT. WITH PORTER SUB.							
	7.5 PALO		118	325				
	13.7 CAVELL		117	39				
	12.7 SCOTT		115	66				
	15.2 UNITY		117	111	s 1935			s 2210
	10.6 VERA		117	33				
	16.0 YONKER		117					
	12.0 ARTLAND		117	25				
	10.4 CHAUVIN		115	62	1848			2120
	9.9 DUNN		117	15				
	11.0 HEATH		117	39				
	7.5 GREENSHIELDS		117	31				
	4.8 WAINWRIGHT	GN	124	YARD	1815 1810			2050 2045
	6.5 FABYAN		115	36				
	11.1 IRMA		115	67				
	14.4 KINSELLA		117	300				
	12.4 VIKING		117	66	1725			2000
	12.2 BRUCE		117	67				
	9.2 HOLDEN		117	66				
	8.8 RYLEY		122	119	1655			1930
	0.9 HAIGHT JCT. Jct. with Haight Sub.							
	10.6 TOFIELD		119	139				
	6.2 LINDBROOK		117					
	11.4 UNCAS		117					
	6.2 ARDROSSAN		116	29	1620			1855
	9.1 CLOVER BAR		104	YARD			To Camrose Sub.	
	1.1 BRETVILLE JCT. Jct. with Camrose Sub.						1735	
	3.2 NORTH EDMONTON Interlocked with Edmonton East Terminal and Vegreville Subs.		64	YARD	1600		1730	1835
					Daily		Daily	Daily
					<b>6</b>		<b>694</b>	<b>2</b>

WAINWRIGHT SUBDIVISION FOOTNOTES ON PAGES 6 AND 7

## WAINWRIGHT SUBDIVISION FOOTNOTES

## 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 D2601 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 2602, 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 2602 can be made to display the proper indication.

## MAXIMUM SPEED

Between Mileages.	Miles per Hour Passenger	Hour Other Movements
0.0 and 0.2	20	20
0.2 and 256.5	80	60
256.5 and 263.4	60	60

## PUBLIC CROSSINGS AT GRADE.

Mileage 0.7 (Highway 4-14)

Eastward movements approaching within 2050 feet of crossing and until crossing occupied 65

Westward movements approaching within 1100 feet of crossing and until crossing occupied 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 and until crossing occupied 60

Mileage 259.2 (First Street)

Approaching within 2150 feet of crossing and until crossing occupied 45 45

## PERMANENT SLOW ORDERS.

Between Mileages.	Miles per Hour Passenger	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
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.

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

6. Public crossing at grade mileage 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. At Wainwright, all trains must obtain clearance and first class trains may register by delivering a register ticket to the operator.

9. At Biggar, signs are located 100 feet and 150 feet west of the station on both sides of the yard to designate a thoroughfare and except when trains are to make a through connection, cars must not be left standing between these signs on any track.

At Wainwright, be governed by signs on both sides of the yard and located 400 feet east of the station which read "Cars must not be left between these signs". Except when trains are to make a through connection, cars must not be left standing between these signs on any track.

(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 mileage 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 mileage 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 mileage 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 mileages 74.3 and 76.3 located to left of main track. Restricting sign governing eastward movements at mileage 145.7 located to left of main track.

24. Special Instruction M-2 applicable (see Special Instructions 11, M-6 and M-30).

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 mileage 36.5	Spur Mileage 165.9
East switch mileage 55.3	Spur mileage 210.4
Spur mileage 58.2	Spur mileage 221.3
Spur mileage 67.0	Spur mileage 254.6
Spur mileage 102.9	
Spur mileage 106.7	

East and west switches mileage 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.

29. Hot Box Dragging and Equipment Detectors located as follows:

Mileage 33.0
Mileage 60.7
Mileage 103.1
Mileage 176.5
Mileage 221.1

## 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
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. 1 will stop to detrain revenue passengers from east of Winnipeg.

At Viking, No. 5 will stop to detrain revenue passengers from Saskatoon and beyond and upon advance notice, will stop to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.

At Viking, upon advance notice, No. 2 will stop to entrain revenue passengers for stations beyond Winnipeg where train is scheduled to stop.

At Viking, No. 6 will stop to detrain revenue passengers from west of Jasper and upon advance notice, will stop to entrain revenue passengers for Saskatoon and stations beyond where train is scheduled to stop.

NORTHWARD TRAINS			Miles from Bretville Jct.	Symbols	STATIONS	Office Signals	Car Capacity		SOUTHWARD TRAINS		
FIRST CLASS		Siding					Other Tracks	FIRST CLASS		FOURTH CLASS	
695 Passenger Railiner Daily	693 Passenger Railiner Daily							694 Passenger Railiner Daily	692 Passenger Railiner Daily	888 Freight Daily	
---	1027	95.1	CKPWYZ	MIRROR 2.6	MR	YA	RD	---	1933	2040	
---	1030	92.5		LAMERTON 8.2				---	1930	2035	
---	s 1038	84.3	P	BASHAW 8.5				s	1922	2021	
---	1046	75.8		DOREENLEE 5.2				---	1913	2008	
---	s 1051	70.6	P	FERINTOSH 7.5				s	1907	2000	
From Stettler Sub.	s 1059	63.1	P	NEW NORWAY 3.3				To Stettler Sub.	s 1858	1948	
	1102	59.8		DUHAMEL 5.5					1853	1943	
1049	1108	54.3	PYZ	CTC FERLOW JCT. Jct. with Stettler Sub. 5.7					1856	1846	
	---	48.6	PZ	JCT. WITH ALLIANCE SUB. 0.5					1846	1836	
1059 1128 1129	1118	48.1	BPWZ	CAMROSE 0.7	CO	55	Yard		1830	1829	
	---	47.4	PYZ	CAMROSE JCT. Jct. with Demay Sub. 1.9				202	1829	---	
1131	---	45.5	P	BARLEE JCT. Jct. with Kingman Sub. 7.2					1827	1914	
1137	---	38.3		ARMENA 7.0				32	1821	1902	
F 1144	---	31.3	P	HAY LAKES 6.6				40	38	s 1814	
F 1150	---	24.7	P	NEW SAREPTA 7.7				31		F 1806	
1157	---	17.0		LOOMA 7.1				31		1757	
1203	---	9.9	P	BRETONA 5.4				30		1750	
1208	---	4.5	P	STRATHCONA 2.3						1744	
1211	---	2.2	PR	CTC EAST EDMONTON 2.2	VS	204	Yard			1739	
1214	---	0.0	P	BRETVILLE JCT. Jct. with Wainwright Sub.						1735	
Daily <b>695</b>	Daily <b>693</b>								Daily <b>694</b>	Daily <b>692</b>	Daily <b>888</b>

CAMROSE SUBDIVISION FOOTNOTES

INTERLOCKINGS

Railway Crossings at Grade:  
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:  
Bretville Jct. Mileage 0.0 Controlled  
See Interlockings, Wainwright Sub. footnotes.

MAXIMUM SPEED

Between Mileages	Miles per Hour		
	Railiner	Passenger except Railiner	Other Movements
0.0 and 95.1 (See Item 23) Northward trains passing approach signal Mileage 54.9	75	60	40
		55	35

On Curves	Miles per Hour		
	Railiner	Passenger except Railiner	Other Movements
	60		

PERMANENT SLOW ORDERS.

Between Mileages	Railiner	Passenger except Railiner	Other Movements
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	

(Continued on Page 9)

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 and until crossing occupied 35 35 35  
Southward movements proceeding at less than 30 miles per hour within 2500 feet of crossing, until crossing occupied 10 10 10

Mileage 48.08 (48th Avenue)  
Northward movements approaching within 230 feet of crossing and until crossing occupied 5 5 5  
Southward movements approaching within 1200 feet of crossing and until crossing occupied 30 30 30

Mileage 84.9 (Highway 21)  
Approaching within 2300 feet of crossing and until crossing occupied 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 Bretville 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, without permission from Sup't of 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.

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. 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. Trains handling ore or ballast must not exceed 25 miles per hour between mileages 0.0 and 95.1. Trains handling open top carloads of pipe must not exceed 5 miles per hour less than the speed specified for Other Movements on all curves between mileages 0.0 and 95.1.

24. At Mirror, except for the siding and yard tracks 1, 2, 3 and 4, diesel units in 5000 Series must not use other tracks.

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

26. 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	Ferintosh Pit ..... 71.2	52 cars	North end
A.I.M. Steel Ltd. .... 3.1	45 cars	North end			

WESTWARD TRAINS

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

EASTWARD TRAINS

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.: Restricted speed may be a maximum of 20 miles per hour and when entraining and detraining, 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

MAXIMUM SPEED

Between Mileages.	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 60.0	20
60.0 and 103.1	15

PUBLIC CROSSING AT GRADE

Mileage 0.0 (156th Street)  
Approaching within 250 feet of crossing and until crossing occupied 5

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

Mileage 0.0 (156th Street)

3. Public crossing at grade mileage 0.0 (156th Street). Movements stopping within 250 feet of the crossing must then not obstruct the crossing until gates are horizontal.

4. 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.

5. Mileage commences 0.4 miles west of Junction switch.

6. Special Instruction M-1 applicable.

7. 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.

8. Restricted speed on Windfall Industrial Spur may be a maximum of 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.

9. 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.

WESTWARD TRAINS		SANGUDO SUBDIVISION	EASTWARD TRAINS	
FOURTH CLASS	Miles from Union Jct.		Car Capacity	FOURTH CLASS
<b>515</b>			<b>516</b>	
Way Freight			Way Freight	
Daily			Daily ex. Sunday, Monday	
0720	0.0	UNION JCT.	1235	
		Jct. with Edmonton West Terminal Sub.		
0725	1.7	CANNELL	1225	
0733	5.0	ST. ALBERT	1215	
0750	13.0	VILLENEUVE	1154	
0805	19.4	CALAHOO	1134	
0830	29.4	ONOWAY	1104	
0845	36.0	GUNN	1044	
0905	44.4	GLENEVIS	1019	
0921	51.5	CHERRILL	0957	
<b>0940</b>	57.0	LISBURN	<b>0940</b>	
0956	62.5	SANGUDO	0920	
1016	68.9	ROCHFORD BRIDGE	0854	
1030	74.2	MAYERTHORPE	0832	
1047	79.8	GREENCOURT	0810	
1110	89.7	BLUE RIDGE	0725	
1140	103.1	WHITECOURT	0630	

Daily  
**515**

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

Daily ex. Sunday, Monday  
**516**

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

11. 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.

OTHER TRACKS

	Mileage	Capacity	Connected
Inland Cement Co. Ltd.	0.1	146 cars	Both ends
Weldwood of Canada Ltd.	0.4	11 cars	West end
Weldwood of Canada Ltd.	0.5	29 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
Imperial Oil Ltd.	74.2	8 cars	West 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						Miles from Edmonton	Miles from North Edmonton Via Calder	Symbols	STATIONS	
<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					
						3.3	0.0	PXZ	* Two Tracks	NORTH EDMONTON Interlocked with Vegreville and Wainwright Subs. 3.5 CALDER
							2.3			
							3.5	CKPWZ		
1433	1219	-----	1144	1124	0940	3.3	0.0	P	CTC	NORTH EDMONTON Interlocked with Vegreville and Wainwright Subs. 3.3 EDMONTON
1445	1230	-----	1155	1135	0955	0.0		CKPWZ		
Daily	Daily	---	Daily	Daily	Daily					
<b>1</b>	<b>695</b>	---	<b>691</b>	<b>697</b>	<b>5</b>					

EDMONTON WEST TERMINAL SUBDIVISION										
WESTWARD TRAINS										
FIRST CLASS						Miles from Edmonton	Miles from North Edmonton Via Calder	Symbols	STATIONS	
<b>1</b> Passenger Daily	---				<b>5</b> Passenger Daily					
1515		-----			1025	0.0		CKPWZ	CTC TWO TRACKS	EDMONTON 4.2 WEST JCT. 0.7 N.A. RLY. 1.1 UNION JCT. Jct. with Sangudo Sub. 1.2 BISSELL
						4.2	4.0	PXYZ		
						4.9	4.7	PX		
						6.0	5.8	PX		
1530		-----			1040	7.2	7.0	P		
Daily		---			Daily					
<b>1</b>		---			<b>5</b>					

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

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.

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

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

PERMANENT SLOW ORDER  
Between Mileages  
1.5 and 1.7 Edmonton West Terminal Sub. 15

EDMONTON EAST TERMINAL SUBDIVISION											
EASTWARD TRAINS											
FIRST CLASS						Office Signals					
STATIONS		<b>6</b> Passenger Daily	---	<b>694</b> Passenger Railiner Daily	<b>696</b> Passenger Railiner Daily		<b>690</b> Passenger Railiner Daily	<b>2</b> Passenger Daily			
* Two Tracks	NORTH EDMONTON Interlocked with Vegreville and Wainwright Subs. 3.5 CALDER										
CTC	NORTH EDMONTON Interlocked with Vegreville and Wainwright Subs. 3.3 EDMONTON	1600	---	1730	1740	1750	1835				
		1550	---	1720	1730	1740	1825				
		Daily	---	Daily	Daily	Daily	Daily				
		<b>6</b>	---	<b>694</b>	<b>696</b>	<b>690</b>	<b>2</b>				

EDMONTON WEST TERMINAL SUBDIVISION											
EASTWARD TRAINS											
FIRST CLASS						Office Signals					
STATIONS		<b>6</b> Passenger Daily	---		<b>2</b> Passenger Daily						
CTC TWO TRACKS	EDMONTON 4.2 WEST JCT. 0.7 N.A. RLY. 1.1 UNION JCT. Jct. with Sangudo Sub. 1.2 BISSELL	1525	---		1755						
		1510	---		1740						
			1455	---		1735					
		Daily	---		Daily						
		<b>6</b>	---		<b>2</b>						

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

PUBLIC CROSSINGS AT GRADE

Mileage 0.4 Edmonton-North Edmonton Line (96th Street)  
Eastward movements approaching within 600 feet of crossing and until crossing occupied ..... 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. In the application of Special Instruction M-15(a) at all public crossings at grade between and including 66th Street mileage 3.1 and 96th Street mileage 0.4 North Edmonton-Edmonton Line the 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.

## 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 as follows:

96th Street mileage 0.4 Edmonton-North Edmonton Line.

104th Avenue Interchange Tracks Edmonton-Bissell Line.

125th Avenue mileage 3.87 Edmonton-Bissell Line for westward movements on westward main track only.

156th Street mileage 6.42 Edmonton-Bissell Line for eastward movements on either main track only. When protection stopped by operating push button, crossing must then not be obstructed until gates are horizontal.

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.

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

Three Interchange Tracks between 110th and 111th Streets on 104th Avenue.

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 except on interchange tracks over 104th Avenue between 110th and 111th 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.

(e) Main track movement at 66th Street public crossing at grade mileage 3.1 Edmonton-North Edmonton Line.

H. Public crossing at grade mileage 3.87 Edmonton-Bissell Line (125th Avenue). Movements other than Passenger and Express trains must not obstruct this crossing between the hours of 0745 and 0800 Mondays to Fridays inclusive.

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:

North Service Track to Main Track at mileage 1.38 Edmonton-North Edmonton Line.  
South Service Track to Main Track at mileage 2.8 Edmonton-North Edmonton Line.  
Service Track to South Main Track at N.A. Rly. West Jct.-Bissell Line.

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 Edmonton, westward yard limit sign governing movements on the Two Tracks between Edmonton and West Jct. is located on north side of the North Service Track opposite eastward block signal D02 at 96th Street public crossing at grade.

On West Jct.-Bissell Line, eastward yard limit one mile sign governing the approach to yard limits between West Jct. and Edmonton is located on north side of the North Main Track. Approaching Union Jct., westward railway junction one mile sign is located on north side of the North Main Track and eastward railway junction one mile sign is located on the south side of the Service Track.

At West Jct., eastward yard limit sign governing movements on the Two Tracks between West Jct. and Edmonton is located on the south side of the Munsey track turnout opposite the westward block signal 39AD.

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 Munsey track at east end of the service track at West Jct. is to be left set and locked for through movement on the service track and against movement to and from the Munsey track. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

19. At N.A. Rly., the switch leading from the Government Elevator Run-around track to the N.A. Rly. lead is to be left set and locked for movement from the Government Elevator Run-around to the N.A. Rly. lead. When in this position yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

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

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

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

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

24. Where the display of markers is required on movements between West Jct. and Bissell, markers must be displayed red to the rear.

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

26. 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.

27. Movements handling ore, potash or sulphur must not use the Government Elevator Run-around track between West Jct. and N.A. Rly.

28. At Calder, diesel units with six wheel trucks must not be operated on any track on north side of the diesel shops.

29. At Edmonton, unless headed westward, diesel units of the road switcher or yard type must not be operated in Track A8 (Transco) at 97th Street Shed Track 1.

30. Special Instruction 15 applicable for yard foremen and yard enginemen commencing duty at North Edmonton, Clover Bar, Edmonton City Interchange and Calder Rip Track.

31. Special Instruction M-1 applicable.

NORTHWARD TRAINS		ATHABASCA SUBDIVISION		SOUTHWARD TRAINS	
Miles from N.A. Rly.	Symbols	STATIONS	Car Capacity		Office Signals
			Sidings	Other Tracks	
0.0	Z	N.A. RLY. Jct. with Edmonton West Terminal Sub.			
20.2 Trains between N.A. Rly. and Morin Jct. will be governed by N.A. Rly. Time Table, Rules and Regulations.					
20.2	Z	MORIN JCT. Jct. with N.A. Rly.			
21.1	RZ	MORINVILLE	32	34	
31.5		LEGAL	39		
39.4		VIMY	39	51	
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 All Movements
0.0 and 93.1	30
Trains handling clay or ballast	20

**PERMANENT SLOW ORDER.**

Between Mileages	Miles per Hour
76.6 and 76.8	15

1. 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.

2. Jct switch at Morin Jct. is in normal position when lined for N.A. Rly.

3. 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.

4. 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.

5. 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.

6. Special Instruction M-1 applicable.

**OTHER TRACKS**

	Mileage	Capacity	Connected
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	Car Capacity		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. Jct. with Mountain Park Sub.			
36.6	PYZ	COALSPUR		YARD	
43.2		DISS	31		
47.2		STERCO	33		
48.1	Y				
48.5		COAL VALLEY			
49.9		FOOTHILLS			

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

**FOOTHILLS SUBDIVISION FOOTNOTES**

**MAXIMUM SPEED**

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

**PERMANENT SLOW ORDER.**

Between Mileages.	Miles per Hour
32.9 and 33.4	10

1. 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.

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

3. Unless authorized by Sup't. Transportation, movements must not be operated beyond mileage 37.1.

4. Service track 450 feet long connected to both ends of Blackstone Collieries trackage must not be used or entered by cars or engines.

5. 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.

6. Special Instruction M-1 applicable.

**TUNNEL**

Mileage 33.4 ..... 591 feet

**OTHER TRACKS**

	Mileage	Capacity	Connected
Erith Tie Co.	11.5	9 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							Siding	Other Tracks	FIRST CLASS		
1 Passenger	5 Passenger	Daily							6 Passenger	2 Passenger	Daily
1530	1040	7.2	P	BISSELL		YARD	1455		1735		
		19.7	P	12.5 SPRUCE GROVE	110	41					
1555	1105	32.5	P	12.8 CARVEL	109	21	1425		1705		
		44.3	P	11.8 WABAMUN	117	148					
		58.1	P	13.8 GAINFORD	110	37					
		66.3	P	8.2 ENTWISTLE	110	51					
1635	1145	68.1	P	1.8 EVANSBURG		121	1350		1625		
		77.5	PW	9.4 WILDWOOD	112	22					
		88.1	P	10.6 LEAMAN	110	20					
1705	1215	99.7	P	11.6 NITON	110	32	1320		1555		
		109.8	P	10.1 PEERS	110	20					
		120.8	P	11.0 WOLF CREEK	110	14					
1735	1250	129.6	CKPWY	8.8 EDSON	FY	126	1250 <sub>LN</sub>		1530		
1745	1300	138.9	P	9.3 BICKERDIKE	110	137	1240		1520		
		149.1	P	10.2 GALLOWAY	120	17					
1812	1330	155.8	P	6.7 MEDICINE LODGE	110	17	1210		1445		
		165.2	P	9.4 OBED	106	9					
		177.0	PW	11.8 PEDLEY	110	10					
s 1850	s 1415	184.6	P	7.6 HINTON	115	559	s 1140		1415		
		196.2	P	11.6 SOLOMON	110						
		204.8	P	12.0 MIETTE	110	16	1110		1345		
1920	1450	208.2	P	12.3 SNARING	110						
		220.5	P	7.1 HENRY HOUSE	110						
		227.6	P	8.1 JASPER	GH	53	YARD	1040	1315		
Daily	Daily						Daily		Daily		
<b>1</b>	<b>5</b>						<b>6</b>		<b>2</b>		

EDSON SUBDIVISION FOOTNOTES ON PAGES 19 AND 20

EDSON SUBDIVISION FOOTNOTES

Between Mileages.	MAXIMUM SPEED		Miles per Hour Passenger	Hour Other Movements
	Miles per Hour Passenger	Hour Other Movements		
7.2 and 47.0	80	60	200.1 and 203.3	55 45
47.0 and 64.5	75	60	204.1 and 205.6	30 20
64.5 and 148.0	80	60	206.1 and 206.5	75
148.0 and 157.5	60	50	209.3 and 209.5	70
157.5 and 191.0	80	60	210.6 and 211.0	65 55
191.0 and 206.0	60	50	*213.6 and 214.0	75
206.0 and 235.2 (See Item 19)	80	60	215.1 and 215.5	75
235.2 and 235.7	20	20	215.6 and 215.9	45 35
Trains handling Hinton, Cadomin or Wabamun rock		50	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
			*See Item 21	
<b>PUBLIC CROSSINGS AT GRADE.</b>				
Mileage 128.7 (Highway 16) Eastward movements approaching within 2000 feet of crossing and until crossing occupied	60			
<b>PERMANENT SLOW ORDERS.</b>				
Between Mileages.				
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 22)	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		

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.)  
 East and west switch mileage 51.8 (Fallis)  
 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.
6. Restricted Speed on Calgary Power Ltd. spur mileage 41.8 may be a maximum of 15 miles per hour and engines with six wheel trucks must not enter or use this spur.

(Continued on Page 20)

EDSON SUBDIVISION FOOTNOTES—Concluded

7. Safety spur 820 feet from main track switch on O.K. Construction and Supply Co. Ltd. mileage 45.1. Cars must not be left between the main track and the safety spur.

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

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

Mileage 57.94 (Municipal District Road)  
Push button for westward main track movements standing east of the crossing and will not function if main track occupied within 100 feet on either side of crossing.

Mileage 109.8 (Highway 32)  
Push button will not function if main track is occupied within 50 feet of the crossing.

Mileage 120.74 (Highway 544Y)  
Push button will not function if main track is occupied within 200 feet on either side 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. All trains keep sharp lookout for fallen rocks on track at east end of tunnel mileage 204.8.

18. Siding at Jasper is located on station track 1 between dual control switches.

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

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

\*21. Advance speed restriction sign governing eastward movements located to left of main track.

22. 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.

23. Special Instruction M-2 applicable (see Special Instructions 11, M-6 and M-30).

24. Hot Box and Dragging Equipment Detector located as follows:

Mileage 46.7  
Mileage 92.3  
Mileage 173.7  
Mileage 205.9

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.	41.8	7.3 miles	East end
Calgary Power Ltd.	44.8	27 cars	East end
Western Fly Ash Spur (Off Calgary Power Ltd.)	44.8	42 cars	East end
O.K. Construction and Supply Co. Ltd.	45.1	80 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 east of Winnipeg.

At Evansburg, No. 5 will stop to detrain revenue passengers from Saskatoon and beyond and upon advance notice, will stop to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.

At Evansburg, upon advance notice, No. 2 will stop to entrain revenue passengers for stations east of Winnipeg where train is scheduled to stop.

At Evansburg, No. 6 will stop to detrain revenue passengers from west of Jasper and upon advance notice, will stop to entrain revenue passengers for Saskatoon and stations beyond where train is scheduled to stop.

At Hinton, upon advance notice, No. 2 will stop to entrain revenue passengers for stations east of Winnipeg 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	0.5		YARD			
		6.9		MERCOAL	6.4		24	9		
		8.2		STEEPER	1.3		33			
		11.8		SHAW	3.6		33			
		18.0		FIDLER	6.2		30			
		22.4		Jct. with Luscar Sub.	4.5					
		22.5	PYZ	LEYLAND			37	73		
		23.7	Z	CADOMIN	1.2			43		
RULES 41 and 44 APPLICABLE Special Instruction 2 applicable Rule 105A not applicable										

MOUNTAIN PARK SUBDIVISION FOOTNOTES

**MAXIMUM SPEED**  
Miles per Hour  
Between Mileages. All Movements  
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	YZ	LEYLAND	5.3					
				LUSCAR			YARD			
RULES 41 and 44 APPLICABLE Special Instruction 2 applicable Rule 105A not applicable										

LUSCAR SUBDIVISION FOOTNOTES

**MAXIMUM SPEED**  
Miles per Hour  
Between Mileages. All Movements  
0.0 and 5.3 ..... 15

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. Safety spur 1660 feet east of yard east switch Luscar is connected at west end and when the switch is not in use it must be left in reverse position lined for the safety spur. Second paragraph of Rule 104 amended accordingly.

3. Special Instruction M-1 applicable.

HAIGHT SUBDIVISION FOOTNOTES		NORTHWARD TRAINS		HAIGHT SUBDIVISION		SOUTHWARD TRAINS	
MAXIMUM SPEED		Miles from Haight Jct.	Symbols	STATIONS		Car Capacity	
Between Mileages.	Miles per Hour All Movements			Office Signals	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		Car Capacity	
Between Mileages.	Miles per Hour All Movements			Office Signals	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			
PUBLIC CROSSING AT GRADE. Mileage 13.0 (First Street) Approaching within 500 feet of crossing and until crossing occupied 10							
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		Car Capacity	
Between Mileages.	Miles per Hour All Movements			Office Signals	Sidings	Other Tracks	
0.0 and 23.7	10	23.7	P	BARLEE JCT. Jct. with Camrose Sub.			
		23.4		5.3			
		18.4		DINANT		43	
		12.0		KINGMAN		44	
		5.6		BARDO		44	
		0.0	PY	TOFIELD			
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			BLACKFOOT SUBDIVISION		EASTWARD TRAINS							
FOURTH CLASS	FIRST CLASS		Miles from North Battleford	Symbols	STATIONS	Office Signals	Car Capacity		FIRST CLASS	FOURTH CLASS		
94 C.P. Ry. Freight Tuesday, Thursday, Sunday	709 Freight Daily	691 Passenger Railiner Daily					690 Passenger Railiner Daily	508 Way Freight Tuesday, Thursday, Saturday	884 Freight Daily	93 C.P. Ry. Freight Tuesday, Thursday, Sunday	Sidings	Other Tracks
	1820	0720	0.0	CKPWYZ	NORTH BATTLEFORD Jct. with Turtleford Sub.	FD	40	Yard	2245	1125	1630	1720
	1840	0735	0.3		6.1				2234	1110	1615	1658
		0745	6.1	PZ	BATTLEFORD JCT. Jct. with Battleford Sub.				2226	1100	1605	From Battleford Sub.
		0756	10.8		4.7			33	2217	1049	1554	
		0805	18.9	P	HIGHGATE				2209	1037	1542	
		0815	26.2		8.1				2201	1025	1530	
		0828	33.9	P	DELMAS				2151	1010	1516	
		0837	43.4		7.3				2145	1000	1508	
		0847	49.9	P	BRESAYLOR				2136	0948	1459	
		0857	57.6		7.7				2128	0935	1451	
		0918	64.3	P	LASHBURN	RS	33	48	2118	0918	1440	
		0928	72.6		8.3				2111	0828	1430	
		0940	78.9		6.3				2105	0745	1420	
		0950	82.9	Y	ABERFELDY				2054	0707	1400	
		1000	84.4	PWZ	LLOYDMINSTER	YD	53	243	2045	0654	1350	
		1013	91.4		7.0				2034	0640	1335	
		1023	99.3	P	BLACKFOOT				2026	0627	1323	
		1035	109.6		7.9				2018	0605	1310	
		0920	117.3		10.3				2018	0605	1310	
		0920	124.4	KPWYZ	VERMILION	VN	30	Yard	2018	0605	1310	
Tuesday, Thursday, Sunday	Daily	Daily							Daily	Tuesday, Thursday, Saturday	Daily	Tuesday, Thursday, Sunday
<b>94</b>	<b>709</b>	<b>691</b>							<b>690</b>	<b>508</b>	<b>884</b>	<b>93</b>

BLACKFOOT SUBDIVISION FOOTNOTES			
MAXIMUM SPEED		PUBLIC CROSSINGS AT GRADE.	
Between Mileages.	Miles per Hour Passenger except Railiner	Railiner	Other Movements
0.0 and 12.0	45	40	30
12.0 and 116.0	70	50	50
116.0 and 124.4	55	50	45
On Curves	60		
PERMANENT SLOW ORDERS.			
Between Mileages.	Passenger except Railiner	Railiner	Other Movements
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

1. Siding at North Battleford is located between the first crossover east of station and west switch.

2. At North Battleford the time of eastward regular trains applies at the siding west switch.

3. Siding at Lloydminster is located between first switch east of station and second crossover west of station.

4. No. 94 must obtain C.P. Rly. clearance at North Battleford okayed by C.P. Rly. train dispatcher Saskatoon in accordance with Rule 211.

5. When switching at Lloydminster, keep sharp lookout for cars on industrial spur which may be foul of elevator track.

6. 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	27 cars	West end

NORTHWARD TRAINS		Miles from Battleford	Symbols	BATTLEFORD SUBDIVISION		Office Signals	Car Capacity		SOUTHWARD TRAINS	
FOURTH CLASS				STATIONS			FOURTH CLASS			
93 C.P. Rly. Freight Tuesday, Thursday, Sunday									94 C.P. Rly. Freight Tuesday, Thursday, Sunday	
From Cut Knife Sub.	0.0	PRYZ	BATTLEFORD	BF	YARD				To Cut Knife Sub.	
1633	2.2	PRZ	CUT KNIFE JCT. Jct. with Cut Knife Sub.						1905	
1658	7.8	PRZ	BATTLEFORD JCT. Jct. with Blackfoot Sub.						1840	
Tuesday, Thursday, Sunday			RULES 41 AND 44 APPLICABLE						Tuesday, Thursday, Sunday	
93									94	

BATTLEFORD SUBDIVISION FOOTNOTES

MAXIMUM SPEED  
Between Mileages. Miles per Hour  
0.0 and 7.8 All Movements 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			FOURTH CLASS			
94 C.P. Rly. Freight Tuesday, Thursday, Sunday									93 C.P. Rly. Freight Tuesday, Thursday, Sunday	
1905	0.0	R	CUT KNIFE JCT. Jct. with Battleford Sub.						1633	
1920	3.4		LINDEQUIST		17				1621	
1945	9.5		PRONGUA		39				1602	
2005	16.2		SWEETGRASS		37				1542	
2025	23.0		GALLIVAN		37				1521	
2040	26.8	R	ROSEMOUND Jct. with C.P. Rly.						1510	
	30.9		POUNDMAKER		37					
	38.0		TATSFIELD		40					
	43.8	YZ	CARRUTHERS		YARD					
Tuesday, Thursday, Sunday			RULES 41 and 44 APPLICABLE Special Instruction 2 applicable Rule 105A not applicable						Tuesday, Thursday, Sunday	
94									93	

CUT KNIFE SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages. Miles per Hour  
0.0 and 26.8 All Movements 20

26.8 and 43.8 All Movements 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		
FOURTH CLASS	FIRST CLASS						STATIONS	696 Passenger Railiner	690 Passenger Railiner	884 Freight	
709 Freight	697 Passenger Railiner	691 Passenger Railiner									
Daily	Daily	Daily							Daily	Daily	Daily
1045		0924	0.0	KPWYZ	VERMILION	VN	30	Yard		2014	1230
1100		0932	7.4		CLAYMORE		32			2006	1218
1110		s 0940	14.6	P	MANNVILLE		33	34		s 1958	1207
1122		s 0949	22.9	P	MINBURN		32	33		s 1947	1155
7739		s 0959	31.6	P	INNISFREE		25	50		s 1936	7739
1150		s 1006	39.2	P	RANFURLY		36			s 1927	1128
1203		s 1015	48.2	P	LAVOY		33	34		s 1916	1115
1215		s 1025	57.1	PWZ	VEGREVILLE	RG	64	123		s 1906	1102
1217		1026	58.0	PYZ	VEGREVILLE JCT. Jct. with Haight Sub.					1904	1100
1225		1032	64.0		ROYAL PARK		33			1859	1052
1235		s 1040	70.9	P	MUNDARE		51	65		s 1852	1040
1246		1047	77.6		HILLIARD		36			1845	1015
1257		s 1055	85.1	P	CHIPMAN		37	50		s 1837	1004
1309		s 1103	92.4	P	LAMONT		41	58		s 1829	0954
1321		s 1110	99.2	P	BRUDERHEIM		34	44		s 1822	0944
1332		1117	106.2		SCOTFORD		34			1815	0935
1342		s 1125	112.7	PZ	FORT SASKATCHEWAN	FS	63	139		s 1807	0926
1352		From Coronado Sub. 1131	118.0		RIVER BEND		33		To Coronado Sub.	1801	0916
1359		1135	121.7		OLIVER		33			1758	0910
1405		1118	122.9	PR	ST. PAUL JCT. Jct. with Coronado Sub.					1746	1756
		1124	126.4	P	NORTH EDMONTON Interlocked with Wainwright and Edmonton East Terminal Subs.			Yard		1740	1750
Daily	Daily	Daily							Daily	Daily	Daily
709	697	691							696	690	884

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

Miles per Hour  
Passenger except Railiner Railiner Other Movements

Between Mileages. 0.0 and 126.4 70 55 50  
On Curves 60

PERMANENT SLOW ORDERS.

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 29.6 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—Continued

	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	20	20
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 and until crossing occupied	15	15	15
Mileage 44.7 (Highway 36) Approaching within 1950 feet of crossing and until crossing occupied	65	---	---
Mileage 57.0 (49th Street) Westward movements approaching within 1450 feet of crossing and until crossing occupied 45 Eastward movements approaching within 720 feet of crossing and until crossing occupied	20	20	20
Mileage 57.1 (50th Street) Approaching within 350 feet of crossing and until crossing occupied	10	10	10
Mileage 111.4 (Forrest Road) Westward movements approaching within 2100 feet of crossing and until crossing occupied Eastward movements proceeding at less than 15 miles per hour within 1500 feet of crossing until crossing occupied	10	10	10
Mileage 111.7 (Municipal Road) Westward movements proceeding at less than 15 miles per hour within 1500 feet of crossing, until crossing occupied	10	10	10
Mileage 112.26 (108th Street) Mileage 112.38 (106th Street) Mileage 112.50 (104th Street) Mileage 112.55 (103rd Street) Mileage 112.61 (102nd Street) Mileage 112.67 (101st Street) Approaching within 500 feet of crossing and until crossing occupied	10	10	10
Mileage 125.03 (50th Street) Eastward movements approaching within 1400 feet of crossing and until crossing occupied	40	40	40
Mileage 126.0 (129th Avenue) Approaching within 500 feet of crossing and until crossing occupied	10	10	10

- Siding at Vermilion is located between first cross-over 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)  
Mileage 111.4 (Forrest Road)

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. At Sherritt Gordon Mines Ltd. mileage 111.7, engines must not pass through Bag Loadout shed on Tracks 1 and 2. Engines must not move through Loadout Shed on Track 5, Concentrate Shed on Track 6 nor Warming Shed on Track 7 at Sulphate Storage Building. Engines must not use crossover between Tracks 7 and 8 to Urea Storage No. 1 Building nor between Tracks 7 and 9 to the Reduction Building.

Engines must not move onto nor over the track scale on Track 4 and Track 7 except as may be authorized by Sherritt Gordon Mines Ltd. supervisor or weighmaster and only then if the engines total weight is less than 250,000 lbs. Movements over the track scale must be made in accordance with Item 13, Page 4, General Instructions (Form 696).

At Dow Chemical Co. mileage 110.8, engines must not move onto nor over the track scale.

8. At St. Paul Jct., trains are only required to register or to check the train register when so instructed by train order.

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 Sup't 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 No. 884 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. In the application of Special Instruction M-15(a) at the public crossing at grade mileage 3.1 Edmonton East Terminal Sub. (66th Street), 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.

16. At Imperial Oil Ltd. (Beamer), train dispatcher's telephone located at main track switch stand.

17. Restricted Speed on Imperial Oil Ltd. (Beamer) may be a maximum of 15 miles per hour.

(Continued on Page 27)

VEGREVILLE SUBDIVISION FOOTNOTES—Concluded

OTHER TRACKS

	Mileage	Capacity	Connected
Dow Chemical Co.	110.8	165 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
Imp. Oil Ltd. (Beamer)	114.64	11.2 miles	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	Car Capacity		
				Sidings	Other Tracks			
		0.0	R	JCT. WITH WAINWRIGHT SUB.				
		5.8		LETT	46			
		11.4		SALTER	44			
		17.5		CANDO	44			
		23.6		RED PHEASANT	46			
		31.9		IBSTONE	44			
		36.4		PORTER	46			
		43.0		DACER	46			
		48.2	RYZ	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.

MAXIMUM SPEED

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

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.

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		Miles from St. Paul Jct.	Symbols	STATIONS	Office Signals	Car Capacity		FIRST CLASS		FOURTH CLASS		
583 Way Freight Monday, Wednesday, Friday	698 Passenger Railiner Daily	697 Passenger Railiner Daily					Sidings	Other Tracks	699 Passenger Railiner Daily	696 Passenger Railiner Daily	836 Freight Daily	584 Way Freight Sunday, Tuesday, Thursday					Sidings	Other Tracks	699 Passenger Railiner Daily	696 Passenger Railiner Daily	836 Freight Daily	584 Way Freight Sunday, Tuesday, Thursday	Sidings
0600			160.0	BPYZ	HEINSBURG 10.6		YA	RD															1715
0629			149.4	P	LINDBERGH 9.8																		1655
0650			139.6	P	ELK POINT 19.4																		1627
0730	2020	0850	120.2	PRWYZ	ST. PAUL 7.4	AU	32	88	0840	2010													1545
	F 2029	F 0858	112.8	P	OWLSEYE 4.3				F 0831	F 2002	To Bonnyville Sub.												1525
	F 2034	F 0903	108.5	Z	ABILENE 0.4				F 0825	F 1957													1510
	2035	0904	108.1	PRYZ	Jct. with Bonnyville Sub. 3.4				0823	1955													1505
	To Bonnyville Sub.	S 0908	104.7	P	ASHMONT 6.5				From Bonnyville Sub.	S 1950													1455
		S 0915	98.2	P	SPEDDEN 8.4					S 1942													1430
		S 0924	89.8	P	VILNA 9.8					S 1931													1405
		S 0935	80.0	P	BELLIS 5.3					S 1919													1335
		F 0941	74.7	P	EDWARD 10.1					F 1913													1315
		S 0957	64.6	PW	SMOKY LAKE 7.6	SM	25	50		S 1900													1250
		S 1007	57.0		WARSPITE 6.9					S 1851													1215
		S 1016	50.1	P	WASKATENAU 7.0					S 1843													1150
		S 1024	43.1	P	RADWAY 8.2					S 1835													1125
		1034	34.9		KERENSKY 5.3					1825													1055
		S 1041	29.6	P	REDWATER 9.0	R	45	48		S 1818													1041
		F 1051	20.6	P	CORONADO 5.0					F 1808													0940
		F 1058	15.6	P	GIBBONS 8.4					F 1803													0930
		1108	7.2	P	DUAGH 7.2					1754													0910
		1118	0.0	PR	ST. PAUL JCT. Jct. with Vegreville Sub.					1746													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							
583	698	697																					699 696 836 584

**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	40
On Curves	60			19.5 and 19.8	40	35
				29.3 and 31.9	45	40
				33.1 and 34.7	55	35
				61.8 and 64.0	45	40
				66.1 and 67.0	45	40
				68.8 and 71.0	45	40

(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 0.4 (Highway 15)**

Eastward movements approaching within 1700 feet of crossing and until crossing occupied 40 40

Westward movements approaching within 2050 feet of crossing and until crossing occupied 45 45

**Mileage 29.51 (Main Street)**

Westward movements approaching within 1800 feet of crossing and until crossing occupied 50

1. Unless otherwise provided, Nos. 836 and 584 must obtain clearance at Calder or Edmonton and may then leave St. Paul Jct. without obtaining clearance.

2. At St. Paul Jct., trains are only required to register or to check the train register when so instructed by train order.

3. 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	Capacity
	2.2	145 cars
	3.1	33 cars
	42.4	6 cars
	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 3 applicable at all main track switches between and including Duagh and Waskatenau.

11. 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						BONNYVILLE SUBDIVISION						EASTWARD TRAINS				BONNYVILLE SUBDIVISION FOOTNOTES			
FIRST CLASS	Miles from Jct. with Coronado Sub.	Symbols	Office Signals	Car Capacity		STATIONS	Office Signals	Car Capacity		FIRST CLASS	FOURTH CLASS	MAXIMUM SPEED							
699 Passenger Railiner Daily				Sidings	Other Tracks			698 Passenger Railiner Daily	836 Freight Daily	Miles Per Hour Passenger Other Railiner except Move- ments									
0710	61.1	PRYZ	NC	YA	RD	2150				0600	<b>Between Mileages.</b> 0.0 and 61.1 (See Item 1) 65 40 30								
0715	57.2	P				2142				0551	<b>On Curves</b> 60								
F 0726	48.2	P				2131				0532	<b>PERMANENT SLOW ORDERS.</b>								
F 0732	42.9	P				2125				0521	<b>Between Mileages.</b> 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								
S 0740	36.6	PW		N		2117				0508									
0754	24.1					2103				0444									
S 0800	18.8	P				2057				0434									
S 0805	14.7					2052				0425									
S 0811	9.8	P				2046				0415									
0823	0.0	PRYZ			Jct. with Coronado Sub.	2035				0355									
Daily						699				Daily	Daily								
						698				836									



(Continued on Page 30)

BONNYVILLE SUBDIVISION FOOTNOTES—Concluded

- 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
- Switch to Tor American Oil Co. Ltd. and RCAF spur mileage 59.6 spiked and cannot be used.
- Special Instruction M-1 applicable.

OTHER TRACKS

	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

WESTWARD TRAINS		Miles from Unity	Symbols	BODO SUBDIVISION		Office Signals	Car Capacity		EASTWARD TRAINS	
				STATIONS	Sidings		Other Tracks			
	0.0	PWZ	UNITY	NI						
	11.2		SUNNYGLEN		32					
	14.6		REWARD		34					
	20.7		DONEGAL		36					
	26.3		SALVADOR		34					
	31.6		HEARTS HILL		35					
	39.5		CACTUS LAKE		36					
	44.8		COSINE		35					
	51.1	Y								
	51.5	Z	BODO		YA RD					

BODO SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages	Miles per Hour
0.0 and 51.5	20

PUBLIC CROSSING AT GRADE

Mileage 0.05 (First Avenue) Approaching within 150 feet of crossing and until crossing occupied	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.

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

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

Car Factor	WESTWARD OR NORTHWARD (Read Down)						BETWEEN STATIONS
	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	
12	2460	3250	5280	7500	7500	7000	<b>WAINWRIGHT SUBDIVISION</b>
12	2510	3330	6160	8000	8000	7800	Biggar and Wainwright
8	1590	2070	---	4750	4750	4400	<b>BLACKFOOT-VEGREVILLE SUBDIVISIONS</b>
10	2060	2770	---	6100	6100	5700	North Battleford and Lloydminster
10	2180	2850	---	6450	6450	6000	Lloydminster and Vermilion
8	1560	2000	---	---	---	4800	<b>BONNYVILLE-CORONADO SUBDIVISIONS</b>
5	990	1275	---	---	---	3050	Grand Centre and Bonnyville
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.
10	2450	2950	---	7200	7200	6400	<b>ALLIANCE SUBDIVISION</b>
12	2560	---	---	---	---	---	Camrose and Alliance
8	1780	---	---	---	---	---	<b>DEMAY-HAIGHT SUBDIVISIONS</b>
12	2350	---	---	---	---	---	Camrose Jct. and Vegreville Jct.
9	1730	2070	---	5400	5400	4960	<b>KINGMAN SUBDIVISION</b>
9	2170	2700	---	6700	6700	6200	Barlee Jct. and Tofield
9	2500	3300	---	7600	7600	7100	<b>BODO SUBDIVISION</b>
9	2720	3300	---	8300	8300	7800	Unity and Bodo
12	2370	3130	5940	7600	7600	7300	<b>CAMROSE SUBDIVISION</b>
12	2370	3130	5940	7600	7600	7300	Mirror and Camrose
4	720	990	---	2720	2720	2120	<b>EDSON SUBDIVISION</b>
4	600	---	---	---	---	---	Camrose and New Sarepta
4	820	---	---	---	---	---	New Sarepta and Bretona
2	340	---	---	---	---	---	Bretona and Bretville Jct.
2	460	620	---	1720	1720	1340	<b>FOOTHILLS-LUSCAR-MOUNTAIN PARK SUBDIVISIONS</b>
10	1950	2700	---	---	---	---	Bickerdike and Coalspur
10	2400	3100	---	---	---	---	Coalspur and Diss
10	2400	3100	---	---	---	---	Diss and Foothills
10	2400	3100	---	---	---	---	Leyland and Luscar
10	2400	3100	---	---	---	---	Coalspur and Mercoal
10	1950	---	---	---	---	---	Mercoal and Cadomin
10	2050	---	---	---	---	---	<b>ATHABASCA-SANGUDO SUBDIVISIONS</b>
6	1340	---	---	---	---	---	N.A. Rly. and Morinville
7	1530	---	---	---	---	---	Morinville and Vimy
7	1500	---	---	---	---	---	Vimy and Meanook
8	1840	---	---	---	---	---	Meanook and Athabasca
10	2140	---	---	---	---	---	Union Jct. and St. Albert
7	1780	---	---	---	---	---	St. Albert and Onoway
7	1370	---	---	---	---	---	Onoway and Whitecourt
7	1300	---	---	---	---	---	<b>DODSLAND - PORTER - CUTKNIFE and BATTLEFORD SUBDIVISIONS</b>
10	2900	---	---	---	---	---	Biggar and Ruthilda
							Ruthilda and Dodsland
							Dodsland and Coleville
							Coleville and Loverna
							Loverna and Hemaruka
							Oban and Red Pheasant
							Red Pheasant and Battleford
							Battleford and Carruthers
							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 ratings for units in 5000 and 2000 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 Jct. with 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	---	---	---	---	---	1740	5
Coalspur and Mercoal	4480	5600	6600	---	1990	1260	5
Mercoal and Cadomin	3380	3700	3700	---	1560	1260	5
<b>ATHABASCA-SANGUDO SUBDIVISIONS</b>							
N.A. Rly. and Morinville	---	---	---	---	3050	2600	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 Except Units in 2000 Series:  
One or two motors cut out: reduce rating 50%.
- (b) Montreal Locomotive Works or Alco Units in 2000 Series:  
Three motors cut out (one or two motors cannot be cut out): reduce rating 50%.
- (c) General Motors Diesel or E.M.D. Units Except Units in 5000 Series:  
One motor cut out: reduce rating 50%. Two motors cut out: Isolate unit.
- (d) General Motors Diesel or E.M.D. Units in 5000 Series:  
Two motors cut out (single motors cannot be cut out): reduce rating 33%.  
More than two motors cut out: Isolate unit.

## 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 tops 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 and Tonnage Restrictions:

The maximum number of working units permitted in any engine consist is restricted to 24 motorized axles and the permissible tonnage is restricted to an amount which can be handled by 18 motorized axles.

When coupling an engine consist of three or more units to a train, or cut of cars, a stop must first be made between six and twelve feet from point of coupling. The coupling is then to be made as gently as possible.

11. Movements handling system or foreign hopper cars either loaded or empty that have a load limit of 95 tons or over must not exceed a speed of 10 miles per hour while

operating on other than main tracks. (NOTE: See Special Instruction M-6 for additional restrictions applicable on the Mountain Region.)

12. Unless authorized by the train dispatcher in writing, trains must not leave ahead of their ordered time. (NOTE: See Special Instruction M-28 for additional restrictions applicable on the Mountain Region.)

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

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.

15. In the application of the fourth paragraph of Rule 3, at locations where this special instruction applies, it will be the responsibility of the yardmaster to have standard time available to yard enginemen and yard foremen who may obtain this information from the yardmaster by telephone or radio.

16. 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.

17. Rule 3—In the application of the first paragraph of this rule employees are hereby directed to submit their watches to a designated watch inspector for examination and record at intervals not exceeding 180 days. Watch rating cards and corresponding watches must be submitted to a watch inspector for comparison and record during the months of May and November or more often when there is evidence that attention is needed to ensure reliability. Instructions contained in booklet Form 696 are hereby changed accordingly.

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.

(Continued on Page 35)

## SPECIAL INSTRUCTIONS (Continued)

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.

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 60500-60671, 63012-63267, 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. At stations where diesel units are left unattended, enginemen must be familiar with and adhere to local instructions regarding procedures for protection against the operation of such units by unauthorized persons. When instructions are received to set off one or more units from a multiple unit consist, enginemen must ensure corresponding reverser levers are left with a responsible person so they will be available when required.

M-27. General Instruction 9, Page 43, Form 696: The Board of Transport Commissioners for Canada has been replaced by the Railway Transport Committee of the Canadian Transport Commission. Accident reports formerly addressed to the Chief Operating Officer of the Board of Transport Commissioners must now be addressed to the Director of Operation, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ont.

M-28. Account information shown on train line-ups, the ordered time of trains must not be advanced nor trains leave ahead of original ordered time without written permission from the train dispatcher.

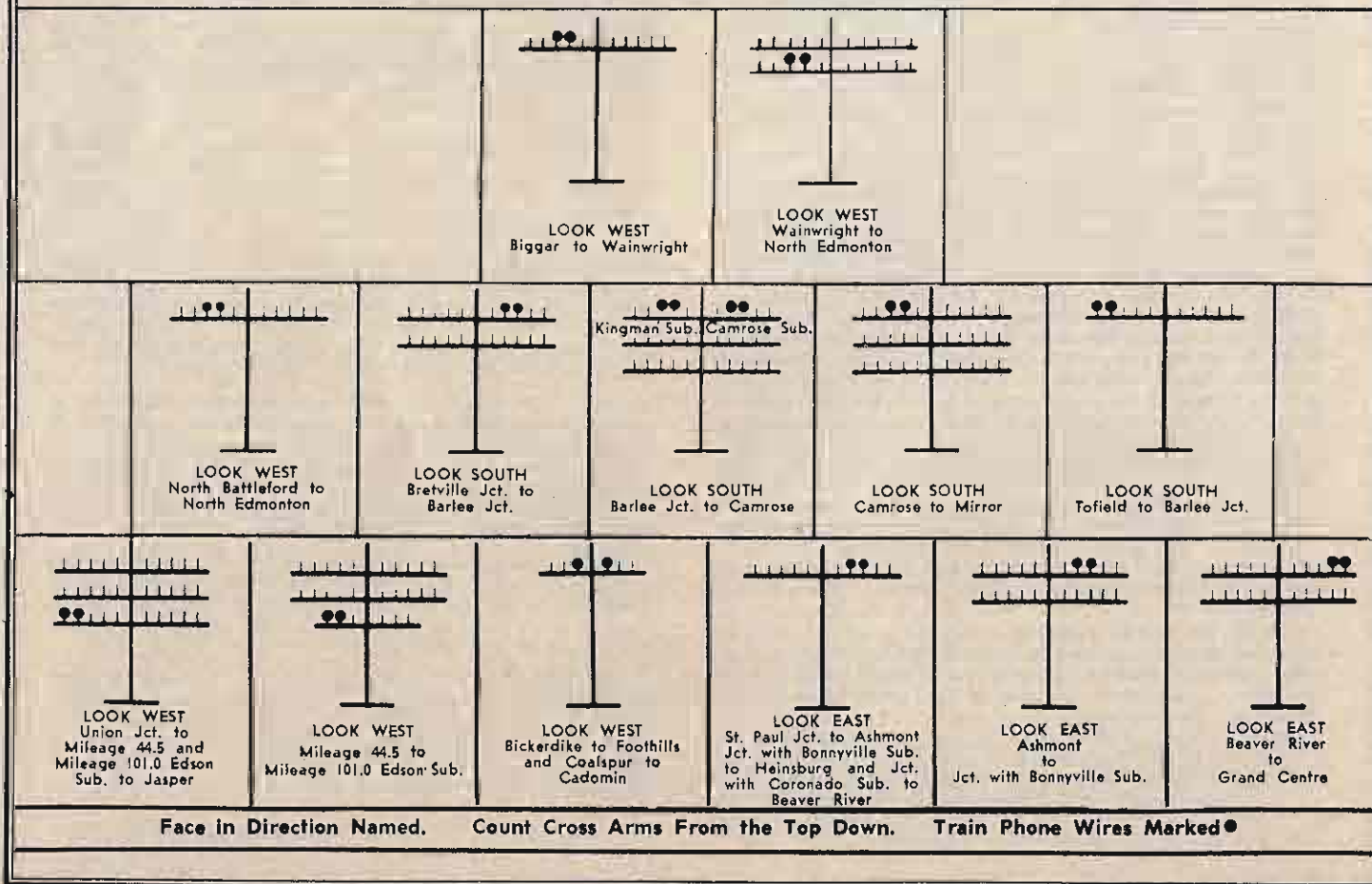
M-29. When advice is received that Hot Box Detector has recorded excessive heat or defect on a particular car in a train, the crew must examine that car as well as the two cars adjoining it on either side for defects.

M-30. When using sidings or other tracks, diesel units in 2000 and 5000 series and loads having a gross weight of more than 220,000 lbs. must be operated with caution and where Special Instruction M-2 is applicable, a speed of 20 miles per hour must not be exceeded in sidings. When necessary to switch other tracks with diesel units in 2000 or 5000 series, reachers should be used where possible.

M-31. Unless further restricted by train order, movements handling Wellman type cranes 800-06, 800-07, 800-08, 801-04 and American type 801-01, must not exceed 35 miles per hour where maximum speed is 40 miles per hour or more; 25 miles per hour where maximum speed is between 25 and 40 miles per hour; and 20 miles per hour or as much lower as is necessary for safety where maximum speed is 25 miles per hour or less. Speed restriction as contained in second paragraph of Item 3, Page 32, General Instructions (Form 696) modified accordingly.

M-32. Except on straight track, a car having an overall length of 56 feet or more must not be coupled to any other car until it has been ascertained that draft gears are in line and coupling will be made without excessive side thrust.

**DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES—EDMONTON AREA**



**FAST FREIGHT TRAINS**  
FOR INFORMATION ONLY

	No. 401 Daily ex. Mon. Tues.	No. 303 Daily	No. 409 Daily	No. 423 Daily	No. 453 Daily	STATIONS	No. 454 Daily	No. 404 Daily	No. 414 Daily	No. 424 Daily	No. 304 Daily	
Arr. CST	1410	1935	1330	-----	-----	BIGGAR	-----	1710	0120	-----	0800	Lve. CST
Lve. MST	1340	1845	1310	-----	-----		-----	1520	2350	-----	0630	Arr. MST
Arr. Lve.	2030	0200	2030	-----	-----	CALDER	0130	0830	1545	0630	0001	Lve. Arr.
Lve. Arr.	-----	0500	0115	0145	0630		-----	-----	1110	-----	2045	-----
Arr. MST	-----	1140	0745	0900	1630	JASPER	1740	-----	0420	2300	1530	Lve. MST
Lve. PST	-----	1100	0725	1110	1710		1130	-----	0220	2110	1400	Arr. PST
	Daily ex. Mon. Tues. No. 401	Daily No. 303	Daily No. 409	Daily No. 423	Daily No. 453		Daily No. 454	Daily No. 404	Daily No. 414	Daily No. 424	Daily No. 304	

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

**EXPRESS TRAIN** FOR INFORMATION ONLY

	No. 201 Daily	STATIONS	No. 202 Daily	
Arr. CST	2215	BIGGAR	0605	Lve. CST
Lve. MST	2120		0455	Arr. MST
Arr. Lve.	0340	EDMONTON	2245	Lve.
Lve. Arr.	0520		2130	Arr.
Arr. MST	1040	JASPER	1600	Lve. MST
Lve. PST	1000		1440	Arr. PST
	Daily No. 201		Daily No. 202	

**PIGGYBACK TRAIN** FOR INFORMATION ONLY

	No. 217 Daily ex. Mon. Tues. Wed.	STATIONS	No. 218 Daily ex. Mon. Tues. Wed.	
Arr. CST	2359	BIGGAR	0940	Lve. CST
Lve. MST	2310		0830	Arr. MST
Arr. Lve.	0530	CALDER	0240	Lve.
Lve. Arr.	0630		0155	Arr.
Arr. MST	1205	JASPER	2055	Lve. MST
Lve. PST	1125		1935	Arr. PST
	Daily ex. Tues. Wed. Thurs. No. 217		Daily ex. Sun. Mon. Tues. No. 218	

