



MOUNTAIN REGION

ALBERTA AREA

EMPLOYEES' OPERATING TIMETABLE

17

TAKING EFFECT AT 0001 SUNDAY, APRIL 27th, 1969

ALL TIMES SHOWN ARE MOUNTAIN STANDARD

Be Careful — One Weak Link Spoils The Safety Chain

J. O. PITTS
MANAGER
EDMONTON

G. W. KEEFE
OPERATIONS MANAGER
EDMONTON

K. R. MASON
SUPT. TRANSPORTATION
EDMONTON

J. G. DELANEY
SUPT. TRANSPORTATION
CALGARY

CANADIAN NATIONAL RAILWAYS

SUBDIVISION INDEX

Subdivision	Page	From	To
Acadia Valley	37	Eye Jct.	Acadia Valley
Alliance	10	Alliance Jct.	Alliance
Athabasca	16	Mann Jct.	Athabasca
Battleford	24	Battleford Jct.	Battleford
Brackford	20-24	North Battleford	Vermilion
Bond	30	Umby	Bond
Brimley	30	Abilene Jct.	Grand Centre
Brassau	40-43	Nix South Jct.	Brassau
Camrose	28-30	Bratville Jct.	Minor
Colorado	28-29	St. Paul Jct.	Helmville
Cut Knife	34	Cut Knife Jct.	Carleton Place
Damay	22	Camrose Jct.	Ryley
Dod Mand	7	Bigger	Helmville
Drumheller	34-35-36	Hanna	Calgary
Edmonton East Terminal and Edmonton West Terminal	18-13-14-15	North Edmonton	Bissell
Edson	18-19-24	Bissell	Jasper
Enfang	34	Enfang Jct.	Navis
Foothills	17	Buckardike	Foothills
Halght	22	Halght Jct.	Vegreville Jct.
Kingman	24	Tatfield	Battle Jct.
Luscar	21	Layland	Luscar
Marlin	37	Gladwin	Albion
Mountain Park	24	Parham Jct.	Calderon
Oyon	32-33	Kroonley	Hanna
Porter	27	Oban Jct.	Battleford
Sangudo	11	Umby Jct.	Walscourt
Shanley	31	Satan Jct.	Wanlow
Spandin	31	Scapa	End of Track
Stutter	40-41	Ferlow Jct.	Bismarck
Three Hills	38-39-40	Mirror	Samoa Jct.
Vegreville	25-26-27	Vermilion	North Edmonton
Wainwright	4-5-6	Bigger	North Edmonton

Total Mileage—2631.2

GENERAL INDEX

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SPECIAL INSTRUCTIONS

A—Rule 72A. The superior direction is East or South.

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 Jct. 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 of 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:

- 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."
- 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.
- 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.
- 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.
- 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 "DISPR" 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:

- Voice communication on the engine/train crew intercom will replace sound signals on the conventional "communicating signal appliance" in the application of Rule 16.
- 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. Except for the Bulova Accutron model which does not require cleaning employees must have their railway grade watches cleaned at intervals not exceeding 24 months. Instructions contained in booklet form 696 are hereby changed accordingly.

18. The use of tobacco by employees while on duty in the process of, or engaged in serving patrons in passenger carrying cars, or in and about passenger stations is prohibited except as follows:

Cigarette smoking is allowed in 'Smoking Permitted' sections of passenger carrying cars, while seated at designated

(Continued on Page 2)

SPECIAL INSTRUCTIONS (Continued)

locations—providing there is no possibility of annoyance or discomfort to passengers. The use of cigars or pipes is expressly forbidden.

19. Whenever it is known or suspected that a block or interlocking signal has been struck and/or damaged, the **TRAIN DISPATCHER**, or employee performing the duties, must immediately be advised and until otherwise declared by the signal supervisor, he must regard the signal as inoperative and displaying its **LEAST** restrictive indication and take whatever action is necessary to fully protect the situation. **OTHER EMPLOYEES**, who learn of the situation, must consider the signal as displaying its **MOST** restrictive indication, regardless of the indication actually shown, and rules governing the most restrictive indication apply. Repairs to signals must not be made by other than authorized employees and signals which have been knocked over must not be re-erected by other than an authorized person except if necessary, they may be moved laterally to clear the track.

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 when 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.

M-7. Trains handling more than 8000 tons must never exceed 50 miles per hour. When loaded covered hoppers make up 50 percent 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 bearing 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 temperature
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.

(Continued on Page 3)

SPECIAL INSTRUCTIONS (Continued)

(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 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 deactivate 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.

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. Special Instruction M-12 is applicable only as directed by the Train Dispatcher.

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, 801-02, 801-03, 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.

M-33. Long air hoses on cushioned underframe cars must be properly secured at all times during switching operations to prevent dragging and possible damage or derailment.

M-34. When livestock is killed or injured by a train, engineman will submit a special "livestock report" in lieu of Form 3903, Item 3(c), page 41, Form 696 amended accordingly. This report on hand at diesel shop offices.

WESTWARD TRAINS				Miles from Biggar	Yard Limits	WAINWRIGHT SUBDIVISION	Office Signals	Siding Car Capacity	EASTWARD TRAINS						
FIRST CLASS									FIRST CLASS						
7	695	1	5						6	694	2	8			
Passenger	Passenger Railiner	Passenger	Passenger						Passenger	Passenger Railiner	Passenger	Passenger			
Monday, Wednesday, Friday	Daily	Daily	Daily												
MOUNTAIN STANDARD TIME															
STATIONS															
s 1935	----	s 0905	s 0357	0.0	----	BIGGAR -- CKPWY	BI	219	s 2005	----	s 2235	s 0415			
----	----	----	----	8.6	----	8.6 OBAN -----P	----	117	1953	----	2223	0403			
----	----	----	----	8.8	----	0.2 OBAN JCT. -----P	----	----	----	----	----	----			
----	----	----	----	16.3	----	Jct. with Porter Sub. 7.5 PALO -----P	----	118	----	----	----	----			
----	----	----	----	30.0	----	13.7 CAVELL -----P	----	117	----	----	----	----			
----	----	----	----	42.7	----	12.7 SCOTT -----P	----	115	----	----	----	----			
s 2035	----	s 1005	s 0452	57.9	----	15.2 UNITY -----PW	----	123	s 1845	----	s 2115	s 0250			
----	----	----	----	68.5	----	10.6 VERA -----P	----	117	----	----	----	----			
----	----	----	----	84.5	----	16.0 YONKER -----P	----	117	----	----	----	----			
----	----	----	----	96.5	----	12.0 ARTLAND -----P	----	117	----	----	----	----			
2120	----	1050	0538	106.9	----	10.4 CHAUVIN -----P	----	115	1800	----	2020	0200			
----	----	----	----	116.8	----	9.9 DUNN -----P	----	117	----	----	----	----			
----	----	----	----	127.8	----	11.0 HEATH -----P	----	117	----	----	----	----			
----	----	----	----	135.3	----	7.5 GREENSHIELDS -----P	----	117	----	----	----	----			
s 2150	----	s 1120	s 0610	140.1	----	4.8 WAINWRIGHT -- KPWY	GN	124	s 1730	----	s 1950	s 0130			
s 2155	----	s 1125	s 0615	146.6	----	6.5 FABYAN -----P	----	115	s 1725	----	s 1945	s 0125			
----	----	----	----	157.7	----	11.1 IRMA -----P	----	115	----	----	----	----			
----	----	----	----	172.1	----	14.4 KINSELLA -----P	----	117	----	----	----	----			
2240	----	1210	0700	184.5	----	12.4 VIKING -----P	----	117	1640	----	1900	0040			
----	----	----	----	196.7	----	12.2 BRUCE -----P	----	117	----	----	----	----			
----	----	----	----	205.9	----	9.2 HOLDEN -----PW	----	117	----	----	----	----			
2305	----	1235	0725	214.7	----	8.8 RYLEY -----P	----	122	1613	----	1833	0010			
----	----	----	----	215.6	----	0.9 HAIGHT JCT. -----P	----	----	----	----	----	----			
----	----	----	----	226.2	----	Jct. with Haight Sub. 10.6 TOFIELD -----PY	----	119	----	----	----	----			
----	----	----	----	232.4	----	6.2 LINDBROOK -----P	----	117	----	----	----	----			
----	----	----	----	243.8	----	11.4 UNCAS -----P	----	115	----	----	----	----			
2355	From Camrose Sub.	1305	0800	250.0	----	6.2 ARDROSSAN -----P	----	116	1540	To Camrose Sub.	1800	2335			
----	1214	----	----	259.1	----	9.1 CLOVER BAR -----P	----	104	----	----	----	----			
----	1219	1325	0825	260.2	----	1.1 BREVILLE JCT. -----P	----	----	----	1735	----	----			
0025	1219	1325	0825	263.4	----	Jct. with Camrose Sub. 3.2 NORTH EDMONTON --P	----	64	1520	1730	1740	2315			
Interlocked with Edmonton East Terminal and Vegreville Subs.															
Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required.															
CTC controlled by Train Dispatcher at Edmonton.															
Special Instruction M-2 applicable (See Special Instructions 11 and M-30).															
7	695	1	5					Daily	Daily	Daily	Monday, Wednesday, Friday	6	694	2	8

WILL NOT OPERATE APRIL 28 TO JUNE 16 AND SEPTEMBER 12 TO OCTOBER 24 INCLUSIVE

WILL NOT OPERATE APRIL 28 TO JUNE 18 AND SEPTEMBER 15 TO OCTOBER 24 INCLUSIVE

WAINWRIGHT SUBDIVISION FOOTNOTES

1. CLEARANCES

Wainwright—All trains must obtain clearance.

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

2. CTC SPECIAL FEATURES

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.

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.

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

- Spur mileage 36.5
- East switch mileage 55.3
- Spur mileage 58.2
- Spur mileage 102.9
- Spur mileage 106.7
- Spur mileage 165.9
- Spur mileage 210.4
- Spur mileage 221.3
- Spur mileage 254.6
- East and west switches mileage 112.0

3. **Biggar**—Doddsland 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 Doddsland Sub.

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

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.

4. **Palo**—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. **Unity**—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.

6. **Wainwright**—First class trains may register by register ticket.

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.

7. **Kinsella**—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.

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

8. **Ryley**—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.

9. **Tofield**—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.

10. **Clover Bar**—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.

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

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

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.

11. **North Edmonton**—The time of all trains applies at the railway crossing.

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.

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.

12. 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.

13. 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.

(Continued on Page 6)

WAINWRIGHT SUBDIVISION FOOTNOTES—Concluded

INTERLOCKINGS

Railway Crossings at Grade:

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.

14. MAXIMUM SPEED

Mileage	Miles per Hour Passenger	Hour Other Movements
0.0 to 0.2 -----	20	20
0.2 to 256.5 -----	80	60
256.5 to 263.4 -----	60	60

15. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

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

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 -----

58.36 (First Avenue)

Westward movements proceeding at less than 25 miles per hour within 3350 feet of crossing, until crossing occupied ----- 25 -----

Movements to and from Bodo Sub. approaching within 150 feet of crossing and until crossing occupied ----- 5 -----

Miles per Hour Passenger Other Movements

Mileage

140.9 (Camp Road) Westward movements approaching within 2000 feet of crossing and until crossing occupied ----- 60 -----

259.2 (First Street) Approaching within 2150 feet of crossing and until crossing occupied ----- 45 ----- 45

*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.

16. 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.

17. EQUIPMENT RESTRICTIONS

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.

18. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

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 58.36 (First Avenue) ----- Westward and Stop made 150 feet east of crossing.

Mileage 158.00 (Irma Road) ----- Westward
Mileage 259.30 (First Street) ----- Westward and stop made 150 feet east of 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.

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.

19. OTHER TRACKS

	Mileage	Capacity	Points Face
Landis -----	22.6	152 cars	E W
Reford -----	36.6	28 cars	E
Tako -----	51.2	155 cars	E W
Run-Around Track -----	55.4	7 cars	E W
Winter -----	77.3	163 cars	E W
Butze -----	103.3	28 cars	E
Devon Palmer Oils Ltd. -----	106.7	13 cars	W
Ribstone -----	112.0	63 cars	W
Edgerton -----	121.2	104 cars	E W
Jarrow -----	165.9	29 cars	W
Poe -----	210.1	29 cars	W
Shonts -----	221.2	37 cars	W
Bremner -----	254.5	116 cars	E W
Bremner Spur -----	254.6	30 cars	W

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

Mileage	33.0
Mileage	60.7
Mileage	103.1
Mileage	176.5
Mileage	221.1

WESTWARD TRAINS		Miles from Connecting Switch	Yard Limits	DODSLAND SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
				STATIONS					
		0.0		BIGGAR - CKWYZ	BI	YARD			
		6.0	0.6	6.0 ARGO ----- P		46			
		12.2		6.2 DUPEROW ----- P		46			
		18.5		6.3 SPRINGWATER ----- P		44			
		25.6		7.1 RUTHILDA -----	RU	43			
		29.9		4.3 DOWNE -----		45			
		35.9		6.0 AVA -----		45			
		43.0		7.1 WALLISVILLE -----		--			
		47.0		4.0 DODSLAND -----	DO	42			
		50.3		3.3 WHITEPOOL -----		--			
		53.3		3.0 MILLERDALE -----		43			
		59.7		6.4 BEAUFIELD ----- P		42			
		66.4	65.8	6.7 COLEVILLE ----- Z	CO	39			
		69.0		6.2 DRIVER ----- Y		39			
		72.6	69.5	5.9 SMILEY -----	MY	42			
		78.5		7.4 DEWAR LAKE ----- P		43			
		85.9		4.5 HOOSIER ----- P		45			
		90.4		6.1 GREENE ----- P		43			
		96.5	102.7	7.0 LOVERNA ----- PRYZ	VO	41			
		103.5		12.3 ESTHER -----		27			
		115.8	104.6	10.3 NEW BRIGDEN -----		37			
		126.1		8.1 SEDALIA -----		37			
		134.2	153.0	19.8 HEMARUKA ----- YZ		YARD			
		154.0							

Rules 41 and 44 applicable
Rule 105A not applicable
Special Instruction 2 applicable
Special Instruction M-1 applicable

DODSLAND SUBDIVISION FOOTNOTES

1. Dodsland Sub. connects with Siding at Biggar. The connecting switch which is located 1 mile west of Biggar Station is in normal position when lined for through movement on Siding and against movement to or from Dodsland Sub.

2. Westward yard limit sign at Biggar, located to left of main track.

3. INTERLOCKING

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).

4. MAXIMUM SPEED

Mileage	Miles per Hour All Movements
0.0 to 103.5 -----	30
103.5 to 154.0 -----	20

5. PERMANENT SLOW ORDER

Mileage	Miles per Hour All Movements
34.0 Westward trains ----- (on curve) -----	20

NORTHWARD TRAINS				Miles from Bretville Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	SOUTHWARD TRAINS		
FIRST CLASS		STATIONS	FIRST CLASS						FOURTH CLASS		
695 Passenger Railiner Daily	693 Passenger Railiner Daily		694 Passenger Railiner						692 Passenger Railiner	888 Freight	
---	s 1027	95.1	93.7	MIRROR	CKPWYZ	MR	YARD	---	s 1933	2040	
---	1030	92.5		LAMERTON			17	---	1930	2035	
---	s 1038	84.3		BASHAW			40	---	s 1922	2021	
---	1046	75.8		DORENLEE			47	---	1913	2008	
---	s 1051	70.6		FERINTOSH			44	---	s 1907	2000	
From Stettler Sub.	s 1059	63.1		NEW NORWAY			44	To Stettler Sub.	s 1858	1948	
1049	1102	59.8		DUHAMEL			44	1853	1856	1943	
---	1108	54.3	55.2	FERLOW JCT.	PYZ			1856	1846	1933	
---	---	48.6	54.3	Jct. with Stettler Sub.							
---	---	48.4	48.4	ALLIANCE JCT.	PZ						
s 1059	s 1118	48.1	48.4	Jct. with Alliance Sub.							
s 1128	---	47.4	46.5	CAMROSE	BPWZ	CO	55	s 1846	1836	1920	
1129	---	47.4		CAMROSE JCT.	PYZ			s 1830	1829	---	
1131	---	45.5		Jct. with Demay Sub.				1827	---	1914	
1137	---	38.3		BARLEE JCT.	P			1821	---	1902	
F 1144	---	31.3		Jct. with Kingman Sub.				s 1814	---	1850	
F 1150	---	24.7		ARMENA				F 1806	---	1839	
1157	---	17.0		HAY LAKES	P			1757	---	1828	
1203	---	9.9		NEW SAREPTA				1750	---	1815	
1208	---	4.5		LOOMA				1744	---	1805	
1211	---	2.2		BRETONA	P			1739	---	---	
1214	---	0.0		STRATHCONA	P			1735	---	---	
				Jct. with Wainwright Sub.							
				Within CTC unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required between Bretville Jct. and Strathcona. CTC between Bretville Jct. and Strathcona controlled by Train Dispatcher at Edmonton.					Daily	Daily	Daily
				CTC between mileage 48.4 and Ferlow Jct. controlled by Operator at Camrose.					694	692	888
				Special Instruction M-1 applicable.							

CAMROSE SUBDIVISION FOOTNOTES

1. Clearances—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.

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.

2. 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)

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.

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

4. Special Instruction 5 — 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.

5. 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.
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 register ticket.

(Continued on Page 9)

CAMROSE SUBDIVISION FOOTNOTES—Continued

East Edmonton (continued)—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.

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.

6. Strathcona—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.

7. Camrose—The time of all trains applies at the station. Trains may register by register ticket.

8. Alliance Jct.—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.

9. Mirror — Freight trains operating through Mirror may register at Mirror by register ticket.

10. INTERLOCKINGS AND NON-INTERLOCKING

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.

Southward movements entering Camrose Sub. at Camrose Jct. must approach southward interlocking signal 476 at mileage 47.6 prepared to stop and there be governed by the indication displayed.

C.P. Rly. Strathcona Line Automatic
Movements must stop at the governing interlocking signal and be governed by instructions posted at the crossing.

C.P. Rly. Strathcona Line Non-interlocked
Strathcona Line crosses south leg of wye C.P. Rly. Leduc Sub.

Junction:
Bretville Jct. Mileage 0.0 Controlled
See Interlockings, Wainwright Sub. footnotes.

11. MAXIMUM SPEED

Between Mileages	Miles per Hour		
	Railiner	Passenger except Railiner	Other Move-ments
0.0 and 95.1	75	60	40
Northward trains passing approach signal Mileage 54.9	---	55	35
On Curves	60	---	---

12. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Mileage	Miles per Hour		
	Railiner	Passenger Railiner	Other Move-ments
5.3 to 5.6	55	50	---
9.6 to 9.8	55	55	---
11.9 to 12.8	55	55	---
15.2 to 15.7	55	55	---
16.6 to 18.1	55	55	---
22.0 to 22.8	55	55	---
25.9 to 26.8	55	55	---
47.1 to 47.4	20	15	15
49.2 to 54.3	40	40	30
54.3 to 54.6	20	15	15
57.6 to 58.4	40	40	30
*58.6 to 59.2	55	55	---

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

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

84.9 (Highway 21)

Approaching within 2300 feet of crossing and until crossing occupied 70 --- ---
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.

*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.

13. EQUIPMENT RESTRICTIONS

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.

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

At Camrose, 6-wheel truck engines, when coupled together, must not enter or use Page-Hersey Tubes Ltd. track-age.

14. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

Mileage
0.3 Gainer's Line (63rd Avenue) — Automatic crossing protection equipped with push button or other appliance. Movements over the crossing must not exceed 5 miles per hour.

(Continued on Page 10)

CAMROSE SUBDIVISION FOOTNOTES—Concluded

PUBLIC CROSSINGS AT GRADE
(OTHER RESTRICTIONS)

Mileage	Restriction
2.2	Gainer's Line (76th Avenue)—STOP sign erected at this crossing. Movements over the crossing must be protected by a flagman.
48.1	(48th Avenue) — Automatic crossing protection equipped with push button or other appliance. STOP sign erected on other than the main track.

15. OTHER TRACKS

Mileage	Capacity	Points Face
0.8	133 cars	S
1.3	7 cars	S
1.8	46 cars	N
2.9	70 cars	N

	Mileage	Capacity	Points Face
Industrial Spur	3.1	43 cars	N
A.I.M. Steel Ltd.	3.1	45 cars	N
Team track	4.4	5 cars	S
Strathcona Line incl. Gainer's Line	4.5	9.1 miles	N
Interchange track with C.P. Rly.	47.5	25 cars	N
Camrose Tubes Ltd. and Page-Hersey Tubes Ltd.	47.6	139 cars	S
Ferintosh Pit	71.2	52 cars	N

ALLIANCE SUBDIVISION FOOTNOTES

1. Clearances—Unless otherwise provided, extra trains created at Alliance Jct. must obtain clearance at Camrose and may then leave Alliance Jct. without obtaining clearance.

2. 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.

3. 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 tipple.

Hand brakes must be applied to each car left on mine tracks.

4. MAXIMUM SPEED

Mileage	Miles per Hour
0.0 to 59.2	25
Engines other than Inspection Cars, Test Cars and Series 1000-1077	20

5. PUBLIC CROSSING AT GRADE

Mileage
51.4 (Highway 36)—Eastward trains standing on main track meeting or waiting for an opposing train must stop clear of crossing sign located 800 feet west of the crossing.

WESTWARD TRAINS	Miles from Alliance Jct.	Yard Limits	ALLIANCE SUBDIVISION STATIONS	Office Signals	Siding Car Capacity	EASTWARD TRAINS		
↕	59.2	58.3	ALLIANCE RYWZ		YARD	↕		
	51.2	45.4	GALAHAD		31			
	45.0	42.9	FORESTBURG RZ		53			
	43.6		HEISLER		53			
	34.7		ANKERTON		34			
	28.5		ROSLIND		53			
	22.2		KELSEY		39			
	16.4		KIRON					
	8.2		ALLIANCE JCT. PZ					
	0.0	0.6						
	Rules 41 and 44 applicable Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable							

6. OTHER TRACKS

	Mileage	Capacity	Points Face
Grain Spur	4.4	12 cars	E W
Valentine	10.3	17 cars	W
Magnet Cove Barium Corp.	23.0	17 cars	E W
Forestburg Collieries Ltd.	45.0	7.4 miles	Connected to Wye switch

SANGUDO SUBDIVISION FOOTNOTES

1. Clearances—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. Mileage commences 0.4 miles west of Junction switch.

3. Mileage 4.2—Cars must not be allowed to run free in Monomold Containers Ltd. spur and all cars left in this spur must have hand brakes applied and wheels blocked.

4. Windfall Industrial Spur — 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.

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.

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

General Instruction (Form 696) A-220 applicable to eastward movements between Windfall Sulphur plant mileage 23.2 Windfall Industrial Spur and run-around 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.

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

- (a) Operator Whitecourt will authorize all movements within Manual Block System territory.
- (b) Before entering the block, conductor must obtain in duplicate, block clearance issued by the operator, deliver one copy to the engineman and retain the other.
- (c) A movement must not be admitted into the block while it is occupied by any other movement, nor may two or more movements occupy the block unless the conductors and enginemen of movements involved have been informed of the circumstances and arrangements made for protection against each other.

When two or more movements are required to protect against each other, conductors and enginemen of each movement must first have a thorough understanding in writing as to the protection to be provided.

- (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.

WESTWARD TRAINS FOURTH CLASS	Miles from Union Jct.	Yard Limits	SANGUDO SUBDIVISION		Office Signals	EASTWARD TRAINS		
			STATIONS	Siding Car Capacity		FOURTH CLASS	516 Way Freight	
515 Daily	*0.0	↓ 2.3	UNION JCT. Z				1235	
0720	0.0		Jct. with Edmonton West Terminal Sub.					
0725	1.7		CANNELL Z		20			1225
0733	5.0		ST. ALBERT		28			1215
0750	13.0		VILLENEUVE		32			1154
0805	19.4		CALAHOO		32			1134
0830	29.4		ONOWAY		65			1104
0845	36.0		GUNN		31			1044
0905	44.4		GLENEVIS		31			1019
0921	51.5		CHERHILL		21			0957
0940	57.0		LISBURN		31			0940
0956	62.5		SANGUDO		34			0920
1016	68.9	ROCHFORD BRIDGE		32			0854	
1030	74.2	MAYERTHORPE MY		33			0832	
1047	79.8	GREENCOURT		29			0810	
1110	89.7	BLUE RIDGE		30			0725	
1140	103.1	WHITECOURT RYZ	WO	YARD			0630	
515			RULES 41 and 44 APPLICABLE Rules 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable				Daily ex. Sunday, Monday 516	

6. MAXIMUM SPEED

Mileage	Miles per Hour
0.0 to 103.1 (except as below)	30
Trains handling loaded sulphur, liquid gas or ballast cars:	
0.0 to 60.0	20
60.0 to 103.1	15

7. SPEED RESTRICTION

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

8. PUBLIC CROSSING AT GRADE

Mileage
0.0 (156th Street)
Automatic protection equipped with push button. Movements stopping within 250 feet of the crossing must then not obstruct the crossing until gates are horizontal.

9. OTHER TRACKS

	Mileage	Capacity	Points Face
Inland Cement Co. Ltd.	0.1	146 cars	E W
Weldwood of Canada Ltd.	0.4	11 cars	W
Weldwood of Canada Ltd.	0.5	29 cars	W
Edmonton Concrete Block Co.	1.3	37 cars	W
Monomold Containers Ltd.	4.2	5 cars	W
Pit Spur	26.5	45 cars	W
Run-Around Track	28.3	4 cars	E W
Baroid of Canada Ltd.	28.4	16 cars	E
Imperial Oil Ltd.	74.2	8 cars	W
Pit Spur	100.2	46 cars	E
Socony Mobil Oil Co.	102.4	44 cars	E W
Windfall Industrial Spur	103.1	23.2 miles	E

EDMONTON EAST TERMINAL SUBDIVISION										
WESTWARD TRAINS						Miles from Edmonton	Miles from North Edmonton	Yard Limits	STATIONS	Office Signals
FIRST CLASS										
1	695	691	697	5	7					
Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday					
						0.0	0.4	★ Two Tracks Interlocked with Vegreville and Wainwright Subs. 3.5	NORTH EDMONTON .PXZ	CD
						2.3	2.3			
						3.5				
1325	1219	1144	1124	0825	0025	3.3		CTC Interlocked with Vegreville and Wainwright Subs. 3.3	NORTH EDMONTON .P	MO
s1340	s1230	s1155	s1135	s0840	s0040	0.0	0.4			
1	695	691	697	5	7	Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required. Special Instruction M-1 applicable.				

EDMONTON WEST TERMINAL SUBDIVISION											
WESTWARD TRAINS						Miles from Edmonton	Yard Limits	STATIONS	Office Signals		
FIRST CLASS											
1	5	7									
Passenger	Passenger	Passenger									
Daily	Daily	*Tuesday, Thursday, Saturday									
s1410	s0910	s0110				0.0	4.2	CTC TWO TRACKS Jct. with Sangudo Sub.	EDMONTON CKPWXZ 4.2 WEST JCT. .PXYZ 0.7 N.A. RLY. .PX 1.1 UNION JCT. .PX 1.2 BISSELL .P	MO	
						4.2					
						4.9					
						6.0					
1425	0925	0125				7.2					
								Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required. Special Instruction M-1 applicable.			
1	5	7									

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

1. Clearances—Trains originating at Edmonton or Calder: See footnote No. 1 on subdivision to which train is destined.

2. CTC Features—
 (a) 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.
 (b) 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.
 (c) 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.

EDMONTON EAST TERMINAL SUBDIVISION										
EASTWARD TRAINS						Miles from Edmonton	Miles from North Edmonton	STATIONS	Office Signals	
FIRST CLASS										
6	694	2	696	690	8					
Passenger	Passenger Railiner	Passenger	Passenger Railiner	Passenger Railiner	Passenger					
						0.0	0.4	★ Two Tracks Interlocked with Vegreville and Wainwright Subs. 3.5	NORTH EDMONTON .PXZ	CD
						2.3	2.3			
						3.5				
1520	1730	1740	1748	1800	2315	3.3		CTC Interlocked with Vegreville and Wainwright Subs. 3.3	NORTH EDMONTON .P	MO
s1510	1720	s1730	1740	1750	s2305	0.0	0.4			
6	694	2	696	690	8	Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required. Special Instruction M-1 applicable.				

EDMONTON WEST TERMINAL SUBDIVISION											
EASTWARD TRAINS						Miles from Edmonton	Yard Limits	STATIONS	Office Signals		
FIRST CLASS											
6	2	8									
Passenger	Passenger	Passenger									
s1440	s1700	s2235				0.0		CTC Two Tracks Jct. with Sangudo Sub.	EDMONTON .CKPWXZ 4.2 WEST JCT. .PXYZ 0.7 N.A. RLY. .PX 1.1 UNION JCT. .PX 1.2 BISSELL .P	MO	
1425	1645	2220				4.2					
						4.9					
						6.0					
1415	1635	2210				7.2					
								Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required. Special Instruction M-1 applicable.			
6	2	8									

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES—Continued

2. (d) 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.
 (e) 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

(f) 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.
 ★3. 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.
 (Continued on Page 14)

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES—Continued

4. Special Instruction 5—applies within the limits of the City of Edmonton, except at crossings listed and areas defined below:

- (a) Between Gainer's Packing Plant and North Boundary of 63rd Avenue mileage 5.2 Strathcona Line.
- (b) Via Calder Line between Mileage 260.2 Wainwright Sub. and mileage 5.9 Edmonton - Bissell Line.
- (c) Between West Boundary of the public crossing at grade mileage 123.4 and mileage 126.4 Vegreville Sub.
- (d) 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.

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.

5. 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.

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

7. Road Cabooses—are not to be switched with when switching or making up trains.

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

9. North Edmonton—(a) At North Edmonton, the time of all trains applies at the railway crossing.

(b) 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.

(c) 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.

10. Edmonton—(a) 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.

(b) 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.

(c) 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 DO2 at 96th Street public crossing at grade.

(d) 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.

(e) 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 cross-

over 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.

11. Calder—(a) Trains registering at Calder must show in the train register, their designation arriving or leaving Edmonton East Terminal Sub. or Edmonton West Terminal Sub.

(b) Electrical and water connections on north side of cleaning tracks 1 and 2 are not of standard clearance.

(c) Diesel units with six wheel trucks must not be operated on any track on north side of the diesel shops.

12. O.K. Construction Ltd.—107th Avenue and 92nd Street. Engines must not be moved over the undertrack unloading pit.

13. Loop Track—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.

14. West Jct.—(a) 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.

(b) 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.

(c) 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.

(d) 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.

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

(b) 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.

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

17. 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.

(Continued on Page 15)

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES—Concluded

18. MAXIMUM SPEED

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

19. PERMANENT SLOW ORDER AND SPEED RESTRICTION

Mileage	Miles per Hour	
	Passenger	All Movements
1.5 to 1.7 Edmonton West Terminal Sub. --	15	
Eastward movements on eastward track through spring switch mileage 0.4 North Edmonton - Calder Line, until leading wheels have passed through the switch--	20	
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	

20. EQUIPMENT RESTRICTIONS

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

21. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

(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.

(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) 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 to 0800 and 1630 to 1645 Mondays to Fridays inclusive.

NORTHWARD TRAINS		ATHABASCA SUBDIVISION		SOUTHWARD TRAINS	
Miles from N.A. Rly.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	
0.0		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		MORIN JCT. Z Jct. with N.A. Rly. 0.9			
21.1	21.9 ↓	MORINVILLE RZ		32	
31.5		LEGAL 7.9		39	
39.4		VIMY 5.8		39	
45.2		CLYDE 6.9		32	
52.1		NESTOW 6.5		31	
58.6		TAWATINAW 5.9		30	
64.5		ROCHESTER 7.8		26	
72.3		PERRYVALE 8.4		33	
80.7		MEANOOK 4.7		32	
85.4		COLINTON 7.7		25	
87.0					
93.1	92.3 ↑	ATHABASCA RZ		YARD	
RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable					

ATHABASCA SUBDIVISION FOOTNOTES

1. **Clearances**—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. 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.

3. **Morin Jct.**—Jct. switch is in normal position when lined for N.A. Rly.

N.A. Rly. train dispatchers telephone at Morin Jct. and conductors of northward trains must advise N.A. Rly. train dispatcher when their train clears N.A. Rly. main track and conductors of southward trains must call N.A. Rly. train dispatcher before fouling N.A. Rly. main track.

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.

4. MAXIMUM SPEED	
Mileage	Miles per Hour All Movements
0.0 to 93.1	30
Trains handling clay or ballast	20

5. PERMANENT SLOW ORDER	
Mileage	
76.6 to 76.8	15

6. OTHER TRACKS			
	Mileage	Capacity	Points Face
United Grain Growers Spur	21.0	7 cars	N
Peavey	26.9	16 cars	N S
Northwest Ceramics Co. Ltd.	91.1	12 cars	S

WESTWARD TRAINS		FOOTHILLS SUBDIVISION		EASTWARD TRAINS	
FOURTH CLASS	Miles from Bickerdike	Yard Limits	STATIONS	Office Signals	Siding Car Capacity
845 Freight Daily					
	0.0		BICKERDIKE P		1800
	0945	5.5	McLEOD RIVER P		43
	1000	10.7	ERITH P		51
	1015	16.3	WEALD		42
	1040	25.2	EMBARRAS P		51
	1055	30.5	OKE		28
	1105	34.0	ROBB P		1622
	1110	36.1	PARKHILL JCT. Z Jct. with Mountain Park Sub.		1615
			COALSPUR PYZ	YARD	
			DISS		31
			STERCO		33
			COAL VALLEY Y		
			FOOTHILLS		
			RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable		Daily
846					846 Freight

FOOTHILLS SUBDIVISION FOOTNOTES

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

2. 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.

3. **Bickerdike**—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.

4. **Parkhill Jct.**—No. 846 will wait at Parkhill Jct. for No. 845.
Jct. switch is in normal position when lined for Mountain Park Sub.

5. **Blackstone Collieries (mileage 36.5)**—Service track 450 feet long connected to both ends of Blackstone Collieries trackage must not be used or entered by cars or engines.

6. MAXIMUM SPEED		Miles per Hour All Movements
Mileage		
0.0 to 36.6	-----	25
36.6 to 49.9	-----	15
On Down Grade Between Mileages		
36.1 to 47.2	-----	10

7. PERMANENT SLOW ORDER	
Mileage	
32.9 to 33.4	-----

8. OTHER TRACKS			
	Mileage	Capacity	Points Face
Erith Tie Co.	11.5	9 cars	E
Spur	32.1	13 cars	E W
Blackstone Collieries	36.5	20 cars	E

9. TUNNEL	
Mileage 33.4	-----
	591 feet

WESTWARD TRAINS				Miles from Edmonton	EDSON SUBDIVISION	Office Signals	Siding Car Capacity	EASTWARD TRAINS			
FOURTH CLASS	FIRST CLASS							FIRST CLASS			FOURTH CLASS
845 Freight	1 Passenger	5 Passenger	7 Passenger					6 Passenger	2 Passenger	8 Passenger	846 Freight
Daily	Daily	Daily	Tuesday, Thursday, Saturday					MOUNTAIN STANDARD TIME			
	1425	0925	0125	7.2	BISSELL 12.5 P	YARD	1415	1635	2210		
				19.7	SPRUCE GROVE 12.8 P	110					
	1452	0952	0152	32.5	CARVEL 11.8 P	108	1345	1605	2140		
				44.3	WABAMUN 13.8 P	121					
				58.1	GAINFORD 8.2 P	110					
				66.3	ENTWISTLE 1.8 P	111					
	1535	1030	0235	68.1	EVANSBURG 9.4 P		1305	1525	2100		
				77.5	WILDWOOD 10.6 PW	112					
				88.1	LEAMAN 11.6 P	108					
	1605	1100	0305	99.7	NITON 10.1 P	111	1235	1455	2030		
				109.8	PEERS 11.0 P	110					
				120.8	WOLF CREEK 8.8 P	110					
0910	s 1635	s 1130	s 0335	129.6	EDSON 9.3 CKPWY	FY	s 1205	s 1425	s 2000	1820	
0930	s 1640	s 1135	s 0340	138.9	BICKERDIKE 10.2 P	116	s 1200	s 1420	s 1955	1800	
To Foothills Sub.	1710	1205	0410	149.1	GALLOWAY 6.7 P	120				From Foothills Sub.	
				155.8	MEDICINE LODGE 9.4 P	110	1122	1347	1922		
				165.2	OBED 11.8 P	106					
				177.0	PEDLEY 7.6 PW	112					
	s 1750	s 1240	0455	184.6	HINTON 11.6 P	120	s 1055	1320	1855		
				196.2	SOLOMON 12.0 P	113					
	1820	1320	0535	204.8	MIETTE 12.3 P	110	1025	1250	1820		
				208.2	SNARING 7.1 P	110					
				220.5	HENRY HOUSE 8.1 P	110					
	1855	1350	0615	227.6	JASPER 8.1 CKPWY	GH	s 0955	s 1220	1745		
	s 1910	s 1405	s 0630	235.7							
				Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required.							
				CTC controlled by Train Dispatcher at Edmonton. Special Instruction M-2 applicable. (See Special Instructions 11, M-6 and M-30).							
845	1	5	7					Daily	Daily	Monday, Wednesday, Friday	Daily
								6	2	8	846

EDSON SUBDIVISION FOOTNOTES

1. CLEARANCES

West Jct.—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.

Edson—All trains must obtain clearance.

2. CTC SPECIAL FEATURES

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.

(Continued on Page 19)

EDSON SUBDIVISION FOOTNOTES—Continued

CTC SPECIAL FEATURES—Continued

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.

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)

3. Mileage 41.8 (Calgary Power Ltd. Spur) — Restricted Speed may be a maximum of 15 miles per hour and engines with six wheel trucks must not enter or use this spur.

4. Mileage 45.1—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.

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

6. Edson—First class trains may register by register ticket.

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.

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.

7. Bickerdike—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.

8. Hinton—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.

9. Mileage 204.8—All trains keep sharp lookout for fallen rocks on track at east end of tunnel.

10. Jasper—Siding at Jasper is located on station track 1 between dual control switches. Cars must not be left on the Ice House Track where they will block access to the motor car shed.

11. 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.

12. MAXIMUM SPEED

Mileage	Miles per Hour	
	Passenger	Other Movements
7.2 to 47.0	80	60
47.0 to 64.5	75	60
64.5 to 148.0	80	60
148.0 to 157.5	60	50
157.5 to 191.0	80	60
191.0 to 206.0	60	50
206.0 to 235.2	80	60
235.2 to 235.7	20	20

Trains handling Hinton, Cadomin or Wabamun rock 50
Zone speed sign governing eastward movements at Jasper located to left of main track at Mileage 235.2.

13. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Mileage	Passenger	Other Movements
33.4 to 33.7	55	45
* 43.4 to 43.8	60	--
48.7 to 49.4	50	45
* 50.0 to 51.5	60	50
52.9 to 53.3	50	45
53.4 to 55.2	60	50
* 57.1 to 57.3	60	50
60.8 to 62.8	60	55
66.9 to 68.3	65	55
73.0 to 73.7	65	50
83.0 to 86.3	60	50
106.1 to 106.5	70	--
122.2 to 122.8	50	40
* 135.2 to 136.9	50	45
* 137.1 to 137.5	75	--
140.8 to 141.1	75	--
144.9 to 145.4	75	--
151.7 to 152.1	55	45
164.3 to 166.1	70	--
166.9 to 167.2	60	50

(Continued on Page 20)

EDSON SUBDIVISION FOOTNOTES—Concluded

PERMANENT SLOW ORDERS—Continued

Mileage	Miles per Hour	
	Passenger	Other Move-ments
*167.4 to 169.9	70	--
*174.3 to 176.6	75	--
179.3 to 179.6	60	50
183.9 to 184.4	55	45
187.5 to 188.2	40	35
191.2 to 192.6	55	45
193.3 to 193.7	30	30
*194.9 to 195.3	55	45
196.7 to 197.0	55	45
200.1 to 203.3	55	45
204.1 to 205.6	30	20
206.1 to 206.5	75	--
209.3 to 209.5	70	--
210.6 to 211.0	65	55
*213.6 to 214.0	75	--
215.1 to 215.5	75	--
215.6 to 215.9	45	35
217.4 to 218.0	65	50
221.1 to 221.9	75	--
222.1 to 222.3	60	50
223.7 to 224.2	55	45
231.6 to 232.4	55	45
*232.4 to 233.5	45	35
128.7 (Highway 16)		
Eastward movements approaching within 2000 feet of crossing and until crossing occupied	60	--
184.4 (Old Highway 16)		
Eastward movements proceeding at less than 30 miles per hour within 3100 feet of crossing, until crossing occupied	30	30

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

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.

14. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

Mileage

57.94 (Municipal District Road) — Automatic protection equipped with push button. 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.

109.8 (Highway 32)

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

STOP signs erected on other than the main track.

120.74 (Highway 544Y)

Pushbutton will not function if main track is occupied within 200 feet on either side of the crossing.

15. OTHER TRACKS

	Mileage	Capacity	Points Face
Inland Cement Co. Ltd.	7.1	146 cars	E W
(East switch off Sangudo Sub.)			
Winterburn	10.7	11 cars	E W
Acheson	14.2	113 cars	E W
Stony Plain	24.0	46 cars	W
Stony Plain	24.4	47 cars	W
Duffield	38.4	91 cars	W
Calgary Power Ltd.	41.8	7.3 miles	E
Calgary Power Ltd.	44.8	27 cars	E
Western Fly Ash Spur	44.8	42 cars	E
(Off Calgary Power Ltd.)			
O.K. Construction and Supply Co. Ltd.	45.1	80 cars	E
Fallis	51.8	65 cars	E W
Industrial Spur	67.3	12 cars	W
Banff Mining and Quarrying Ltd.	71.4	10 cars	E
Mackay	92.4	74 cars	E
Rosevear	115.7	50 cars	E
Hett and Sibbald Ltd.	130.6	23 cars	W
Hudson Bay Oil and Gas Co.	134.6	61 cars	E
Marlboro	143.5	23 cars	E
Hargwen	160.0	38 cars	E
Entrance	189.7	12 cars	W
Alberta Resources Rly.	198.6	120 cars	E W
Brule	201.2	108 cars	E W
Devona	214.6	63 cars	W
Ballast Spur	231.4	36 cars	E

16. Hot Box and Dragging Equipment Detector—located as follows:

Mileage 46.7
Mileage 92.3
Mileage 173.7
Mileage 205.9

17. TUNNEL

Mileage 204.8 745 feet

MOUNTAIN PARK SUBDIVISION FOOTNOTES

1. Clearances — No. 846 may leave Leyland without obtaining clearance provided schedule is assumed by crew arriving Leyland on No. 845.

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

3. 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.

4. All movements keep sharp lookout for fallen rock between Leyland and Cadomin and at all points on the Mountain Park extension.

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

6. Shaw—Siding switches spiked and cannot be used.

7. Leyland—No. 846 will wait at Leyland for No. 845.

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

9. 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.

10. MAXIMUM SPEED

Mileage	Miles per Hour All Movements
0.0 to 23.7	20

WESTWARD TRAINS	FOURTH CLASS	Miles from Parkhill Jct.	Yard Limits	MOUNTAIN PARK SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
845 Freight Daily				STATIONS	846 Freight				
1110	0.0	↓	1.5	PARKHILL JCT. ... Z	Jct. with Foothills Sub. 0.5			1615	
1112	0.5			COALSPUR ... PYZ	6.4	YARD	1613		
1132	6.9			MERCOAL	1.3	24	1553		
1137	8.2			STEEPER	3.6	33	1548		
1150	11.8			SHAW	6.2	33	1535		
1210	18.0			FIDLER	4.5	30	1515		
1225	22.4	↑	21.6	Jct. with Luscar Sub. LEYLAND ... PRYZ	1.2	37	1500		
	22.5			CADOMIN ... Z					
	23.7								
845	RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable							Daily	846

11. 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.

12. OTHER TRACKS

	Mileage	Capacity	Points Face
Spur	22.2	7 cars	E
Spur	23.6	4 cars	W

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

WESTWARD TRAINS	Miles from Leyland	Yard Limits	LUSCAR SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS
			STATIONS				
	0.0	↓	Jct. with Mountain Park Sub. LEYLAND ... PYZ	5.3		37	
	5.3	↑	LUSCAR ... YZ			YARD	
RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable							

LUSCAR SUBDIVISION FOOTNOTES

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. MAXIMUM SPEED

Mileage	Miles per Hour All Movements
0.0 to 5.3	15

4. OTHER TRACKS

	Mileage	Capacity	Points Face
Cardinal River Coals Ltd.	4.8	51 cars	E

HAIGHT SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		Miles from Haight Jct.	Yard Limits	HAIGHT SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
	STATIONS									
	<p>1. Clearances — Unless otherwise provided, extra trains created at Vegreville Jct. must obtain clearance at Vegreville and may then leave Vegreville Jct. without obtaining clearance.</p> <p>2. MAXIMUM SPEED</p> <p>Mileage Miles per Hour All Movements</p> <p>0.0 to 21.8 ----- 15</p>			0.0		HAIGHT JCT. P Jct. with Wainwright Sub. 6.5				
			6.5		HAIGHT 7.4		34			
			13.9		INLAND 7.9		32			
			21.8	20.7 ↑	VEGREVILLE JCT. PYZ Jct. with Vegreville Sub.					
			RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable							

DEMAY SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		Miles from Camrose Jct.	Yard Limits	DEMAY SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
	STATIONS									
	<p>1. Clearances — Unless otherwise provided, extra trains created at Camrose Jct. must obtain clearance at Camrose and may then leave Camrose Jct. without obtaining clearance.</p> <p>2. Ryley—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.</p> <p>*Mileage terminates at the switch connecting the siding with Demay Sub. 0.6 miles west of station Ryley.</p> <p>3. MAXIMUM SPEED</p> <p>Mileage Miles per Hour All Movements</p> <p>0.0 to 25.0 ----- 15</p>			0.0	1.3 ↓	CAMROSE JCT. PYZ Jct. with Camrose Sub. 7.4				
			7.4		DEMAY 5.5		33			
			12.9		ROUNDHILL 5.9		32			
			18.8		DODDS 6.2		31			
			25.0		RYLEY P					
			RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable							

PUBLIC CROSSING AT GRADE

Mileage 13.0 (First Street)
 Approaching within 500 feet of crossing and until crossing occupied ----- 10

KINGMAN SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		Miles from Tofield	Yard Limits	KINGMAN SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
	STATIONS									
	<p>1. Clearances — Unless otherwise provided, extra trains created at Barlee Jct. must obtain clearance at Camrose and may then leave Barlee Jct. without obtaining clearance.</p> <p>2. Tofield—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.</p> <p>*Mileage commences at the switch connecting the siding with Kingman Sub. 0.7 miles east of Station Tofield.</p> <p>3. MAXIMUM SPEED</p> <p>Mileage Miles per Hour All Movements</p> <p>0.0 to 23.7 ----- 10</p>			23.7		BARLEE JCT. P Jct. with Camrose Sub. 5.3				
			23.4		DINANT 6.4		43			
			18.4		KINGMAN 6.4		44			
			12.0		BARDO 5.6		44			
			5.6		TOFIELD PY					
			0.0							
			RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable							

WESTWARD TRAINS			Miles from North Battleford	Yard Limits	BLACKFOOT SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS					
FOURTH CLASS	THIRD CLASS	FIRST CLASS			MOUNTAIN STANDARD TIME									
94 C.P. Rly. Freight	709 Freight	691 Passenger Railiner			690 Passenger Railiner	508 Way Freight			884 Freight	93 C.P. Rly. Freight				
Tuesday, Thursday, Sunday	Daily except Sunday	Daily			STATIONS									
1820	0720	0700	0.0		NORTH BATTLEFORD CKPWYZ Jct. with Turtleford Sub.				FD	40	s 2245	1125	1630	1720
			0.3		6.1									
1840	0735	0708	6.1	0.8 ↓	BATTLEFORD JCT. PZ Jct. with Battleford Sub. 4.7						2234	1110	1615	1658
To Battleford Sub.	0745	0714	10.8	5.5 ↓	HIGHGATE 8.1					33	2226	1100	1605	From Battleford Sub.
	0756	s 0724	18.9	6.7 ↓	DELMAS P					34	s 2217	1049	1554	
	0805	0731	26.2		BRESAYLOR 7.3					35	2209	1037	1542	
	0815	s 0739	33.9		PAYNTON P AN					33	s 2201	1025	1530	
	0828	0748	43.4		BIRLING 9.5					35	2151	1010	1516	
	0837	s 0755	49.9		MAIDSTONE P OD					47	s 2145	1000	1508	
	0847	s 0803	57.6		WASECA P SA					33	s 2136	0948	1459	
	0857	s 0811	64.3		LASHBURN 8.3					RS	s 2128	0935	1451	
	0918	s 0821	72.6	82.2 ↓	MARSHALL P MR					34	s 2118	0918	1440	
			82.9	86.8 ↓	LLOYDMINSTER PWZ YD					53	s 2105	0838	1420	
	0940	s 0838	84.4		BLACKFOOT P					32	f 2054	0707	1400	
	0950	f 0845	91.4		KITSCOTY 7.9					42	s 2045	0654	1350	
	1000	s 0853	99.3		ISLAY P					33	s 2034	0640	1335	
	1013	s 0904	109.6		BORRADAILE 7.7					34	2026	0627	1323	
	1023	0912	117.3	122.9 ↓	VERMILION KPWYZ VN					30	s 2018	0605	1310	
	1035	s 0920	124.4											
									Special Instruction M-1 applicable.					
94	709	691							690	508	884	93		
									Daily	Tuesday, Thursday, Saturday	Daily	Tuesday, Thursday, Sunday		

BLACKFOOT SUBDIVISION FOOTNOTES

1. Except for the train dispatching function, the territory between North Battleford and Mileage 0.4 is under the jurisdiction of the Saskatchewan Area.

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

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

The time of eastward regular trains applies at the siding west switch.

4. Lloydminster—Siding is located between first switch east of station and second crossover west of station.

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

5. Vermilion—Siding is located between first crossover east of station and first switch west of station.

First class trains may register by register ticket.

The time of westward regular trains except first class trains applies at the siding east switch.

6. **MAXIMUM SPEED**

Mileage	Railiner	Passenger except Railiner	Other Movements
0.0 to 12.0 -----	45	40	30
12.0 to 116.0 -----	70	50	50
116.0 to 124.4 -----	55	50	45
On Curves -----	60	--	--

7. **PERMANENT SLOW ORDERS**

Mileage	Passenger except Railiner	Other Movements
5.0 to 6.2 -----	30	20
40.7 to 40.9 -----	55	40
54.0 to 54.8 -----	55	40
61.6 to 62.8 -----	55	40
82.3 to 82.6 -----	55	40
85.2 to 86.0 -----	45	35
92.3 to 92.5 -----	55	40
95.8 to 96.0 -----	55	45
104.5 to 106.8 -----	50	40
110.6 to 111.3 -----	55	45
112.8 to 113.1 -----	55	45

(Continued on Page 24)

BLACKFOOT SUBDIVISION FOOTNOTES—Concluded

8. PUBLIC CROSSINGS AT GRADE (SPEED RESTRICTIONS)

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Other Move-ments
Mileage 84.3 (49th Avenue) Approaching within 500 feet of crossing and until crossing occupied -----	10	10	10
Mileage 84.4 (50th Avenue) Approaching within 600 feet of crossing and until crossing occupied -----	20	20	20

Mileage 84.9 (55th Avenue) Approaching within 1500 feet of crossing and until crossing occupied ----- 40 40 40

9. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

Mileage 84.4 (50th Avenue) — Automatic protection equipped with push button or other appliance.
Mileage 84.9 (55th Avenue)—STOP signs erected on other than the main track.

10. OTHER TRACKS

	Mileage	Capacity	Points Face
Aberfeldy -----	78.9	17 cars	E
Elsro Asphalt Co. -----	86.1	27 cars	W

NORTHWARD TRAINS				BATTLEFORD SUBDIVISION				SOUTHWARD TRAINS			
FOURTH CLASS	Miles from Battleford	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FOURTH CLASS	BATTLEFORD SUBDIVISION FOOTNOTES				
93 C.P. Rly. Freight Tuesday, Thursday, Sunday											94 C.P. Rly. Freight
From Cut Knife Sub.	0.0	↓	BATTLEFORD PRYZ 2.2	BF	YARD	To Cut Knife Sub.					
1633	2.2	2.3	CUT KNIFE JCT. PRZ 5.6 Jct. with Cut Knife Sub.			1905					
1658	7.8	↑	BATTLEFORD JCT. PRZ Jct. with Blackfoot Sub.			1840					
93			RULES 41 and 44 APPLICABLE Special Instruction M-1 applicable			94	Tuesday, Thursday, Sunday				

WESTWARD TRAINS				CUT KNIFE SUBDIVISION				EASTWARD TRAINS			
FOURTH CLASS	Miles from Cut Knife Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FOURTH CLASS	CUT KNIFE SUBDIVISION FOOTNOTES				
94 C.P. Rly. Freight Tuesday, Thursday, Sunday											93 C.P. Rly. Freight
1905	0.0		CUT KNIFE JCT. - R 3.4 Jct. with Battleford Sub.			1633					
1920	3.4		LINDEQUIST 6.1		17	1621					
1945	9.5		PRONGUA 13.5		39	1602					
2025	23.0		GALLIVAN 3.8		37	1521					
2040	26.8		ROSEMOUND R 11.2 Jct. with C.P. Rly.			1510					
	38.0		TATSFIELD 5.8		40						
	43.8	↑	CARRUTHERS YZ		YARD						
94			RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable			93	Tuesday, Thursday, Sunday				

1. Cut Knife Jct.—Junction switch is in normal position when set for Cut Knife Sub.

2. Battleford Jct.—No. 94 will wait for No. 93.

Telephone in register office Battleford Jct., connected with yard office North Battleford.

3. MAXIMUM SPEED

Mileage	Miles per Hour
0.0 to 7.8 -----	15

1. Clearances — No. 93 may leave Rosemound without obtaining clearance.

2. Cut Knife Jct.—Junction switch is in normal position when set for Cut Knife Sub.

3. MAXIMUM SPEED

Mileage	Miles per Hour
0.0 to 26.8 -----	20
26.8 to 43.8 -----	15

4. OTHER TRACKS

	Mileage	Capacity	Points Face
Newby -----	34.8	19 cars	E

WESTWARD TRAINS			VEGREVILLE SUBDIVISION				EASTWARD TRAINS			
FOURTH CLASS	FIRST CLASS		Miles from Vermilion	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FIRST CLASS		FOURTH CLASS
709 Freight	697 Passenger Railiner	691 Passenger Railiner						696 Passenger Railiner	690 Passenger Railiner	884 Freight
1045		s 0924	0.0	↓	VERMILION - KPWYZ	VN	30	s 2014	1230	
1100		0932	7.4	0.8	CLAYMORE 7.4		32	2006	1218	
1110		s 0940	14.6		MANNVILLE 7.2	P	33	s 1958	1207	
1122		s 0949	22.9		MINBURN 8.3	P	32	s 1948	1155	
1139		s 0959	31.6		INNISFREE 8.7	P	25	s 1938	1139	
1150		s 1006	39.2		RANFURLY 7.6	P	36	s 1930	1128	
1203		s 1015	48.2		LAVOY 9.0	P	33	s 1921	1115	
1215		s 1025	57.1	56.1	VEGREVILLE 8.9	PWZ	RG	s 1912	1102	
1217		1026	58.0	59.1	VEGREVILLE JCT. 0.9 Jct. with Haight Sub.	PYZ		1910	1100	
1225		1032	64.0		ROYAL PARK 6.0		33	1905	1052	
1235		s 1040	70.9		MUNDARE 6.9	P	51	s 1858	1040	
1246		1047	77.6		HILLIARD 6.7		36	1851	1015	
1257		s 1055	85.1		CHIPMAN 7.5	P	37	s 1844	1004	
1309		s 1103	92.4		LAMONT 7.3	P	41	s 1837	0954	
1321		s 1110	99.2		BRUDERHEIM 6.8	P	34	s 1830	0944	
1332		1117	106.2		SCOTFORD 7.0		34	1823	0935	
1342		s 1125	112.7	110.4	FORT SASKATCHEWAN 6.5	PZ	FS	s 1817	0926	
1352	From Coronado Sub.	1131	118.0	115.0	RIVER BEND 5.3		33	To Coronado Sub. 1811	0916	
1359		1135	121.7		OLIVER 3.7		33	1808	0910	
1405		1118 1138	122.9		ST. PAUL JCT. 1.2 Jct. with Coronado Sub.	PR		1754 1806	0905	
		1124 1144	126.4	CTC	NORTH EDMONTON 3.5 Interlocked with Wainwright and Edmonton East Terminal Subs.	P		1748 1800		
709	697	691			Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required. CTC between St. Paul Jct. and North Edmonton controlled by Train Dispatcher at Edmonton. Special Instruction 3 applicable. Special Instruction M-1 applicable.			Daily	Daily	Daily
								696	690	884

VEGREVILLE SUBDIVISION FOOTNOTES

1. Clearances—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.

2. 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.

3. Vermilion—Siding is located between first crossover east of station and first switch west of station.

The time of eastward regular trains except first class trains applies at the siding west switch.

First class trains may register by register ticket.

4. Mileage 110.8—Dow Chemical Co. Engines must not move onto nor over the scale track.

5. Mileage 110.9—Thio-Pet. Chemicals Ltd. Engines must not move onto nor over the scale track.

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

VEGREVILLE SUBDIVISION FOOTNOTES—Continued

7. Mileage 111.7—Sherritt Gordon Mines Ltd. — 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 cross-over 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 engine's total weight is less than 250,000 lbs. Movements over the track scale must be made in accordance with Item 13, Page 4, General Instruction (Form 696).

8. Mileage 114.64—Imperial Oil Ltd. (Beamer)—Restricted Speed may be a maximum of 15 miles per hour.

Train dispatcher's telephone located at main track switch stand.

9. St. Paul Jct.—Trains will register only when so instructed by train order.

10. North Edmonton—The time of all trains applies at the railway crossing.

11. 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.

12. MAXIMUM SPEED

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Other Movements
0.0 to 126.4	70	55	50
On Curves	60	--	--
Trains handling Jumbo tank cars of LPG products:			
43.9 to 126.4 (one car)	--	--	30
(two or more cars)	--	--	20

13. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Mileage	Railiner	Passenger except Railiner	Other Movements
2.1 to 3.2	50	50	40
9.6 to 10.2	55	50	45
11.5 to 11.8	55	50	45
19.2 to 20.0	55	50	45
21.0 to 21.3	55	50	45
26.8 to 27.0	55	50	40
27.8 to 29.6	45	40	35
32.3 to 35.0 on curves	50	45	40
35.9 to 36.7 on curves	50	45	40
38.5 to 39.0	55	50	45
40.7 to 41.9	50	45	40
48.4 to 48.7	50	45	40

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

PUBLIC CROSSINGS AT GRADE—(SPEED RESTRICTIONS)

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	45	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	55	--	--
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 112.3 (108th Street)			
Mileage 112.4 (106th Street)			
Mileage 112.5 (104th Street)			
Mileage 112.55 (103rd Street)			
Mileage 112.6 (102nd Street)			
Mileage 112.7 (101st Street) Approaching within 500 feet of crossing and until crossing occupied	10	10	10
Mileage 125.0 (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

14. EQUIPMENT RESTRICTIONS

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.

(Continued on Page 27)

VEGREVILLE SUBDIVISION FOOTNOTES—Concluded

15. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

Mileage 57.0 (49th Street)—Automatic protection equipped with push button or other appliance. 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.

Mileage 57.1 (50th Street)—Automatic protection equipped with push button or other appliance. STOP sign located on other than the main track.

Mileage 70.9 (Main Street)—Automatic protection equipped with push button or other appliance. STOP sign located on other than the main track.

Mileage 99.0 (Highway 45)—Automatic protection equipped with push button or other appliance. Movements over the crossing on elevator spur must be protected by a flagman.

Mileage 111.4 (Forrest Road)—Automatic protection equipped with push button or other appliance.

16. OTHER TRACKS

	Mileage	Capacity	Points Face
Dow Chemical Co.	110.8	168 cars	W
Thio-Pet. Chemicals Ltd.	110.9	18 cars	E W
Sherritt Gordon Mines Ltd.	111.0	161 cars	W
Inland Chemical Co.	111.0	20 cars	W
(Off Sherritt Gordon Mines Ltd. Mileage 111.0)			
Peace River Glass Co.	111.2	17 cars	W
Sherritt Gordon Mines Ltd.	111.7	150 cars	W
Imp. Oil Ltd. (Beamer)	114.64	11.2 miles	W
Alsask Processors Ltd.	125.9	6 cars	E
Alsask Processors Ltd.	126.0	11 cars	W
Edmonton Rendering Co.	126.1	2 cars	W
Soapone Products Ltd.	126.3	8 cars	W

NORTHWARD TRAINS		PORTER SUBDIVISION				SOUTHWARD TRAINS	
Miles from Oban Jct.	Yard Limits	STATIONS		Office Signals	Siding Car Capacity		
		0.0	47.3				
		Jct. with Wainwright Sub.					
5.8		LETT			46		
		5.6					
11.4		SALTER			44		
		6.1					
17.5		CANDO			44		
		6.1					
23.6		RED PHEASANT			46		
		8.3					
31.9		IBSTONE			44		
		4.5					
36.4		PORTER			46		
		6.6					
43.0		DACER			46		
		5.2					
48.2		BATTLEFORD Z	BF		YARD		
RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable							

PORTER SUBDIVISION FOOTNOTES

1. 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.

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. MAXIMUM SPEED

Mileage 0.0 to 48.2
Miles per Hour All Movements 20

WESTWARD TRAINS			Miles from St. Paul Jct.	Yard Limits	CORONADO SUBDIVISION	Office Signals	Siding Car Capacity	EASTWARD TRAINS					
FOURTH CLASS	FIRST CLASS							FIRST CLASS	FOURTH CLASS		STATIONS	Office Signals	Siding Car Capacity
583 Way Freight Monday, Wednesday, Friday	698 Passenger Railiner Daily	697 Passenger Railiner Daily						699 Passenger Railiner	696 Passenger Railiner	836 Freight			
0600			160.0	↓	HEINSBURG	BPYZ	YARD				1715		
0629			149.4	159.5	LINDBERGH	P					1655		
0650			139.6		ELK POINT	P					1627		
0730	S 2020	S 0850	120.2	121.2	ST. PAUL	PRWYZ	AU	S 0840	S 2010		1545		
	F 2029	F 0858	112.8	119.5	OWLSEYE	P		F 0831	F 2002	To Bonnyville Sub.	1525		
	F 2034	F 0903	108.5		ABILENE	Z		F 0825	F 1957		1510		
	2035	0904	108.1	109.0	ABILENE JCT.	PRYZ		0823	1956		1505		
	To Bonnyville Sub.	S 0908	104.7	107.6	ASHMONT	P		From Bonnyville Sub.	S 1951	0344	1455		
		S 0915	98.2		SPEDDEN	P			S 1944	0332	1430		
		S 0924	89.8		VILNA	P			S 1934	0316	1405		
		S 0935	80.0		BELLIS	P			S 1923	0257	1335		
	F 0941		74.7		EDWARD	P			F 1917	0247	1315		
	S 0957		64.6		SMOKY LAKE	PW	SM		S 1905	0227	1250		
	S 1007		57.0		WARSPITE				S 1856	0213	1215		
	S 1016		50.1		WASKATENAU	P			S 1849	0200	1150		
	S 1024		43.1		RADWAY	P			S 1842	0146	1125		
	1034		34.9		KERENSKY				1833	0130	1055		
	S 1041		29.6		REDWATER	P	R		S 1826	0120	1041		
	F 1051		20.6		CORONADO	P			F 1816	0100	0940		
	F 1058		15.6		GIBBONS	P			F 1811	0052	0930		
	1108		7.2		DUAGH	P			1802	0035	0910		
	1118		0.0		ST. PAUL JCT.	PR			1754	0020	0847		
Rule 41 applicable between St. Paul and Heinsburg Special Instruction 2 applicable between Elk Point and Heinsburg Special Instruction 3 applicable between Duagh and Waskatenau Special Instruction M-1 applicable													
583	698	697						Daily	Daily	Daily	Sunday, Tuesday, Thursday		
								699	696	836	584		

CORONADO SUBDIVISION FOOTNOTES ON PAGE 29

CORONADO SUBDIVISION FOOTNOTES

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

St. Paul—All trains must obtain clearance.

Heinsburg — No. 583 may leave without obtaining clearance.

2. St. Paul Jct.—Trains will register only when so instructed by train order.

3. Ashmont—When necessary, trains must be cut at the temporary private crossing east of station 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.

4. St. Paul—The time of first class trains applies at the station.

5. MAXIMUM SPEED

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Other Movements
0.0 to 119.5 (See Item 7)	70	50	40
119.5 to 160.0	40	40	30
On Curves	60	--	--

6. PERMANENT SLOW ORDERS

Mileage	Railiner	Passenger except Railiner	Other Movements
14.1 to 15.0	55	--	--
16.0 to 17.4	55	--	--
17.8 to 18.1	45	40	35
19.5 to 19.8	40	35	30
29.3 to 31.9	45	40	35
33.1 to 34.7	55	--	--
61.8 to 64.0	45	40	30
66.1 to 67.0	45	40	35
68.8 to 71.0	45	40	35
73.2 to 74.0	45	40	35
86.8 to 87.0	40	35	30
95.7 to 96.6	45	40	30
104.5 to 105.8	40	35	30
106.5 to 106.7	55	--	--
112.3 to 112.6	45	40	35
125.6 to 126.4	35	30	25
152.5 to 153.0	5	5	5
154.1 to 154.2	15	15	15
Over east and west legs of wye at Abilene Jct.	25	25	25

*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.

7. Trains handling one or more cars with gross weight of 90 tons or more must not exceed:

10 miles per hour over the following bridges:	
Mileage 2.2	Mileage 71.6
Mileage 3.1	Mileage 77.3
Mileage 42.4	Mileage 77.6
Mileage 42.6	

20 miles per hour over the following bridges:

Mileage 12.5	Mileage 32.1
Mileage 17.3	Mileage 75.7
Mileage 17.7	Mileage 87.9

30 miles per hour over the following bridge:

Mileage 58.7

8. PUBLIC CROSSINGS AT GRADE (SPEED RESTRICTIONS)

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Other Movements
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	--
29.5 (Main Street)			
Westward movements approaching within 1800 feet of crossing and until crossing occupied	50	--	--

9. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

Mileage
 29.5 (Main Street)—Automatic protection equipped with push button, which will not function if main track is occupied within 50 feet of crossing.
 STOP sign erected on other than the main track.
 89.9 (Main Street)—STOP sign erected on other than the main track.

10. OTHER TRACKS

	Mileage		Capacity	Points Face
Imperial Oil Ltd.	29.8	145 cars	E	
Canadian Salt Co.	151.5	33 cars	E W	
Run Around Track	151.5	6 cars	E W	

WESTWARD TRAINS				OYEN SUBDIVISION				EASTWARD TRAINS	
FOURTH CLASS		Miles from Kindersley	Yard Limits	MOUNTAIN STANDARD TIME		Office Signals	Siding Car Capacity	FOURTH CLASS	
707	Freight Daily			STATIONS				806	Freight
	1300	0.0	2.6 ↓	KINDERSLEY CKPWZ KY YARD 0310					
		0.7		0.7 ELROSE JCT. PZ					
		1.9		Jct. with Elrose Sub. Y 7.6					
	1312	8.3		FAIRMOUNT 6.7			50	0255	
	1321	15.0		PINKHAM 7.6			58	0246	
	1331	22.6		FLAXCOMBE 8.3			46	0236	
	1342	30.9		MARENGO 5.9 P GO 44 0225					
	1351	36.8		MERID 7.2 P 40 0216					
	1402	43.7	42.9 ↑	Jct. with Mantario Sub. Y					
		44.0		44.2 ALSASK 6.9 PZ SK 52 0205					
	1411	50.9		SIBBALD 9.8 P 46 0156					
	1423	60.7		BENTON 6.0 P 46 0144					
	1431	66.7		OYEN 4.9 P YN 68 0136					
	1437	71.6		EXCEL 5.4 40 0130					
	1444	77.0		LANFINE 6.0 54 0123					
	1452	83.0		CEREAL 5.8 P 43 0115					
	1500	88.8		CHINOOK 13.5 P 40 0107					
	1516	102.3		YOUNGSTOWN 6.0 P 80 0051					
	1523	108.3		SCOTFIELD 7.9 P 52 0044					
	1533	116.2		STANMORE 4.5 42 0034					
	1539	120.7		RICHDALÉ 10.4 P 53 0028					
	1552	131.1		BONAR 0.7 52 0014					
	1554	131.8	135.5 ↑	BATTER JCT. 4.6 P 0012					
				Jct. with Sheerness Sub. 4.6					
	1605	136.4		HANNA CKPWZ HN YARD 0005					
				Special Instruction 3 applicable					
				Special Instruction M-1 applicable					
	707							806	Daily ex. Sunday

OYEN SUBDIVISION FOOTNOTES

1. Except for the train dispatching function, the territory between Kindersley and mileage 1.9 is under the jurisdiction of the Saskatchewan Area.

2. MAXIMUM SPEED

Mileage	Miles per Hour All Movements
0.0 to 5.2	50
5.2 to 8.1	40
8.1 to 30.9	55
30.9 to 43.7	40
43.7 to 59.5	55
59.5 to 66.6	50
*66.6 to 75.2	55
75.2 to 84.5	50
84.5 to 136.4	55
Movements handling ballast	40

*Zone speed sign governing westward movements between mileages 66.6 and 75.2 located to left of main track.

3. PERMANENT SLOW ORDERS

Mileage	Miles per Hour All Movements
49.0 to 49.3	50
79.2 to 79.7	40

PUBLIC CROSSINGS AT GRADE—
SPEED RESTRICTIONS

Mileage 0.91 (Highway 30)
Approaching within 1050 feet of crossing and until crossing occupied ----- 25
Westward movements proceeding at less than 10 miles per hour within 1050 feet of crossing, until crossing occupied ---- 10

Mileage 22.36 (Highway 7)
Approaching within 1600 feet of crossing and until crossing occupied ----- 50

(Continued on Page 33)

NORTHWARD TRAINS				ENDIANG SUBDIVISION				SOUTHWARD TRAINS	
FOURTH CLASS		Miles from Endiang Jct.	Yard Limits	STATIONS		Office Signals	Siding Car Capacity	FOURTH CLASS	
		0.0	0.9 ↓	ENDIANG JCT. PYZ					
				Jct. with Drumheller Sub. 11.2					
		11.2		DOWLING 7.0 32					
		18.2		SCAPA 9.8 Y 43					
		28.0		ENDIANG 6.3 27					
		34.3		BYEMOOR 12.8 32					
		47.1		HACKETT 8.5 32					
		55.6		SABINE 6.6 17					
		62.2	61.6 ↑	WARDEN JCT. Z					
				South Jct. with Stettler Sub. 0.7					
				SEE STETTLER SUBDIVISION					
		62.9	64.3 ↓	WARDEN 7.5 Z					
				North Jct. with Stettler Sub. 7.5					
		70.4		OBERLIN 4.8 32					
		75.2	74.7 ↑	NEVIS 4.8 Z					
				RULES 41 and 44 APPLICABLE					
				Rule 105A not applicable					
				Special Instruction 2 applicable					
				Special Instruction M-1 applicable					

OYEN SUBDIVISION FOOTNOTES—Concluded

PUBLIC CROSSINGS AT GRADE—
(SPEED RESTRICTIONS)—Continued

Mileage	Miles per Hour All Movements
132.89 (Highway 36)	
Approaching within 1650 feet of crossing and until crossing occupied -----	50
136.07 (Highway 36)	
Approaching within 1500 feet of crossing and until crossing occupied -----	50

4. EQUIPMENT RESTRICTIONS

With the exception of yard tracks 3 and 4 at Hanna, diesel units in 5000 series must not be operated on sidings or other tracks.

5. OTHER TRACKS

Mileage	Capacity	Points Face
Imperial Oil Spur -----	101.9	7 cars E

6. PUBLIC CROSSING AT GRADE (OTHER RESTRICTIONS)

Mileage 43.7 (Highway 44)—Automatic protection equipped with push button or other appliance.
83.1 (First Street West)—All switching movements over the crossing must be protected by a flagman.
136.1 (Highway 36)—Automatic protection equipped with push button or other appliance.

ENDIANG SUBDIVISION FOOTNOTES

1. Clearances—Extra trains created at Endiang Jct. must obtain clearance at Hanna and may then leave Endiang Sub. without obtaining clearance.

2. Scapa—Jct. switch spiked for through movement on Endiang Sub. and must not be reversed.

3. MAXIMUM SPEED

Mileage	Miles per Hour All Movements
0.0 to 25.1	25
25.1 to 75.2	20
Engines of 1000-1077 series	25

4. OTHER TRACKS

Mileage	Capacity	Points Face
B.A. Oil Co. Ltd. -----	65.4	5 cars S

WESTWARD TRAINS			Miles from Hanna	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	EASTWARD TRAINS		
FOURTH CLASS	FIRST CLASS							FIRST CLASS		FOURTH CLASS
707 Freight	692 Passenger Railer	694 Passenger Railer						695 Passenger Railer	693 Passenger Railer	844 Freight
Daily ex. Saturday	Daily	Daily								
1730			0.0	↓ 1.6	HANNA CKPWZ	HN	YARD			2025
			0.8		ENDIANG JCT. PYZ Jct. with Endiang Sub.					
1740			7.7		WATTS P		53			2016
1749			14.5		CRAIGMYLE P		50			2007
1758			21.9		DELIA P		55			1958
1808			29.9		MICHICHI P		44			1948
1813	From Stettler Sub.		32.9		GARTLY		44	To Stettler Sub.		1943
1825		2121	40.3	↑ 39.2	DINOSAUR PRYZ Jct. with Stettler Sub.		49	0810		1931
1827		2124	41.1	↑ 41.8	MUNSON PZ		50	0807		1929
1859		s2140	52.4	↑ 50.1	DRUMHELLER CKPWZ	YD	68	0750		1859
1909			56.8	↑ 54.2	ROSEDALE P		75			1849
1910			57.0		JCT. WITH JOINT SECTION R					1848
1917			60.4		WAYNE P		25			1841
1949			76.4		ROSEBUD P		53			1809
1955			79.0		REDLAND P		30			1803
2011			87.1		ROCKYFORD P	RK	61			1747
2020			93.5		BAINTREE P		32			1738
2032			102.9		ARDENODE P		32			1726
2042			111.1		LYALTA P		45			1716
2051			118.4		NORFOLK P		33			1707
2101			126.6		JANET P		38			1657
2110	From Three Hills Sub.		131.9	↑ 130.0	SARCEE YARD CKPWYZ	SJ	YARD		To Three Hills Sub.	1650
	2201		132.4		SARCEE JCT. PZ Jct. with Three Hills Sub.			0757		
	2205		134.2		McLEOD JCT. PZ		YARD		0754	
	2207		135.6		McKEE PZ		YARD		0752	
	s2210		136.8		CALGARY KPWZ	CG	YARD		0750	

DRUMHELLER SUBDIVISION FOOTNOTES

- Dinosaur**—The time of Nos. 695 and 694 applies at the Jct. switch.
- Dinosaur**—Register station for Nos. 695 and 694 only.
- Mileage 49.4**—Account sharp curvature, road engines must use at least 10 reachers when switching shale pit track.
- Drumheller**—Siding is located on Track 1 between crossover at mileage 51.4 and switch mileage 52.12.
The time of Nos. 695 and 694 applies at the station.
Drumheller is a register station for trains originating and terminating only. Other trains, except Fast Freight Trains Nos. 415 and 416, must advise operator at Drumheller by message, loads, empties and tonnage arriving and leaving Drumheller.
C.P. Rly. Langdon Sub. (Kneehill) connects with Track 1 at Drumheller. The connecting switch is in normal position when lined for movements to and from Track 1 and against through movements on C.P. Rly. Langdon Sub. C.P. Rly. movements will use Track 1 between this connection and main track switch mileage 52.12.

(Continued on Page 35)

DRUMHELLER SUBDIVISION FOOTNOTES—Continued

5. Jct. with Joint Section—Trains will register only when so directed by train order.

ABS between mileage 57.3 and mileage 58.5 governs eastward movements only.

6. Wayne—When setting out or picking up cars, at least 5 reachers must be used at Pioneer elevator and at least 10 reachers must be used at the U.G.G. and Alberta Pool elevators. Engines must not go beyond points indicated by signs.

7. Sarcee Yard—When necessary, conductors of westward freight trains will call yard office from telephone located at east end of Sarcee Yard or by radio for yarding instructions.

8. Sarcee Jct.—Junction switch is in normal position when lined for Three Hills Sub.

When necessary, conductors and yard foremen using main track between Sarcee Jct. and Calgary may call yardmaster by radio for information on first class trains.

9. McLeod Jct.—STOP sign located at crossover connecting C.N. Rly. track with C.P. Rly. track at mileage 1.85 McLeod Branch. Before entering the crossover or switching Light Weight Aggregate Plant, movements must stop at the stop sign and be assured that no C.P. Rly. movement is working in that area.

10. Calgary—When switching in Calgary yard, movement must be brought to a stop before cars are detached.

Movements through crossover located 1000 feet east of station Calgary must not exceed 5 miles per hour.

11. INTERLOCKINGS

Railway Crossings at Grade:

C.P. Rly. Mileage 96.4 Mechanical
Trains must not exceed 30 miles per hour while passing the governing approach signal (B.T.C. 51383). Rule 605A not applicable.

C.P. Rly. Mileage 114.5 Automatic
Westward trains must not exceed 40 miles per hour while passing the governing approach signal.

12. MAXIMUM SPEED

Mileage	Miles per Hour	
	Railiner	All Movements except Railiner
0.0 to 30.4	--	55
30.4 to 32.0	--	50
32.0 to 40.3	--	40
40.3 to 52.3	50	35
52.3 to 60.1	--	40
60.1 to 66.9	--	35
*66.9 to 72.3	--	30
72.3 to 76.9	--	35
*76.9 to 84.8	--	40
*84.8 to 130.0	--	55
130.0 to 136.8	45	40
Movements handling ballast	--	40

*Diesel units in 5000 series must not exceed 30 miles per hour at the following locations:

- Over bridge mileage 67.6
- Over bridge mileage 69.1
- Between mileages 80.3 and 87.8
- Between mileages 92.7 and 94.9
- Between mileages 99.6 and 102.7

13. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Mileage	Miles per Hour	
	Railiner	All Movements except Railiner
5.3 to 6.5 (On Curves)	--	50
17.7 to 22.6 (On Curves)	--	50
25.4 to 26.6 (On Curves)	--	50
37.6 to 38.0	--	35
41.1 to 42.1	45	--
43.3 to 44.2	40	--
45.5 to 45.8	40	--
48.3 to 50.4	40	--
57.0 to 57.5	--	30
60.3 to 60.6	--	25
79.9 to 81.2	--	35
92.0 to 92.2	--	40
101.6 to 102.0	--	50
114.4 to 114.6	--	30
115.6 to 115.8	--	40
122.9 to 123.2	--	40
124.7 to 125.7	--	35
132.1 to 132.4	15	15

PUBLIC CROSSINGS AT GRADE

Mileage 18.9 (Highway 9) Approaching within 1500 feet of crossing and until crossing occupied	--	45
Mileage 40.4 (Highway 9) Westward movements approaching within 400 feet of crossing and until crossing occupied Westward movements which have stopped between register booth Dinosaur and the crossing and movements from Stettler Sub., until crossing occupied Eastward movements approaching within 1250 feet of crossing and until crossing occupied	10	10
Mileage 49.9 (Dinosaur Trail) Approaching within 1500 feet of crossing and until crossing occupied	45	45
Mileage 50.3 (Highway 146H) Westward movements approaching within 2300 feet of crossing and until crossing occupied	45	45
Mileage 52.3 (First Street West) Approaching within 500 feet of crossing and until crossing occupied	10	10
Mileage 52.8 (Highway 9) Westward movements approaching within 850 feet of crossing and until crossing occupied	20	20
Mileage 116.7 (Highway 9) Approaching within 1450 feet of crossing and until crossing occupied	--	45
Mileage 119.2 (Trans-Canada) Approaching within 1650 feet of crossing and until crossing occupied	--	45
Mileage 132.3 (Barlow Trail) Westward movements approaching within 650 feet of crossing and until crossing occupied	--	15

(Continued on Page 36)

DRUMHELLER SUBDIVISION FOOTNOTES—Concluded

14. EQUIPMENT RESTRICTIONS

With the exception of sidings at Craigmyle, Delia, Munson, Drumheller, Rosedale and Rockyford, elevator track Delia and other tracks at Sarcee Yard, diesel units in 5000 series must not be operated on sidings or other tracks.

McKee - W. R. Grace Spur—Movements over the crossing must first stop at STOP sign and then be protected by a flagman.

**15. PUBLIC CROSSINGS AT GRADE
OTHER RESTRICTIONS**

Mileage
76.2 (First Avenue) — Automatic protection equipped with push button or other appliance.

132.3 (Barlow Trail) — STOP sign just west of crossing governs eastward movements over the crossing from joint CN-CP Foothills Industrial Park lead. Circuit sign in service on Drumheller Sub. 650 feet east of the crossing and movements should not move west of this sign if it can be avoided.

To avoid unnecessary delay to highway traffic, movements between the Drumheller and Three Hills Subs. via the crossover just east of the crossing and movements from the Calgary Freight Shed Line to the Drumheller Sub. via the crossover just west of the crossing must take the rear of their movement clear of the centre line of the crossing before reversing directions.

16. OTHER TRACKS

	Mileage or Location	Capacity	Points Face
Shale Pit	49.4	19 cars	--
Interchange track with C.P. Rly.	50.5	77 cars	--
Interchange track with C.P. Rly.	Rosedale	136 cars	--
Independent Grain Spur	60.8	30 cars	W
Grain Spur	61.2	7 cars	W
Taylor	66.2	20 cars	E W
Grain Spur	68.4	5 cars	E W
Hart Spur	70.3	10 cars	E
Calgary Power Ltd.	127.7	12 cars	W
Barlow	130.5	32 cars	E
Imperial Oil Spur	133.4	40 cars	W

WESTWARD TRAINS		Miles from Eyre Jct.	Yard Limits	ACADIA VALLEY SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
				STATIONS					
↕		0.0	↓ 0.9	----- EYRE JCT. ----- YZ				↕	
		7.7		Jct. with Mantario Sub. 7.7					
		16.2		----- CUTHBERT -----		31			
		23.7		----- ARNESON -----		31			
				----- ACADIA VALLEY ----- RY		YARD			
RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable									

ACADIA VALLEY SUBDIVISION FOOTNOTES

1. Acadia Valley—Trains will register only when so directed by train order.
2. **MAXIMUM SPEED**
Mileage 0.0 to 23.7 ----- Miles per Hour All Movements 20

WESTWARD TRAINS		Miles from Glidden	Yard Limits	MANTARIO SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
				STATIONS					
↕		0.0	↓ 0.9	----- GLIDDEN ----- PRYZ				↕	
		0.3		Jct. with Elrose Sub. 5.3					
		5.3		----- DANKIN -----		32			
		10.1		----- EATONIA -----	AN	27			
		16.4		----- LAPORTE -----		28			
		25.6		----- MANTARIO -----	MA	33			
		31.5		----- EYRE ----- RZ		33			
		32.1		----- EYRE JCT. ----- YZ					
		38.2		Jct. with Acadia Valley Sub. 11.7	Y				
		43.8		Jct. with Oyen Sub. 44.1	Y				
				----- ALSASK ----- PRZ	SK				
RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable									

MANTARIO SUBDIVISION FOOTNOTES

1. Except for the train dispatching function, the territory between Glidden and Mileage 0.3 is under the jurisdiction of the Saskatchewan Area.
2. Glidden }
3. Eyre } Trains will register only when so directed by train order.
4. Alsask }
5. **MAXIMUM SPEED**
Mileage 0.0 to 43.8 ----- Miles per Hour All Movements 25
6. **OTHER TRACKS**
Sodium Sulphate (Sask.) Ltd. ----- Mileage 38.2 Capacity 3.2 Miles Points Face E W

NORTHWARD TRAINS				THREE HILLS SUBDIVISION				SOUTHWARD TRAINS			
FOURTH CLASS	FIRST CLASS	Miles from Mirror	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FIRST CLASS	FOURTH CLASS			
825 Freight	693 Passenger Railiner						692 Passenger Railiner	551 Way Freight	834 Freight		
Daily ex. Saturday	Daily										
	0757	126.2	↓ 122.9	Jct. with Drumheller Sub. SARCEE JCT. -----PZ			2201				
1810	0758	125.7		0.5 WYE NORTH SWITCH ---PRYZ			2159		2105		
1814	0802	123.3	2.4 HUBALTA -----Z	42		2157		2101			
1822	0807	117.6	5.7 CONRICH -----	42		2152		2052			
1830	0812	111.9	5.7 DELACOUR -----P	42		2146		2043			
1838	0817	106.4	5.5 KATHYRN -----	42		2140		2035			
1850	0825	97.5	8.9 IRRICANA -----P	42		2132		2023			
1858	s 0830	91.9	5.6 BIESEKER -----P	KR 43		s 2126		2015			
1901	0832	90.2	1.7 BILLHARTE -----P	96		2123		2012			
1908	0837	85.1	5.1 BIRCHAM -----	42		2119		2005			
1916	0843	79.4	5.7 GRAINGER -----	41		2112		1957			
1924	F 0853	73.2	6.2 SWALWELL -----P	110		F 2104		1949			
1941	0901	66.9	6.3 TWINING -----	28		2056		1941			
1950	s 0912	60.2	6.7 THREE HILLS -----P	WI 74		s 2046		1932			
2000	0920	53.8	6.4 EQUITY -----	38		2038		1923			
2005	s 0925	50.4	3.4 TROCHU -----P	40		s 2033		1918			
2025	F 0933	43.4	7.0 HUXLEY -----P	43		F 2025		1908			
2034	s 0940	37.8	5.6 ELNORA -----P	45		s 2019		1859			
2049	F 0951	27.9	9.9 LOUSANA -----P	42		F 2008		1844			
2058	s 0958	21.4	6.5 DELBURNE -----P	42		s 2001		1834			
2105	1003	16.3	5.1 ARDLEY -----P	43		1955		1826			
2112	1009	11.3	5.0 HEATBURG -----	33		1950	To Brazeau Sub.	1818			
2118		7.9	3.4 ALIX SOUTH JCT. -----P				0550	1813			
2122	s 1016	6.1	Jct. with Brazeau Sub. 1.8 ALIX -----PRZ	41		s 1944	0545	1810			
2130	s 1024	0.0	6.1 MIRROR -----CKPYZ	MR YARD		s 1936	0530	1800			

Rules 261-262 applicable between Alix South Jct. and Southward Interlocking signal at mileage 5.7

Special Instruction 3 applicable
Special Instruction M-1 applicable

825 693

692 551 834

THREE HILLS SUBDIVISION FOOTNOTES

1. Clearances—No. 825 and extra trains created at Wye North Switch must obtain clearance at Sarcee Yard and may then leave Wye North Switch without obtaining clearance.

*2. SIGNS LOCATED TO LEFT OF TRACK

Restricting sign governing southward movements at the Permanent Slow Order between mileages 43.4 and 43.9 is located to left of main track. Advance speed restriction sign governing southward movements approaching the Permanent Slow Order between mileages 61.6 and 65.0 is located at mileage 60.6 adjacent to siding Three Hills.

(Continued on Page 39)

THREE HILLS SUBDIVISION FOOTNOTES—Continued

3. TRAIN INSPECTION

Standing inspection between mileage 40.0 and mileage 60.0 must be made of trains handling crude or concentrated ore.

4. Mirror—Freight trains operating through Mirror may register by register ticket.

5. Alix—Special Instruction 4 applicable within yard limits at Alix. Movements from back track to the main track at the south end Alix must be governed by dwarf signal D64 located between main track and siding 245 feet north of siding south switch. First class trains need not be cleared, but judgment to be used to prevent their delay. Telephone located at mileage 5.7. When entraining and detraining, lookout for foundation of dwarf signal D64.

6. Mileage 124.2—Western Rolling Mills—Lookout for overhead travelling crane.

7. Wye North Switch—Register station for Nos. 692 and 693 only. Trains arriving or leaving Sarcee Yard must register at Sarcee Yard.

8. Sarcee Jct.—Jct. switch is in normal position when lined for Three Hills Sub.

9. Calgary—When switching Calgary Freight Shed tracks, movement must be brought to a stop before cars are detached.

All movements on Calgary Freight Shed line must not exceed 10 miles per hour.

When necessary, conductors and yard foremen of movements entering the main track from Calgary Freight Shed Line may call yardmaster by radio for information on first class trains.

10. INTERLOCKINGS

Railway Crossing at Grade:

C.P. Rly. ----- Mileage 5.7 ----- Automatic
Trains must not exceed 50 miles per hour while passing the governing approach signal.

Calgary Freight Shed Line:

C.P. Rly: ----- 17th Street East ----- Semi-Automatic
All movements stop at STOP sign adjacent to the governing interlocking dwarf signal and be governed by instructions posted at the electric lock located in vicinity of the crossing.

11. MAXIMUM SPEED

Mileage	Miles per Hour	
	Railiner	All Movements except Railiner
0.0 to 126.1 (except as below) --	80	50
Movements handling ore or ballast --	--	35

12. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Mileage	Miles per Hour	
	Railiner	All Movements except Railiner
4.3 to 5.0 --- On Curves ---	55	--
6.7 to 7.3 -----	65	--
8.6 to 8.8 --- Northward only ---	--	45
10.9 to 11.1 -----	65	--
12.6 to 13.2 -----	45	35
14.5 to 15.6 -----	55	45
19.2 to 21.0 --- On Curves ---	55	45
24.2 to 25.7 --- On Curves ---	65	--
28.6 to 28.8 -----	65	--
30.6 to 31.6 --- On Curves ---	55	45
34.8 to 41.2 --- On Curves ---	45	40
*43.4 to 43.9 -----	60	--
45.5 to 46.5 --- On Curves ---	60	--
47.6 to 47.8 -----	55	45
51.2 to 51.6 -----	60	--
52.2 to 52.9 -----	55	45
53.2 to 53.9 -----	45	40

Miles per Hour
All
Movements
except
Railiner

Mileage	Railiner	All Movements except Railiner
54.3 to 55.1 -----	60	--
56.3 to 56.7 -----	55	45
57.6 to 60.0 --- On Curves ---	45	40
60.0 to 61.6 --- On Curves ---	45	30
*61.6 to 65.0 --- On Curves ---	60	45
65.0 to 69.9 --- On Curves ---	45	40
71.5 to 71.7 -----	60	--
73.6 to 83.9 --- On Curves ---	45	40
94.0 to 95.1 --- On Curves ---	55	45
97.3 to 97.4 -----	60	--
101.1 to 101.2 -----	65	--
102.6 to 102.8 -----	60	--
104.0 to 104.2 -----	50	45
107.7 to 107.9 -----	50	45
110.4 to 110.9 -----	55	45
126.1 to 126.2 -----	15	15
0.16 (Highway 50) Southward movements approaching within 400 feet of crossing and until crossing occupied ----	10	10
21.1 (Highway 21) Northward movements approaching within 2100 feet of crossing and until crossing occupied ----	70	--
Northward movements proceeding at less than 10 miles per hour within 2100 feet of crossing, until crossing occupied ----	10	10
60.2 (Second Street North) Approaching within 1900 feet of crossing and until crossing occupied ----	55	--
120.3 (Highway 1) Approaching within 2200 feet of crossing and until crossing occupied ----	65	--
123.1 (Highway 1A) Northward movements approaching within 2400 feet of crossing and until crossing occupied ----	65	--
Southward movements approaching within 2200 feet of crossing and until crossing occupied ----	60	--
Northward movements proceeding at less than 15 miles per hour within 2400 feet of crossing, until crossing occupied ----	5	5
126.11 (Barlow Trail) Southward movements approaching within 1900 feet of crossing and until crossing occupied ----	45	45

13. EQUIPMENT RESTRICTIONS

Diesel units in 5000 series must not be operated on the following sidings and other tracks.

Mirror	All except siding and yard tracks 1, 2, 3, and 4.
Alix -----	Other tracks.
Heatburg -----	Siding and other tracks.
Ardley -----	Siding and other tracks.
Delburne -----	Siding
Huxley -----	Other tracks.
Trochu -----	Other tracks.
Twining -----	Siding and other tracks.
Swalwell -----	Other tracks.
Gravel pit mileage 95.9 -----	Other tracks.
Conrich -----	Siding.
Western Rolling Mills mileage 123.6 -----	Other tracks.
Western Rolling Mills mileage 124.2 -----	Other tracks.
Calgary Freight Shed Line mileage 126.2 -----	Other tracks.

(Continued on Page 40)

THREE HILLS SUBDIVISION FOOTNOTES—Concluded

With the exception of siding and yard tracks 1, 2, 3 and 4, at Mirror and siding at Huxley, Trochu, Three Hills, Swalwell and Billharte, loaded cars of crude or concentrated ore must not be operated on sidings or other tracks unless necessary to set out bad order equipment.

14. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

Mileage
0.16 (Highway 50)—STOP sign located on other than main track.

21.7—Switching movements over the crossing on team track must be protected by a flagman.

106.1 (Municipal Road)—Automatic protection equipped with push button or other appliance. Northward trains heading into siding Kathryn must reverse siding south switch before passing crossing circuit sign located 50 feet south of the switch.

126.1 (Barlow Trail) — STOP sign just west of crossing governs eastward movements over the crossing from joint CN-CP Foothills Industrial Park lead. Circuit sign located on Drumheller Sub. 650 feet east of the crossing and movements switching at the west end of Sarcee Yard should not move west of this sign if it can be avoided.

To avoid unnecessary delay to highway traffic, movements between the Drumheller and Three Hills Subs. via the crossover just east of the crossing and movements from the Calgary Freight Shed Line to the Drumheller Sub. via the crossover just west of the crossing, must take the rear of their movement clear of the centre line of the crossing before reversing direction.

Calgary Freight Shed Line—

Mileage
2.7 (Blackfoot Trail) When switching at spur mile-
age 2.68 or spur mileage 2.78,
2.72 (17th Ave. S.E.) Special Instruction M-15(c) is
2.74 (Access Road) applicable at all three crossings.

15. OTHER TRACKS

	Mileage	Capacity	Points Face
Gravel Pit	95.9	120 cars	S
Western Rolling Mills	123.6	17 cars	N
Western Rolling Mills	124.2	50 cars	N
Calgary Freight Shed Line	126.2	4.2 miles	N

NORTHWARD TRAINS

FIRST CLASS

695
Passenger
Railiner

Daily

Miles from
Ferlow Jct.

Symbols

**STETTLER
SUBDIVISION**

Office Signals

Siding Car
Capacity

SOUTHWARD TRAINS

FIRST CLASS

694
Passenger
Railiner

STATIONS

0810	108.0	↓	DINOSAUR PRYZ Jct. with Drumheller Sub. 7.6		2121
s 0822	100.4	106.8	MORRIN 7.5	44	s 2110
s 0833	92.9		ROWLEY 6.1	33	s 2059
s 0842	86.8		RUMSEY 6.9	31	s 2050
s 0852	79.9		SCOLLARD 7.8	33	F 2041
s 0902	72.1		BIG VALLEY 7.8	39	s 2031
s 0912	64.3		FENN 7.8	33	F 2021
	56.5	↑	WARDEN JCT. RZ South Jct. with Endiang Sub. 0.7		
s 0923	55.8	↑	North Jct. with Endiang Sub. WARDEN PRYZ 4.9	34	s 2010
s 0935	50.9	54.9	STETTLER Z 5.5	SR 23	s 2003
F 0942	45.4	51.3	LEAHURST 5.0	32	F 1953
s 0949	40.4	49.8	RED WILLOW 9.5	33	s 1946
s 1002	30.9		DONALDA 9.7	32	s 1935
s 1015	21.2		MEETING CREEK 8.9	32	s 1923
s 1028	12.3		EDBERG 7.0	31	s 1912
F 1038	5.3		VIEWPOINT 5.3	32	F 1903
1049	0.0	0.9	FERLOW JCT. PRYZ Jct. with Camrose Sub.		1856

Special Instruction M-1 applicable

695

694

(Stettler Sub. Footnotes on Page 41)

STETTLER SUBDIVISION FOOTNOTES

1. Clearances—Unless otherwise provided, extra trains created at Ferlow Jct. must obtain clearance at Camrose and may then leave Ferlow Jct. without obtaining clearance.

2. Warden—Trains will register only when so directed by train order.

3. Warden Jct.—Trains will register only when so directed by train order.

4. Endiang Jct.—Trains will register only when so directed by train order.

5. Dinosaur—Extra trains will register only when so directed by train order.

6. INTERLOCKING

Railway Crossing at Grade:

C.P. Rly. Mileage 50.4 Automatic

All movements must not exceed 20 miles per hour when approaching crossing and while passing governing approach signal (B.T.C. 192328).

7. MAXIMUM SPEED

Mileage	Miles per Hour	
	Railiner	All Movements except Railiner
0.0 to 108.0	65	20
Engines of 1000-1077 series	--	30
ON CURVES		
Mileage		
0.0 to 90.0	60	--
90.0 to 108.0	50	--

8. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Mileage	Miles per Hour	
	Railiner	All Movements except Railiner
0.5 to 1.3	35	20
17.3 to 17.6	50	--
20.3 to 20.8	50	--
24.5 to 24.8	50	--
25.5 to 25.7	50	--
27.1 to 27.8	50	--
29.7 to 30.2	50	--
35.5 to 35.7	50	--
40.4 to 40.6	50	--
49.2 to 49.6	50	--
52.4 to 52.8	50	--
57.1 to 57.4	50	--
60.4 to 62.2	50	--
64.4 to 65.3	40	--
67.1 to 67.4	50	--
81.0 to 82.3	50	--
94.6 to 95.5	40	--

51.2 (Highway 12)
Southward movements proceeding at less than 20 miles per hour within 2500 feet of crossing, until crossing occupied 20 20
106.0 (Highway 9)
Approaching within 1400 feet of crossing and until crossing occupied 40 --

9. OTHER TRACKS

Mileage	Capacity	Points Face
Ballast Pit	68 cars	N S
Interchange track with C.P. Rly.	19 cars	N
Stettler Auction Mart	6 cars	N off interchange track
U.F.A. Co-op.	3 cars	S
Stettler Town Spur	18 cars	N
Federated Co-op Spur	3 cars	N

WESTWARD TRAINS		Miles from Alix South Jct.	Yard Limits	BRAZEAU SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
FOURTH CLASS	STATIONS								
551 Way Freight									
Monday, Thursday									
0550	0.0			ALIX SOUTH JCT.P Jct. with Three Hills Sub.					
0615	10.0			10.0 HAYNESP		33			
0630	17.2			7.2 JOFFRE		32			
0640	22.4			5.2 PRENTISS		32			
0715	36.5	35.7 ↑		14.1 RED DEER JCT.RYZ		31			
0750	51.5	37.3		15.0 SYLVAN LAKE		33			
0805	57.6			6.1 ELSPETH					
0825	65.7			8.1 ECKVILLE	KI	34			
0840	72.7			7.0 WITHROW		32			
0855	77.0			4.3 LESLIEVILLE		32			
0915	85.5			8.5 CODNER		32			
0929	90.9	90.5 ↑		5.4 OTWAYZ Jct. with C.P. Rly.		11			
0930	91.2			0.3 ROCKY MT. HOUSE .PRYZ		37			
	93.9			2.7 LOCHEARN		41			
	95.4	95.3 ↓		1.5 ULLIN					
				End of Joint Section 13.2					
	108.6			HORBURGP		32			
	126.5			17.9 ANCONA		32			
	131.7			5.2 SAUNDERSP		21			
	142.5			10.8 HARLECHP		32			
	149.6	148.0 ↑		7.1 BRAZEAUPRYZ		YARD			
				RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable between Brazeau and Red Deer Jct. Special Instruction M-1 applicable					
551									

BRAZEAU SUBDIVISION FOOTNOTES

1. **Clearances** — Unless otherwise provided, extra trains created at Red Deer Jct. must obtain clearance at Red Deer and may then leave Red Deer Jct. without obtaining clearance.

2. **Red Deer Jct.**—Extra trains will register only when so directed by train order.

3. **Red Deer North Industrial Spur**—Train register, bulletin book and train order office (office signal "RE") located in terminal building at south end of spur.

Movements entering this spur must only handle cars destined this area, leaving balance if any, at Red Deer Jct.

General Instruction A-220 (Form 696) applies on this Spur and southward movements to Spur must comply with General Instruction T-311 at Red Deer Jct.

Protection of impassable or slow track on this Spur may be as prescribed by Rule 41.

4. Trains between connecting track and North Jct., mileage 7.6 C.P. Rly. Leduc Subdivision, and South Jct., mileage 93.1 C.P. Rly. Red Deer Subdivision will be governed by C.P. Rly. Timetable, Rules and Regulations.

Labuma siding, located at mileage 7.0 on Joint Section of C.P. Rly. Leduc Subdivision is not to be used or entered by C.N. Rly. trains or engines.

(Continued on Page 43)

BRAZEAU SUBDIVISION FOOTNOTES—Concluded

5. **Red Deer South Industrial Spur** connects to C.P. Rly. at South Jct., mileage 93.1 C.P. Rly. Red Deer Subdivision.

6. **Tonnage Rating**—for single units in 1000-1099 series between Red Deer South Industrial Spur and Red Deer Jct. is 2250 tons with car factor of 8 in both directions.

7. Between Otway and Ullin, trains are operated over C.P. Rly. trackage and are governed by CN Rly. time table, rules and regulations.

8. Unless authorized by Supt. of Transportation, movements must not be operated beyond mileage 95.4.

9. All movements lookout for fallen rocks on track between mileage 108.6 and mileage 149.6.

10. MAXIMUM SPEED

Mileage	Miles per Hour
	All Movements
0.0 to 25.0	40
25.0 to 95.4	20
Trains handling liquid propane gas	15
Engines of 1000-1077 series	30
95.4 to 111.0	20
111.0 to 149.6	10

11. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Over Bridge	
Mileage 6.5	15
Engines of 1000-1077 series	30

12. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

Red Deer South Industrial Spur—
 Mileage
 0.1 (52nd Avenue)
 0.3 (Gaetz Avenue and 45th Street)
 All movements must stop and then be preceded by a flagman over the above two crossings.
 Before obstructing Gaetz Avenue and 45th Street, master switch in switch box located at edge of sidewalk in vicinity of Macdonalds Consolidated Spur switch, must be placed in "UP" position and left there until movement over the crossing is completed, at which time, it must be restored to "DOWN" position.

13. OTHER TRACKS

	Mileage	Capacity	Points Face
Red Deer North Industrial Spur	36.5	5.3 miles	E
connected to east leg of wye at Red Deer Jct.			
Spur	37.1	8 cars	E W
Hudson Bay Oil & Gas	57.6	37 cars	E W
Fisher Spur	90.8	14 cars	E
Strong and Parsons	92.1	2 cars	E
Purdy	94.7	17 cars	E
Spur	141.4	11 cars	E
Revelstoke Building Materials Ltd.	141.7	22 cars	W
Red Deer North Industrial Spur:			
Canadian General Transit Co. Ltd.	3.4		
Track No. 1 (outgoing)		10 cars	N
Track No. 2 (incoming)		8 cars	S
Red Deer Packers	3.7	21 cars	S
Red Deer South Industrial Spur:			
Interchange track with C.P. Rly.	0.2	7 cars	N S
Macdonalds Consolidated Ltd.	0.3	16 cars	S

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	
							WAINWRIGHT SUBDIVISION
12	2460	3250	5280	7500	7500	7000	Biggar and Wainwright
12	2510	3330	6160	8000	8000	7800	Wainwright and Edmonton
							BLACKFOOT-VEGREVILLE SUBDIVISIONS
8	1590	2070	----	4750	4750	4400	North Battleford and Lloydminster
10	2060	2770	----	6100	6100	5700	Lloydminster and Vermilion
10	2180	2850	----	6450	6450	6000	Vermilion and Edmonton
							BONNYVILLE-CORONADO SUBDIVISIONS
8	1560	2000	----	----	----	4800	Grand Centre and Bonnyville
5	990	1275	----	----	----	3050	Bonnyville and Abilene Jct.
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.
							ALLIANCE SUBDIVISION
10	2450	2950	----	7200	7200	6400	Camrose and Alliance
							DEMAY-HAIGHT SUBDIVISIONS
12	2560	----	----	----	----	----	Camrose Jct. and Vegreville Jct.
							KINGMAN SUBDIVISION
8	1780	----	----	----	----	----	Barlee Jct. and Tofield
							BODO SUBDIVISION
12	2350	----	----	----	----	----	Unity and Bodo
							CAMROSE SUBDIVISION
9	1730	2070	----	5400	5400	4960	Mirror and Camrose
9	2170	2700	----	6700	6700	6200	Camrose and New Sarepta
9	2500	3300	----	7600	7600	7100	New Sarepta and Bretona
9	2720	3300	----	8300	8300	7800	Bretona and Bretville Jct.
							EDSON SUBDIVISION
12	2370	3130	5940	7600	7600	7300	Bissell and Edson
12	2370	3130	5940	7600	7600	7300	Edson and Jasper
							FOOTHILLS-LUSCAR-MOUNTAIN PARK SUBDIVISIONS
4	720	990	----	2720	2720	2120	Bickerdike and Coalspur
4	600	----	----	----	----	----	Coalspur and Diss
4	820	----	----	----	----	----	Diss and Foothills
2	340	----	----	----	----	----	Leyland and Luscar
2	460	620	----	1720	1720	1340	Coalspur and Mercoal
							Mercoal and Cadomin
							ATHABASCA-SANGUDO SUBDIVISIONS
10	1950	2700	----	----	----	----	N.A. Rly. and Morinville
10	2400	3100	----	----	----	----	Morinville and Vimy
10	2400	3100	----	----	----	----	Vimy and Meanook
10	2400	3100	----	----	----	----	Meanook and Athabasca
10	2400	----	----	----	----	----	Union Jct. and St. Albert
10	1950	----	----	----	----	----	St. Albert and Onoway
10	2050	----	----	----	----	----	Onoway and Whitecourt
							DODSLAND-PORTER-CUTKNIFE and BATTLEFORD SUBDIVISIONS
6	1340	----	----	----	----	----	Biggar and Ruthilda
7	1530	----	----	----	----	----	Ruthilda and Doddsland
7	1500	----	----	----	----	----	Doddsland and Coleville
8	1840	----	----	----	----	----	Coleville and Loverna
10	2140	----	----	----	----	----	Loverna and Hemaruka
7	1780	----	----	----	----	----	Oban and Red Pheasant
7	1370	----	----	----	----	----	Red Pheasant and Battleford
7	1300	----	----	----	----	----	Battleford and Carruthers
10	2900	----	----	----	----	----	Battleford and Battleford Jct.

Note: Single unit rating is one-half two unit rating. When units of different tonnage ratings are combined and the combined rating not listed above, the tonnage rating applicable will be the total of the rating for each unit in the consist; except that when a 1000 series unit is within the consist, the tonnage rating will be that of the 100 series unit multiplied by the number of units in the consist.
 Tonnage ratings for units in 3200 - 4000 series is 5% greater than 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	
							WAINWRIGHT SUBDIVISION
Biggar and Wainwright	7800	8250	8250	6100	3700	2810	12
Wainwright and Edmonton	7800	8250	8250	6100	3700	2810	12
							BLACKFOOT-VEGREVILLE SUBDIVISIONS
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
							BONNYVILLE-CORONADO SUBDIVISIONS
Grand Centre and Bonnyville	6000	----	----	----	2550	1970	8
Bonnyville and Abilene Jct.	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
							ALLIANCE SUBDIVISION
Camrose and Alliance	6400	7200	7200	----	2950	2450	10
							DEMAY-HAIGHT SUBDIVISIONS
Camrose Jct. and Vegreville Jct.	----	----	----	----	----	2200	12
							KINGMAN SUBDIVISION
Barlee Jct. and Tofield	----	----	----	----	----	1690	8
							BODO SUBDIVISION
Unity and Bodo	----	----	----	----	----	2350	12
							CAMROSE SUBDIVISION
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
							EDSON SUBDIVISION
Bissell and Edson	7900	8400	8400	6040	3750	2880	12
Edson and Jasper	7800	8250	8250	5800	3700	2810	12
							FOOTHILLS-LUSCAR-MOUNTAIN PARK SUBDIVISIONS
Bickerdike and Coalspur	5620	7000	7000	----	2630	1950	10
Coalspur and Diss	----	----	----	----	----	1860	10
Diss and Foothills	----	----	----	----	----	1020	5
Leyland and Luscar	4480	5600	5600	----	1990	1740	5
Coalspur and Mercoal	3380	3700	3700	----	1560	1260	5
Mercoal and Cadomin	----	----	----	----	----	----	
							ATHABASCA-SANGUDO SUBDIVISIONS
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
							DODSLAND PORTER-CUTKNIFE and BATTLEFORD SUBDIVISIONS
Biggar and Ruthilda	----	----	----	----	----	1755	8
Ruthilda and Doddsland	----	----	----	----	----	1210	5
Doddsland 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.

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	
	GR-12	GR-12	GFA-15 Ballasted GR-15 and GR-17	GFA-B-15 Non-Ballasted GR-17	
	1000-99	1200-1399	9104-9142 4400-4899	9000-9102 4200-4399	
					THREE HILLS SUBDIVISION
8	1540	2000	4550	4350	Sarcee Jct. and Elnora
8	1760	2250	5150	4950	Elnora and Alix
8	1990	2550	6100	5650	Alix and Mirror
					OYEN-DRUMHELLER SUBDIVISIONS
10	2100	2740	6100	5800	Kindersley and Lanfine
10	2100	2740	6100	5800	Lanfine and Hanna
10	2300	3150	7100	6600	Hanna and Delia
10	2300	3150	7100	6600	Delia and Munson
10	3400	4580	10900	9900	Munson and Drumheller
10	1390	1900	4300	4000	Drumheller and Sarcee Jct.
10	2280	3100	7000	6500	Sarcee Jct. and Calgary
					BRAZEAU SUBDIVISION
8	1360	1990	4800	4600	Alix and Red Deer Jct.
8	1360	----	----	----	Red Deer Jct. and Rocky Mt. House
8	1150	----	----	----	Rocky Mt. House and Brazeau
					SHEERNESS SUBDIVISION
7	1500	1940	----	4480	Wardlow and Sheerness
7	1900	2410	----	5600	Sheerness and Batter Jct.
					MANTARIO SUBDIVISION
10	1960	2480	----	----	Glidden and Alsask
					ACADIA VALLEY SUBDIVISION
10	1690	1940	----	----	Eyre and Acadia Valley
					ENDIANG SUBDIVISION
10	2380	3350	----	----	Hanna and Endiang
10	2550	4100	----	----	Endiang and Warden
10	4500	7000	----	----	Warden and Nevis
					SPONDIN SUBDIVISION
10	2400	----	----	----	Spondin and Scapa
					C.P. RLY. LANGDON SUB.
10	3100	3600	----	----	Rosedale and East Coulee
					STETTLER SUBDIVISION
8	1720	2450	----	----	Dinosaur and Warden
8	1590	2000	----	----	Warden and Ferlow 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.

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.

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

Tonnage rating for units in 5000 and 2000 series is 55% greater than that for one GFA-B-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) units will be 75% of the corresponding GFA-B-15 (9000-9102) non-ballasted rating.

EQUATED TONNAGE RATINGS

NOTE—See General Instructions (Form 696) Page 78

BETWEEN STATIONS	EASTWARD OR SOUTHWARD (Read UP)				Car Factor
	Two Unit	Two Unit	Single Unit	Single Unit	
	GFA-B-15 Non-Ballasted GR-17	GFA-15 Ballasted GR-15 and GR-17	GR-12	GR-12	
	9000-9102 4200-4399	9104-9142 4400-4899	1200-1399	1000-99	
					THREE HILLS SUBDIVISION
Sarcee Jct. and Elnora	4450	4600	2050	1570	8
Elnora and Alix	4450	4600	2050	1570	8
Alix and Mirror	5200	5450	2400	1870	8
					OYEN-DRUMHELLER SUBDIVISIONS
Kindersley and Lanfine	7900	8500	3750	2800	10
Lanfine and Hanna	6740	7240	3200	2370	10
Hanna and Delia	8100	8600	3620	2800	10
Delia and Munson	5500	5900	2600	1940	10
Munson and Drumheller	2450	2700	1200	850	4
Drumheller and Sarcee Jct.	9200	9900	4400	3250	10
Sarcee Jct. and Calgary	7400	7800	3470	2560	10
					BRAZEAU SUBDIVISIONS
Alix and Red Deer Jct.	5600	5800	2880	2070	8
Red Deer Jct. and Rocky Mt. House	----	----	----	2070	8
Rocky Mt. House and Brazeau	----	----	----	1460	8
					SHEERNESS SUBDIVISION
Wardlow and Batter Jct.	4800	----	2080	1700	7
					MANTARIO SUBDIVISION
Glidden and Alsask	----	----	2750	2480	10
					ACADIA VALLEY SUBDIVISION
Eyre and Acadia Valley	----	----	2360	1740	10
					ENDIANG SUBDIVISION
Hanna and Endiang	----	----	4400	2700	12
Endiang and Warden	----	----	4400	2700	12
Warden and Nevis	----	----	4000	2700	12
					SPONDIN SUBDIVISION
Spondin and Scapa	----	----	----	2400	10
					C.P. RLY. LANGDON SUB.
Rosedale and East Coulee	----	----	3200	2560	10
					STETTLER SUBDIVISION
Dinosaur and Warden	----	----	2500	1760	8
Warden and Ferlow Jct.	----	----	2100	1650	8

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.

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.

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

Tonnage rating for units in 5000 and 2000 series is 55% greater than that for one GFA-B-15 ballasted unit.

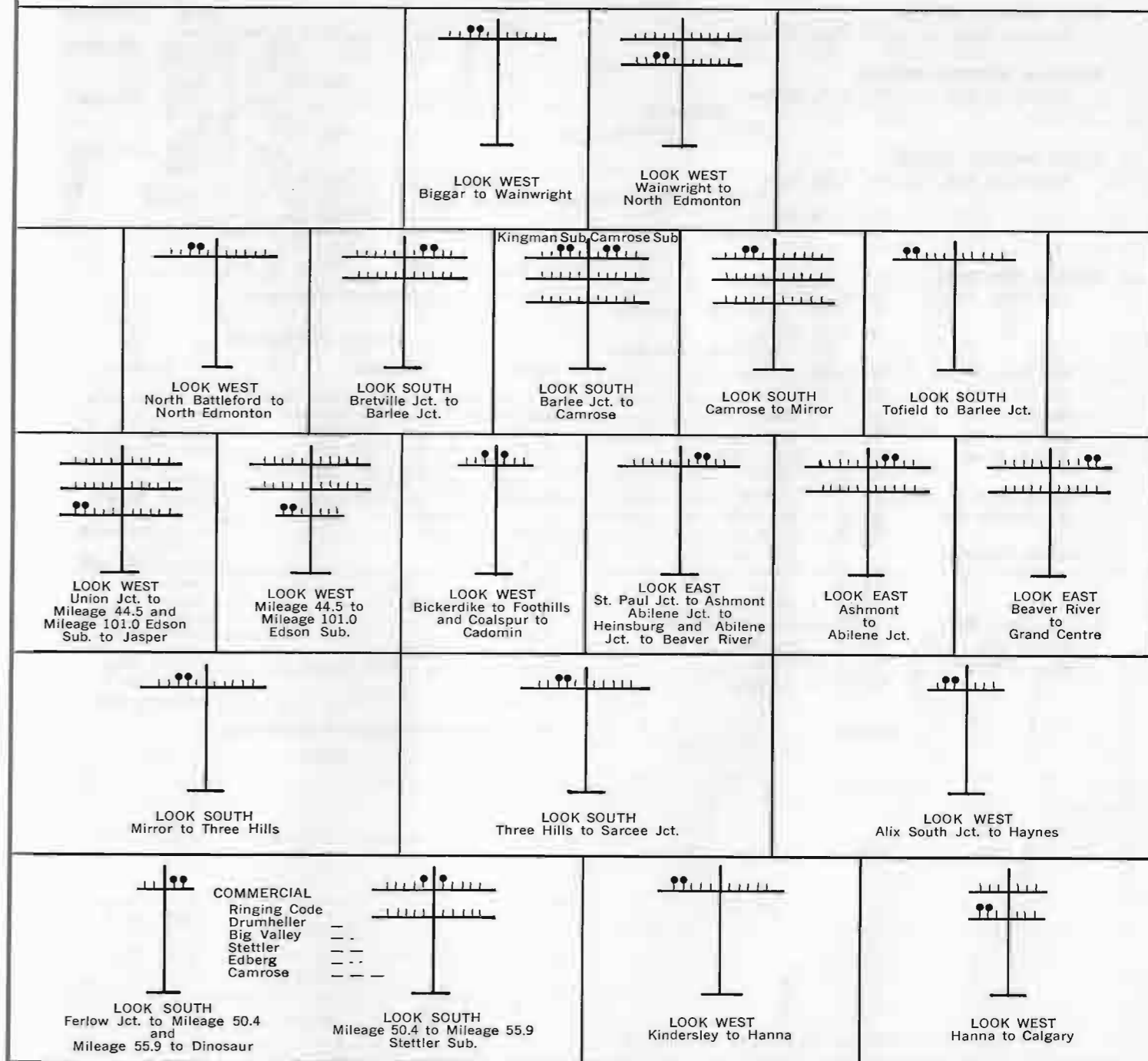
When authorized by Power Controller, high speed gear units may be used in freight service where tonnage rating not shown. The tonnage rating applicable for GR-17 (4100-99) units will be 75% of the corresponding GFA-B-15 (9000-9102) non-ballasted rating.

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 Haliburton Oilwell Cementing Co. Ltd. ----	Warehouse	East
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	Universal Construction Co. ----- McLeod's Ltd. ----- A.L.C. Board Inland Cement Co. Tracks 1 and 2 -----	Platform Warehouse Inside Warehouse Plant Interior	South South South Overhead
Capital City Box Co. Track No. 3 -----	Narrow Gauge Railway Chute at Sawdust Shed Fence	West East	STRATHCONA LINE Lead to Alta. Oil Tool Co. -- Alta. Oil Tool Co. ----- Gainers' Ltd. -----	Conveyor Belt Platform Chute and Dock	West West West
O.K. Construction Ltd. Consolidated Warehousing Ltd. Service Track -----	50 Foot Cars When Spotted at Warehouse Shed Platform and Doors	South South Both	FORESTBURG Forestburg Collieries Ltd. Track 5 -----	Loading Ramp	West
Old Freight Shed ----- Mail Forwarding Spur -----			VERMILION East Elevator Track ----- Elevator Track -----	Elevator Spout Elevator Spouts	North North
EDMONTON-BISSELL New Freight Shed Track 1 ----- Track 5 ----- Track 6 -----	Shed Ramp Ramp	South North South	WINDFALL Texas Gulf Sulphur Co. ----	Stairs and Building	Both
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	BISSELL Inland Cement Co. Tracks 1 and 2 -----	Plant Interior	Both and Overhead
Lane 103½ Street Marshall Wells Co. ----- Allis Chalmers Ltd. ----- Revillon Building ----- J. H. Ashdown Ltd. -----	Floodlight Platform Platform Warehouse Corner	East East West East	SPRUCE GROVE Industrial Track ----- Platform Track -----	Shed Shed	South South
Lane 104½ Street Alley Spur -----	Pole Line	West	WABAMUN C. Huebert Spur -----	Wood Piles	Both
Lane 106½ Street N.A.D. Pool Spur ----- General Steel Wares -----	Crossing Sign 103 Ave. Pole	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 -----	Power Pole Line	West	CALGARY Freight Shed Track -----	Massey-Harris -----	North
Lane 109½ Street W. H. Clark Lumber Co. City Yard ----- Scale Track ----- Stores Track -----	Cement Shed Scale House Platform	East North South	BRAZEAU Brazeau Collieries Tracks -----	Track 1—Tipple Tracks 2 and 3— Tipple	South Both
			ROSEDALE Subway Coal Co. -----	Storage track—Ramp Storage track—Tipple	North North
			HUBALTA Western Rolling Mills Mileage 124.2 -----	Overhead Crane	Overhead

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES



Face in Direction Named. Count Cross Arms From the Top Down.

Train Phone Wires Marked ●

MEDICAL OFFICERS

CHIEF MEDICAL OFFICER

Montreal, Que. ----- Dr. Peter Vaughan

REGIONAL MEDICAL OFFICER

Edmonton, Alta. ----- *Dr. C. E. Mather

CLINIC MEDICAL OFFICE

Edmonton, Alta. ----- *Dr. A. M. Scott
429-8783 699-8477
Dr. R. N. Eidem
424-5621 439-3276

MEDICAL OFFICERS

Edmonton, Alta. ----- *Dr. R. J. Johnston
422-4246 488-2737
*Dr. K. E. Schmidt
422-6525 469-6073

Hay River, N.W.T. ----- *Dr. Earle L. Covert
Elk Point, Alta. ----- *Dr. F. G. Miller
St. Paul, Alta. ----- *Dr. F. R. Decosse
Camrose, Alta. ----- Dr. F. M. Smith
Biggar, Sask. ----- *Dr. W. L. Grapentine
*Dr. B. L. Mason
Unity, Sask. ----- Dr. Wm. J. Doyle
Wainwright, Alta. ----- *Dr. V. N. Sawchuk
*Dr. D. S. White
North Battleford, Sask. ----- *Dr. G. J. Breton
*Dr. W. C. Good
Dr. W. J. Nikiforuk
Vermilion, Alta. ----- Dr. Richard G. Attenborough
Edson, Alta. ----- *Dr. J. E. Crawford
Jasper, Alta. ----- *Dr. J. Betkowski
*Dr. A. L. Johnson

MEDICAL OFFICERS

	Office	Residence
Calgary, Alta. -----	Dr. L. A. McKercher	
	Day 263-8219	255-8283
	Night 263-8219	
	*Dr. Wm. M. Chisholm	
	Day 263-6262	243-5680
	Night 269-2151	
	*Dr. Frank L. Dallison	
	Day 263-6261	242-3690
	Night 263-6262	
Kindersley, Sask. -----	*Dr. P. D. Hooge	
Hanna, Alta. -----	*Dr. John Pollock Donald	
	*Dr. Geo. D. Wilkins	
Drumheller, Alta. -----	*Dr. A. J. Walker	
	*Dr. T. A. Wright	
Red Deer, Alta. -----	*Dr. R. M. Chadwick	

*Also Eye, Ear and Physical Examiners.

WATCH INSPECTORS

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		Edson, Alta.
George O. Pearson		Jasper, Alta.
Vera's Jewellery		Kindersley, Sask.
J. O. Blair		Hanna, Alta.
Walter Brooke Wade		Drumheller, Alta.
Revitt Jewellers, Elveden House		Calgary, Alta.
Agent		Mirror, Alta.
K. Jardine		Lacombe, Alta.

*For employees assigned at Edson only

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.	2030	0200	2030			CALDER		0830	1545		0001	Arr.	
Lve.		0500	0115	0145	0630			0130		1110	0630	2045	Lve.
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	
Lve.	1500	0500	NORTH BATTLEFORD	1230	1900	Arr.
Arr.	0030	1530	CALDER	0400	0930	Lve.
	Daily No. 453	Daily ex. Sunday No. 447		Daily No. 454	Daily ex. Sunday No. 446	

	No. 444 Daily ex. Saturday	STATIONS	No. 443 Daily ex. Sunday	
Lve.	1700	CALDER	0600	Arr.
Arr.	2100	MIRROR	0210	Lve.
	Daily ex. Saturday No. 444		Daily ex. Sunday No. 443	

	No. 443 Daily ex. Sat.	STATIONS	No. 444 Daily ex. Sun.	
Lve.	2210	CALGARY (Sarcee Yard)	0140	Arr.
Arr.	0140	MIRROR	2130	Lve.
Lve.	0210		2100	Arr.
	Daily ex. Sun. No. 443		Daily ex. Sat. No. 444	

	No. 415 Daily ex. Sat.	STATIONS	No. 416 Daily ex. Mon.	
Lve.	1515	KINDERSLEY	0450	Arr.
Arr.	1845	HANNA	0115	Lve.
Lve.	1910		0035	Arr.
Arr.	2330	CALGARY (Sarcee Yard)	2045	Lve.
	Daily ex. Sat. No. 415		Daily ex. Sun. No. 416	

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.	0340	EDMONTON	2245	Lve.
Lve.	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	0900	Lve. CST
Lve. MST	2310		0750	Arr. MST
Arr.	0530	CALDER	0155	Lve.
Lve.	0630		0055	Arr.
Arr. MST	1205	JASPER	2000	Lve. MST
Lve. PST	1125		1845	Arr. PST
	Daily ex. Sun., Mon., Tues., Thurs. No. 217		Daily ex. Sun., Mon., Tues. No. 218	

Notes

OFFICERS

J. M. Prevost	Terminal Superintendent	Edmonton
J. W. Cameron	Asst. Supt. Transportation	Edmonton
J. P. Bateman	Assistant Superintendent	Edmonton
J. A. Raven	Assistant Superintendent	Edmonton
W. H. Kawallak	Trainmaster - Road Foreman	Edmonton
J. W. Gorrie	Trainmaster	Edmonton
C. J. Loader	Trainmaster - Road Foreman	Bejar
W. G. Wright	Trainmaster - Road Foreman	Jasper
R. B. Gilchrist	Supt. of Equipment and Master Mechanic	Calgary
H. G. Shuttleworth	Trainmaster - Road Foreman	Calgary
C. Witcher	Trainmaster - Road Foreman	Calgary

TRAIN DISPATCHERS' OFFICE AT EDMONTON
TELEGRAPH CALL "DK"

J. M. Culp	Chief Train Dispatcher
N. B. Housman	Asst. Chief Train Dispatcher
P. R. Gaudet	Asst. Chief Train Dispatcher
F. E. Meunier	Asst. Chief Train Dispatcher

Train Dispatchers:

G. D. Adair	W. H. Jardine	K. D. McAmmond
W. Frecher	W. Jwaszko	D. B. McDonald
W. Rutz	A. N. Krauter	D. G. McMillan
W. F. Fowler	E. Kunkel	W. G. Owens
R. F. Geddis	M. S. Marcoff	K. D. Roche
W. R. Hamton	E. A. Matwychuk	W. Shierstenko

TRAIN DISPATCHERS' OFFICE AT CALGARY
TELEGRAPH CALL "K"

A. F. MacRae Chief Train Dispatcher

Train Dispatchers:

W. A. Burgess	W. B. Smithers
C. L. Graham	H. L. Tilley
H. F. Kery	T. H. Webster
W. M. Sanders	A. Wynne