



MOUNTAIN REGION

# ALBERTA AREA

## EMPLOYEES' OPERATING TIMETABLE

# 18

TAKING EFFECT AT 0001 SUNDAY, OCT. 26th, 1969

ALL TIMES SHOWN ARE MOUNTAIN STANDARD

*Work Safely — No Investment Pays Better Dividends*

J. O. PITTS  
MANAGER  
EDMONTON

G. W. KEEFE  
OPERATIONS MANAGER  
EDMONTON

J. F. MUNSEY  
SUPT. TRANSPORTATION  
EDMONTON

J. G. DELANEY  
SUPT. TRANSPORTATION  
CALGARY

# CANADIAN NATIONAL RAILWAYS

## SUBDIVISION INDEX

Subdivision	Page	From	To
Acadia Valley	37	Eyre Jct.	Acadia Valley
Alliance	10	Alliance Jct.	Alliance
Athabasca	16	Morin Jct.	Athabasca
Battleford	24	Battleford Jct.	Battleford
Blackfoot	23-24	North Battleford	Vermillion
Bodo	30	Unity	Bodo
Bonnyville	30	Abilene Jct.	Grand Centre
Brazeau	42-43	Alix South Jct.	Brazeau
Camrose	8-9-10	Bretville Jct.	Mirror
Coronado	28-29	St. Paul Jct.	Heinsburg
Cut Knife	24	Cut Knife Jct.	Carruthers
Demay	22	Camrose Jct.	Ryley
Dodsland	7	Biggar	Hemaruka
Drumheller	34-35-36	Hanna	Calgary
Edmonton East Terminal and Edmonton West Terminal	12-13-14-15	North Edmonton	Bissell
Edson	18-19-20	Bissell	Jasper
Endiang	33	Endiang Jct.	Nevis
Foothills	17	Bickerdike	Foothills
Haight	22	Haight Jct.	Vegreville Jct.
Kingman	22	Tofield	Barlee Jct.
Luscar	21	Leyland	Luscar
Mantario	37	Glidden	Alsask
Mountain Park	21	Parkhill Jct.	Cadomin
Oyen	32-33	Kindersley	Hanna
Porter	27	Oban Jct.	Battleford
Sangudo	11	Union Jct.	Whitecourt
Sheerness	31	Batter Jct.	Wardlow
Spondin	31	Scapa	End of Track
Stettler	40-41	Ferlow Jct.	Dinosaur
Three Hills	38-39-40	Mirror	Sarcee Jct.
Vegreville	25-26-27	Vermillion	North Edmonton
Wainwright	4-5-6	Biggar	North Edmonton

Total Mileage—2651.2

## GENERAL INDEX

	Page
Equated Tonnage Ratings	44-45-46-47
Fast Freight Train Schedules	51
Medical Officers	50
Officers	Inside back cover
Restricted Clearances	48
Special Instructions	1-2-3
Train Dispatchers	Inside back cover
Train 'Phone Wires	49
Watch Inspectors	50

## SYSTEM 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 to public crossings at grade is prohibited. (This special instruction only applies at locations specified.)

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

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

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

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

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

10(c). Coupling Regulations: 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-23 for additional restrictions applicable on the Mountain Region.)

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

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

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

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

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

17. Rule 3. In the application of the first paragraph of this Rule employees are hereby directed to submit their watches and corresponding watch rating cards to a designated Watch Inspector for examination 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 models which do not require periodic 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 locations—providing there is no possibility of annoyance or discomfort to passengers. The use of cigars or pipes is expressly forbidden.

(Continued on Page 2)

## System Special Instructions (Continued)

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.

20. Form 696.

(a) Page 38 — 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, in respect to all trains, provided all cars of such train are of all steel construction.

(b) Page 43 — General Instruction 9, 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.

21. Trains handling snow plows must not exceed maximum speed for freight trains, except that when snow plows are handled back end forward, speed must not exceed 20 miles per hour or maximum speed, whichever is slower.

22. To guard against damage to equipment or injury to employees or others, cars equipped with tie-down chains must not be moved until chains are properly secured in a manner that they can not fall off and drag.

On cars equipped with storage boxes, chains must be stored therein when not in use.

On cars equipped with chains attached to top of stakes, chains must be suspended inside stake and positioned behind retaining bar when not in use.

## REGIONAL SPECIAL INSTRUCTIONS

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, and must not exceed 10 miles per hour through sidings.

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. 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-9. 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-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. 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-14. 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.

(Continued on Page 3)

## Regional Special Instructions (Continued)

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

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

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

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

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

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

M-16. 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-17. 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-18. 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-19. 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-20. 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-21. Cars loaded with potash must be marshalled in trains next behind the engine.

M-22. 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-23. 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-24. 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-25. 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-26. 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-27. 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-28. 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-29. When livestock is killed or injured by a train, enginemen 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				
---	695	1	5							6	694	2	---	
---	Passenger Railer	Passenger	Passenger							Passenger	Passenger Railer	Passenger	---	
---	Daily	Daily	Daily	---	---	---	---	---	---	---	---	---		
---	---	s 1005	s 0520	0.0	---	---	---	BI	219	s 2105	---	s 2325	---	
---	---	---	---	8.6	---	---	---	---	117	2053	---	2313	---	
---	---	---	---	8.8	---	---	---	---	---	---	---	---	---	
---	---	---	---	16.3	---	---	---	---	118	---	---	---	---	
---	---	---	---	30.0	---	---	---	---	117	---	---	---	---	
---	---	---	---	42.7	---	---	---	---	115	---	---	---	---	
---	---	s 1105	s 0625	57.9	---	---	---	---	123	s 1945	---	s 2210	---	
---	---	---	---	68.5	---	---	---	---	117	---	---	---	---	
---	---	---	---	84.5	---	---	---	---	117	---	---	---	---	
---	---	---	---	96.5	---	---	---	---	117	---	---	---	---	
---	---	1150	0710	106.9	---	---	---	---	115	1900	---	2120	---	
---	---	---	---	116.8	---	---	---	---	117	---	---	---	---	
---	---	---	---	127.8	---	---	---	---	117	---	---	---	---	
---	---	---	---	135.3	---	---	---	---	117	---	---	---	---	
---	---	s 1220	s 0745	140.1	---	---	---	GN	124	s 1830	---	s 2050	---	
---	---	1225	0750	140.1	---	---	---	---	124	s 1825	---	s 2045	---	
---	---	---	---	146.6	---	---	---	---	115	---	---	---	---	
---	---	---	---	157.7	---	---	---	---	115	---	---	---	---	
---	---	---	---	172.1	---	---	---	---	117	---	---	---	---	
---	---	1310	0835	184.5	---	---	---	---	117	1737	---	1957	---	
---	---	---	---	196.7	---	---	---	---	117	---	---	---	---	
---	---	---	---	205.9	---	---	---	---	117	---	---	---	---	
---	---	1335	0900	214.7	---	---	---	---	122	1707	---	1930	---	
---	---	---	---	215.6	---	---	---	---	---	---	---	---	---	
---	---	---	---	226.2	---	---	---	---	119	---	---	---	---	
---	---	---	---	232.4	---	---	---	---	117	---	---	---	---	
---	---	---	---	243.8	---	---	---	---	115	---	---	---	---	
---	From Camrose Sub.	1405	0935	250.0	---	---	---	---	116	1632	To Camrose Sub.	1857	---	
---	---	---	---	259.1	---	---	---	---	104	---	---	---	---	
---	1214	---	---	260.2	---	---	---	---	---	---	1735	---	---	
---	1219	1425	1000	263.4	---	---	---	---	64	1610	1730	1835	---	
				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-25).										
---	695	1	5							Daily	Daily	Daily	---	
---	---	---	---								6	694	2	---

WAINWRIGHT SUBDIVISION FOOTNOTES													
<p><b>1. CLEARANCES</b></p> <p><b>Wainwright</b>—All trains must obtain clearance.</p> <p><b>North Edmonton</b>—Eastward extra trains created at North Edmonton must obtain clearance at Calder or Edmonton and may then leave North Edmonton without obtaining clearance.</p>													
<p><b>2. CTC FEATURES</b></p> <p>Trains or engines must not clear the main track at the following locations (BTC 109010-111212).</p> <table border="0"> <tr> <td>Spur mileage 36.5</td> <td>Spur mileage 112.0</td> </tr> <tr> <td>East switch mileage 55.3</td> <td>Spur mileage 165.9</td> </tr> <tr> <td>Spur mileage 58.2</td> <td>Spur mileage 210.4</td> </tr> <tr> <td>Spur mileage 102.9</td> <td>Spur mileage 221.3</td> </tr> <tr> <td>Spur mileage 106.7</td> <td>Spur mileage 254.6</td> </tr> </table>				Spur mileage 36.5	Spur mileage 112.0	East switch mileage 55.3	Spur mileage 165.9	Spur mileage 58.2	Spur mileage 210.4	Spur mileage 102.9	Spur mileage 221.3	Spur mileage 106.7	Spur mileage 254.6
Spur mileage 36.5	Spur mileage 112.0												
East switch mileage 55.3	Spur mileage 165.9												
Spur mileage 58.2	Spur mileage 210.4												
Spur mileage 102.9	Spur mileage 221.3												
Spur mileage 106.7	Spur mileage 254.6												
<p><b>Biggar</b>—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.</p> <p><b>Clover Bar</b>—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.</p>													
<p><b>3. Rule 287 modified—</b></p> <p>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.</p>													
<p><b>4. Biggar</b>—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.</p> <p>Westward trains destined Porter Sub. see Item 1 Porter Sub. footnotes.</p> <p>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.</p>													
<p><b>5. Unity</b>—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.</p>													
<p><b>6. Wainwright</b>—First class trains may register by register ticket.</p> <p>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.</p>													
<p><b>7. Kinsella</b>—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.</p> <p>At Kinsella Pit, be on lookout for gravel spilled over rails by overhead loader.</p>													
<p><b>8. Ryley</b>—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><b>9. Tofield</b>—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><b>10. Clover Bar</b>—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.</p> <p>Before removing derails located close to building at Fiberglas of Canada Ltd. permission must be obtained from the warehouse group leader.</p> <p>Public crossing at grade mileage 259.85 (Chemcell Co. access road). Yard movements must not obstruct this crossing between 0745 and 0800 daily.</p> <p>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.</p>													
<p><b>11. North Edmonton</b>—The time of all trains applies at the railway crossing.</p> <p>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.</p> <p>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.</p>													
<p><b>12. CONDITIONAL PASSENGER STOPS</b></p> <p>At Viking, No. 1 will stop to detrain revenue passengers from east of Winnipeg.</p> <p>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.</p> <p>At Viking, upon advance notice, No. 2 will stop to entrain revenue passengers for stations beyond Winnipeg where train is scheduled to stop.</p> <p>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.</p>													
<p><b>13. INTERLOCKINGS</b></p> <p>Railway Crossings at Grade:</p> <p>C.P. Rly. ----- Mileage 37.7 ----- Automatic</p> <p>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.</p>													

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 and Railer	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 and Railer	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 ----- Over Switches	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 ----- 35

58.36 (First Avenue)

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

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

17. 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)  
Mileage 250.25 (North-South Road)

Push buttons for eastward main track movements located on north side of track 100 feet west of crossing. When it is known that eastward main track movements, which cannot clear the crossing, will be delayed at Ardrossan, such movements must stop just west of push button control and de-activate crossing protection. Before train again proceeds eastward, protection must be restarted by pushing "start" button.

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.

18. 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

19. 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	ARGO ----- P		46			
		12.2		DUPEROW ----- P		46			
		18.5		SPRINGWATER ----- P		44			
		25.6		RUTHILDA -----	RU	43			
		29.9		DOWNE -----		45			
		35.9		AVA -----		45			
	↓	43.0		WALLISVILLE -----		--			
		47.0		DODSLAND -----	DO	42			
		50.3		WHITEPOOL -----		--			
		53.3		MILLERDALE -----		43			
		59.7		BEAUFIELD ----- P		42			
		66.4	65.8	COLEVILLE ----- Z	CO	39			
		69.0	69.5	DRIVER ----- Y		39			
		72.6		SMILEY -----	MY	42			
		78.5		DEWAR LAKE ----- P		43			
		85.9		HOOSIER ----- P		45			
		90.4		GREENE ----- P		43			
		96.5	102.7	LOVERNA ----- PRYZ	VO	41			
		103.5	104.6	ESTHER -----		27			
		115.8		NEW BRIGDEN -----		37			
		126.1		SEDALIA -----		37			
		134.2	153.0	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		---	---	---	1930	2035	
---	s 1038	84.3		BASHAW		P	40	---	s 1922	2021	
---	1046	75.8		DOREENLEE		---	47	---	1913	2008	
---	s 1051	70.6		FERINTOSH		P	44	---	s 1907	2000	
From Stettler Sub.	s 1059	63.1		NEW NORWAY		P	44	To Stettler Sub.	s 1858	1948	
---	1102	59.8		DUHAMEL		---	44	---	1853	1943	
---	1049	54.3	55.2 54.3 48.4	FERLOW JCT.	PYZ	---	---	---	1856	1846	
---	---	48.6		ALLIANCE JCT.	PZ	---	---	---	---	---	
s 1059 1128 1129	s 1118	48.1		CAMROSE	BPWZ	CO	55	s 1846 s 1830	1836	1920	
---	---	47.4		CAMROSE JCT.	PYZ	---	---	1829	---	---	
---	---	45.5	46.5	BARLEE JCT.	P	---	---	1827	---	1914	
---	---	38.3		ARMENA		---	32	1821	---	1902	
F 1144	---	31.3		HAY LAKES	P	---	40	s 1814	---	1850	
F 1150	---	24.7		NEW SAREPTA		---	31	F 1806	---	1839	
---	---	17.0		LOOMA		---	31	1757	---	1828	
---	---	9.9		BRETONA	P	---	30	1750	---	1815	
---	---	4.5		STRATHCONA	P	---	---	1744	---	1805	
---	---	2.2		EAST EDMONTON	PR	VS	204	1739	---	---	
---	---	0.0		BRETVILLE JCT	P	---	---	1735	---	---	
695	693			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. CTC between mileage 48.4 and Ferlow Jct. controlled by Operator at Camrose. Special Instruction M-1 applicable.				Daily	Daily	Daily	
694	692	888						Daily	Daily	Daily	

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, Doreenlee, 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.

All movements on Strathcona Line must not exceed 10 miles per hour.

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 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	---

Mileage	Miles per Hour		
	Railiner	Passenger Railiner	Other Move- ments
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

11.9 (North-South County Road)

Northward movements approaching within 3900 feet of crossing and until crossing occupied 55 --- ---

48.1 (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, 4, Extension Pass and Wye, diesel units in 5000-5199 series must not use other tracks.

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

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		Mileage	Capacity	Points Face
2.2	Gainer's Line (76th Avenue)—STOP sign erected at this crossing. Movements over the crossing must be protected by a flagman.	3.1	43 cars	N
		3.1	45 cars	N
		4.4	5 cars	S
48.1	(48th Avenue) — Automatic crossing protection equipped with push button or other appliance. STOP sign erected on other than the main track.	4.5	9.1 miles	N

**15. OTHER TRACKS**

Mileage	Capacity	Points Face	Mileage	Capacity	Points Face		
B.A. Oil Connection	0.8	133 cars	S	Industrial Spur	3.1	43 cars	N
Alchem Co. Ltd.	1.3	7 cars	S	A.I.M. Steel Ltd.	3.1	45 cars	N
Knightsbridge Industrial Lead	1.8	46 cars	N	Team track	4.4	5 cars	S
Premier Steel Mills	2.9	70 cars	N	Strathcona Line incl. Gainer's Line	4.5	9.1 miles	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 tippie.

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

WESTWARD TRAINS		ALLIANCE SUBDIVISION		EASTWARD TRAINS	
Miles from Alliance Jct.	Yard Limits	STATIONS	Office Signals	Siding	Car Capacity
59.2	58.3	ALLIANCE RYWZ		YARD	
51.2	45.4	GALAHAD		31	
45.0	42.9	FORESTBURG RZ	Y	53	
43.6		HEISLER		53	
34.7		ANKERTON		34	
28.5		ROSALIND		53	
22.2		KELSEY		39	
16.4		KIRON			
8.2	0.6	ALLIANCE JCT. PZ			
0.0		Jct. with Camrose Sub.			

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

**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**

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.

**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 Block sign Mileage 2.5 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 advise operator immediately either by radio or by leaving completed lower portion of their block clearance accessible to the operator. If block is cleared by radio advice, completed lower portion of block clearance must be left accessible to the operator at the first opportunity. The block must not be re-entered until another block clearance has been obtained.

WESTWARD TRAINS		Miles from Union Jct.	Yard Limits	SANGUDO SUBDIVISION		Office Signals	EASTWARD TRAINS	
FOURTH CLASS	515			STATIONS	Office Signals		FOURTH CLASS	516
Freight	Daily							
0720	*0.0			UNION JCT. Z				1235
				Jct. with Edmonton West Terminal Sub. 1.7				
0725	1.7		2.3	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			CHERRILL			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		99.5	WHITECOURT RYZ	WO	YARD		0630
RULES 41 and 44 APPLICABLE Rules 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable								Daily ex. Sunday, Monday
<b>515</b>								<b>516</b>

**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**

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 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 D02 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. Switch-tenders 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 and Railiner	Other Move-ments
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 All Movements
1.5 to 1.7 Edmonton West Terminal Sub. -- Eastward movements on eastward track through spring switch mileage 0.4 North Edmonton - Calder Line, until leading wheels have passed through the switch--	15
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.			
21.1	21.9 ↓	MORINVILLE RZ		32	
31.5		LEGAL		39	
39.4		VIMY		39	
45.2		CLYDE		32	
52.1		NESTOW		31	
58.6		TAWATINAW		30	
64.5		ROCHESTER		26	
72.3		PERRYVALE		33	
80.7		MEANOOK		32	
85.4		COLINTON		25	
87.0					
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					846 Freight
0930	0.0		BICKERDIKE P		1800
0945	5.5		5.5 McLEOD RIVER P		43
1000	10.7		5.2 ERITH P		51
1015	16.3		5.6 WEALD		42
1040	25.2		8.9 EMBARRAS P		51
1055	30.5		5.3 OKE		28
1105	34.0		3.5 ROBB P		1622
1110	36.1	35.5 ↑	2.1 PARKHILL JCT. Z Jct. with Mountain Park Sub.		1615
To Mountain Park Sub.	36.6	37.1 ↓	0.5 COALSPUR PYZ	YARD	From Mountain Park Sub.
	43.2		6.6 DISS		31
	47.2		4.0 STERCO		33
	48.1		1.3 COAL VALLEY Y		
	48.5		1.4		
	49.9		FOOTHILLS		
RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable					Daily
845					846

**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	-----	10

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		MOUNTAIN STANDARD TIME		STATIONS	FIRST CLASS			FOURTH CLASS		
845 Freight	1 Passenger	5 Passenger				6 Passenger			2 Passenger	846 Freight	
Daily	Daily	Daily									
	1525	1100		7.2	BISSELL	P	YARD	1505	1730		
				19.7	12.5 SPRUCE GROVE	P	110				
	1552	1127		32.5	12.8 CARVEL	P	108	1435	1705		
				44.3	11.8 WABAMUN	P	121				
				58.1	13.8 GAINFORD	P	110				
				66.3	8.2 ENTWISTLE	P	111				
	1635	1205		68.1	1.8 EVANSBURG	P		1355	1625		
				77.5	9.4 WILDWOOD	PW	112				
				88.1	10.6 LEAMAN	P	108				
	1705	1235		99.7	11.6 NITON	P	111	1325	1555		
				109.8	10.1 PEERS	P	110				
				120.8	11.0 WOLF CREEK	P	110				
0910	\$1735	\$1315		129.6	8.8 EDSON	CKPWY	FY	145	1250	1525	
0930	1740	1320		138.9	9.3 BICKERDIKE	P	116	\$1245	\$1520	1820	
				149.1	10.2 GALLOWAY	P	120			1800	
To Foothills Sub.	1810	1350		155.8	6.7 MEDICINE LODGE	P	110	1210	1447	From Foothills Sub.	
				165.2	9.4 OBED	P	106				
				177.0	11.8 PEDLEY	PW	112				
	\$1850	\$1435		184.6	7.6 HINTON	P	120	\$1145	1415		
				196.2	11.6 SOLOMON	P	113				
				199.4	3.2 SWAN LANDING	P	160				
	1918	1505		208.2	8.8 MIETTE	P	123	1115	1345		
				214.6	6.4 DEVONA	P	123				
				220.5	5.9 SNARING	P	123				
	1945	1540		227.6	7.1 HENRY HOUSE	P	123				
	\$2000	\$1555		235.7	8.1 JASPER	CKPWY	GH	53	\$1045	\$1315	

Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required between Bissell and Swan Landing.

CTC controlled by Train Dispatcher at Edmonton. Special Instruction M-2 applicable. (See Special Instructions 11 and M-25).

**EDSON SUBDIVISION FOOTNOTES**

**1. CLEARANCES**

(a) **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.

(b) **Edson**—All trains must obtain clearance.

(c) All clearances issued to a train which is to operate on both Edson and Foothills Subs must be OK'd by two train dispatchers. Train orders pertaining to Edson Sub. will be listed on top line of clearance and train orders pertaining to Foothills, Mountain Park and Luscar subs will be listed on second line of clearance.

(Continued on Page 19)

**EDSON SUBDIVISION FOOTNOTES—Continued**

**2. CTC Features—**

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 231.4 (Ballast Spur)

**3. Rule 287 Modified—**

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.

**4. 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.

**5. 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.

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

**7. 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.

6-wheel truck engines must not enter 4-way Wholesale spur.

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.

**8. 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.

**9. 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.

**10. Swan Landing**—Alberta Resources Rly. connects with siding at Swan Landing. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Alberta Resources Rly.

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

Dispatcher's telephone located at east end of tunnel.

**12. Jasper**—Passenger siding located between first switch east of station and first switch west of station.

Cars must not be left on the Ice House Track where they will block access to the motor car shed.

**13. 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.

**14. 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.

**15. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS**

Mileage	Passenger	Other
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
73.3 to 73.7	65	50
83.0 to 86.3	60	50

(Continued on Page 20)

**EDSON SUBDIVISION FOOTNOTES—Concluded**

**PERMANENT SLOW ORDERS—Continued**

Mileage	Miles per Hour Passenger	Hour Other Move-ments
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
*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
234.5 to 234.6	30	30

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.

**16. 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.

**17. 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
Evansburg	68.1	121 cars	E 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
Brule	201.2	108 cars	E W
Ballast Spur	231.4	36 cars	E

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

Mileage 46.7  
Mileage 92.3  
Mileage 173.7  
Mileage 205.9

**19. 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 Mileage 25.5.

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

4. All movements keep sharp lookout for fallen rock between Leyland and Mountain Park and while switching Inland Cement Co. Ltd.

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.

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

8. Inland Cement Co. Ltd.—lookout for restricted clearance on old tipple when chute is down.

9. Safety Spur—Mileage 24.7 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. Second paragraph of Rule 104 amended accordingly.

10. When necessary, cars may be left on main track west of Mileage 24.7 and the provisions of General Instruction 5 apply. All trains and engines must protect against possibility of cars on main track west of Mileage 24.7.

11. Mountain Park—Derail on main track 70 feet east of yard east switch.

WESTWARD TRAINS	FOURTH CLASS	Miles from Parkhill Jct.	Yard Limits	MOUNTAIN PARK SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS
				STATIONS	FOURTH CLASS			
845	Freight							846
	Daily							Freight
1110		0.0		PARKHILL JCT. ---Z				1615
				Jct. with Foothills Sub. 0.5				
1112		0.5	1.5	COALSPUR ---PYZ		YARD		1613
				6.4				
1132		6.9		MERCOAL		24		1553
				1.3				
1137		8.2		STEEPER		33		1548
				3.6				
1150		11.8		SHAW		33		1535
				6.2				
1210		18.0		FIDLER		30		1515
				4.5				
		22.4	21.6	Jct. with Luscar Sub.				
1225		22.5		LEYLAND ---PRYZ		37		1500
				1.2				
		23.7	24.7	CADOMIN ---Z				
				7.9				
		31.6		MOUNTAIN PARK ---Y		YARD		
RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable								Daily
845								846

**12. MAXIMUM SPEED**  
Mileage 0.0 to 31.6 ----- Miles per Hour All Movements 20

**13. 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.

**14. OTHER TRACKS**

	Mileage	Capacity	Points Face
Spur	22.2	7 cars	E
Spur	23.6	4 cars	W
Inland Cement Co. Ltd.	24.7	Safety Spur	W

WESTWARD TRAINS	Miles from Leyland	Yard Limits	LUSCAR SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS
			STATIONS				
	0.0	0.6	Jct. with Mountain Park Sub.				
		4.2	LEYLAND ---PYZ			37	
	5.3		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 0.0 to 5.3 ----- Miles per Hour All Movements 15

**4. OTHER TRACKS**

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

HAIGHT SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		HAIGHT SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
	Miles from Haight Jct.	Yard Limits	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. <b>MAXIMUM SPEED</b></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		HAIGHT 7.4		34			
	13.9		INLAND 7.9		32			
	21.8	20.7 ↑	VEGREVILLE JCT. PYZ Jct. with Vegreville Sub.					
<p>RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable</p>								

DEMAI SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		DEMAI SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
	Miles from Camrose Jct.	Yard Limits	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. <b>MAXIMUM SPEED</b></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		DEMAI 5.5		33			
	12.9		ROUNDHILL 5.9		32			
	18.8		DODDS 6.2		31			
	25.0		RYLEY P					
<p>RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable</p>								

**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		KINGMAN SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
	Miles from Tofield	Yard Limits	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. <b>MAXIMUM SPEED</b></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.					
	23.4		DINANT 6.4		43			
	18.4		KINGMAN 6.4		44			
	12.0		BARDO 5.6		44			
	5.6		TOFIELD PY					
<p>RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable</p>								

WESTWARD TRAINS			Miles from North Battleford		Yard Limits		BLACKFOOT SUBDIVISION				EASTWARD TRAINS						
FOURTH CLASS	THIRD CLASS	FIRST CLASS					MOUNTAIN STANDARD TIME				FIRST CLASS	FOURTH CLASS					
94 C.P. Rly. Freight	709 Freight	691 Passenger Railiner					STATIONS				690 Passenger Railiner	508 Freight	884 Freight	93 C.P. Rly. Freight			
Tuesday, Thursday, Sunday	Daily except Sunday	Daily															
1820	0720	0700	0.0	0.3	↓		NORTH BATTLEFORD CKPWYZ Jct. with Turtleford Sub.	FD	40	s 2245	1125	1630	1720				
			0.4		0.58		6.1										
1840	0735	0708	6.1		5.8		BATTLEFORD JCT. PZ Jct. with Battleford Sub.				2234	1110	1615	1658			
To Battleford Sub.	0745	0714	10.8		6.7		HIGHGATE				2226	1100	1605	From Battleford Sub.			
	0756	s 0724	18.9				DELMAS P				s 2217	1049	1554				
	0805	0731	26.2				BRESAYLOR				2209	1037	1542				
	0815	s 0739	33.9				PAYNTON P	AN	33	s 2201	1025	1530					
	0828	0748	43.4				BIRLING				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 P	RS	33	s 2128	0935	1451					
	0918	s 0821	72.6				MARSHALL P	MR	34	s 2118	0918	1440					
	0940	s 0838	82.9	82.2	↓		LLOYDMINSTER PWZ	YD	53	s 2105	0838	1420					
	0950	f 0845	84.4	86.8	↓		BLACKFOOT P		32	f 2054	0707	1400					
	1000	s 0853	99.3				KITSCOTY		42	s 2045	0654	1350					
	1013	s 0904	109.6				ISLAY P		33	s 2034	0640	1335					
	1023	0912	117.3				BORRADAILE		34	2026	0627	1323					
	1035	s 0920	124.4	122.9	↑		VERMILION KPWYZ	VN	30	s 2018	0605	1310					
Special Instruction M-1 applicable.											Daily	Tuesday, Friday	Daily	Tuesday, Thursday, Sunday			
94	709	691									690	508	884	93			

**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 Miles per Hour Passenger Railiner Other Railiner 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 Miles per Hour Passenger Railiner Other Railiner Movements

5.0 to 6.2 ----- 30 20 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 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 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

Miles per Hour Passenger Railiner Other Movements

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	Miles from Battleford	Yard Limits	STATIONS	Office Signals	Siding Car Capacity
<b>93</b> C.P. Rly. Freight Tuesday, Thursday, Sunday						<b>94</b> C.P. Rly. Freight					
From Cut Knife Sub.	0.0	↓	<b>BATTLEFORD PRYZ</b> 2.2	BF	YARD	To Cut Knife Sub.					
1633	2.2	2.3	<b>CUT KNIFE JCT. PRZ</b> Jct. with Cut Knife Sub. 5.6			1905					
1658	7.8	7.3	<b>BATTLEFORD JCT. PRZ</b> Jct. with Blackfoot Sub.			1840					
<b>93</b>			RULES 41 and 44 APPLICABLE Special Instruction M-1 applicable				<b>94</b>				

**BATTLEFORD SUBDIVISION FOOTNOTES**

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 All Movements
0.0 to 7.8	15

WESTWARD TRAINS				CUT KNIFE SUBDIVISION				EASTWARD TRAINS			
FOURTH CLASS	Miles from Cut Knife Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FOURTH CLASS	Miles from Cut Knife Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity
<b>94</b> C.P. Rly. Freight Tuesday, Thursday, Sunday						<b>93</b> C.P. Rly. Freight					
1905	0.0	-----	<b>CUT KNIFE JCT. R</b> Jct. with Battleford Sub. 3.4			1633					
1920	3.4	-----	<b>LINDEQUIST</b> 6.1		17	1621					
1945	9.5	-----	<b>PRONGUA</b> 13.5		39	1602					
2025	23.0	-----	<b>GALLIVAN</b> 3.8		37	1521					
2040	26.8	-----	<b>ROSEMOUND R</b> Jct. with C.P. Rly. 11.2			1510					
-----	38.0	42.9	<b>TATSFIELD</b> 5.8		40	-----					
-----	43.8	↑	<b>CARRUTHERS YZ</b>		YARD	-----					
<b>94</b>			RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable				<b>93</b>				

**CUT KNIFE SUBDIVISION FOOTNOTES**

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 All Movements
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	Office Signals	Siding Car Capacity	STATIONS				
709 Freight	697 Passenger Railiner	691 Passenger Railiner						696 Passenger Railiner	690 Passenger Railiner	884 Freight							
Daily ex. Sun.	Daily	Daily															
1045	-----	\$ 0924	0.0	↓ 0.8	<b>VERMILION</b> .. KPWYZ	VN	30	-----	\$ 2014	0915							
1100	-----	0932	7.4	-----	<b>CLAYSMORE</b> ..		32	-----	2006	0902							
1110	-----	\$ 0940	14.6	-----	<b>MANNVILLE</b> .. P		33	-----	\$ 1958	0850							
1122	-----	\$ 0949	22.9	-----	<b>MINBURN</b> .. P		32	-----	\$ 1947	0837							
1139	-----	\$ 0959	31.6	-----	<b>INNISFREE</b> .. P		25	-----	\$ 1936	0824							
1150	-----	\$ 1006	39.2	-----	<b>RANFURLY</b> .. P		36	-----	\$ 1927	0813							
1203	-----	\$ 1015	48.2	-----	<b>LAVOY</b> .. P		33	-----	\$ 1916	0800							
1215	-----	\$ 1025	57.1	↑ 56.1	<b>VEGREVILLE</b> .. PWZ	RG	64	-----	\$ 1906	0747							
1217	-----	1026	58.0	↓ 59.1	<b>VEGREVILLE JCT.</b> .. PYZ Jct. with Haight Sub.			-----	1904	0745							
1225	-----	1032	64.0	-----	<b>ROYAL PARK</b> ..		33	-----	1859	0737							
1235	-----	\$ 1040	70.9	-----	<b>MUNDARE</b> .. P		51	-----	\$ 1852	0726							
1246	-----	1047	77.6	-----	<b>HILLIARD</b> ..		36	-----	1845	0715							
1257	-----	\$ 1055	85.1	-----	<b>CHIPMAN</b> .. P		37	-----	\$ 1837	0704							
1309	-----	\$ 1103	92.4	-----	<b>LAMONT</b> .. P		41	-----	\$ 1829	0654							
1321	-----	\$ 1110	99.2	-----	<b>BRUDERHEIM</b> .. P		34	-----	\$ 1822	0644							
1332	-----	1117	106.2	-----	<b>SCOTFORD</b> ..		34	-----	1815	0635							
1342	-----	\$ 1125	112.7	↑ 110.4	<b>FORT SASKATCHEWAN</b> .. PZ	FS	63	-----	\$ 1807	0626							
1352	-----	1131	118.0	↓ 115.0	<b>RIVER BEND</b> ..		33	-----	1801	0616							
1359	-----	From Coronado Sub. 1135	121.7	-----	<b>OLIVER</b> ..		33	-----	To Coronado Sub. 1758	0610							
1405	-----	1118 1138	122.9	-----	<b>ST. PAUL JCT.</b> .. PR Jct. with Coronado Sub. 3.5			-----	1746 1756	0605							
-----	-----	1124 1144	126.4	-----	<b>NORTH EDMONTON</b> .. P Interlocked with Wainwright and Edmonton East Terminal Subs.			-----	1740 1750	-----							
<b>709</b>	<b>697</b>	<b>691</b>	Within CTC, unless signals are declared out of service, rear flag protection in accordance with Rule 99 is not required.						Daily	Daily	Daily						
												<b>696</b>	<b>690</b>	<b>884</b>			

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

**PUBLIC CROSSINGS AT GRADE—(SPEED RESTRICTIONS)**

Mileage	Railiner	Passenger except Railiner	Other Movements
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 Eastward movements approaching within 720 feet of crossing and until crossing occupied	45	45	45
Mileage 57.1 (50th Street) Approaching within 350 feet of crossing and until crossing occupied	10	10	10
Mileage 111.4 (Forrest Road) Westward movements approaching within 2100 feet of crossing and until crossing occupied Eastward movements proceeding at less than 15 miles per hour within 1500 feet of crossing until crossing occupied	55	--	--
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.  
57.1 (50th Street)—Automatic protection equipped with push button or other appliance. STOP sign located on other than the main track.  
70.9 (Main Street)—Automatic protection equipped with push button or other appliance. STOP sign located on other than the main track.  
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. (Off Sherritt Gordon Mines Ltd. Mileage 111.0)	111.0	20 cars	W
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		Miles from Oban Jct.	Yard Limits	PORTER SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
				STATIONS					
		0.0		OBAN JCT. R Jct. with Wainwright Sub.					
		5.8		LETT			46		
		11.4		SALTER			44		
		17.5		CANDO			44		
		23.6		RED PHEASANT			46		
		31.9		IBSTONE			44		
		36.4		PORTER			46		
		43.0		DACER			46		
		47.3		BATTLEFORD PRYZ BF			YARD		
		48.2							
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 Biggar 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 Biggar available to operate the interlocking.

**2. MAXIMUM SPEED**

Mileage  
0.0 to 48.2  
Miles per Hour  
All Movements  
20

WESTWARD TRAINS					CORONADO SUBDIVISION					EASTWARD TRAINS			
FOURTH CLASS	FIRST CLASS		Miles from St. Paul Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FIRST CLASS		FOURTH CLASS			
583 Freight	698 Passenger Railiner	697 Passenger Railiner						699 Passenger Railiner	696 Passenger Railiner	836 Freight	584 Freight		
Monday, Wednesday, Friday	Daily	Daily											
0600			160.0	↓ 159.5	HEINSBURG 10.6	BPYZ	YARD					1715	
0629			149.4		LINDBERGH 9.8	P						1655	
0650			139.6		ELK POINT 19.4	P						1627	
0730	s 2020	s 0850	120.2	↑ 121.2	ST. PAUL 7.4	PRWYZ	AU	s 0840	s 2010			1545	
	F 2029	F 0858	112.8	↑ 119.5	OWLSEYE 4.3	P		F 0831	F 2002	To Bonnyville Sub.		1525	
	F 2034	F 0903	108.5		ABILENE 0.4	Z		F 0825	F 1957			1510	
	2035	0904	108.1	↑ 109.0	ABILENE JCT. 3.4	PRYZ		0823	1955			1505	
	To Bonnyville Sub.	s 0908	104.7	↑ 107.6	ASHMONT 6.5	P		From Bonnyville Sub.	s 1950	0344		1455	
		s 0915	98.2		SPEDDEN 8.4	P			s 1942	0332		1430	
		s 0924	89.8		VILNA 9.8	P			s 1931	0316		1405	
		s 0935	80.0		BELLIS 5.3	P			s 1919	0257		1335	
	F 0941		74.7		EDWARD 10.1	P			F 1913	0247		1315	
		s 0957	64.6		SMOKY LAKE 7.6	PW	SM		s 1900	0227		1250	
		s 1007	57.0		WARSPITE 6.9				s 1851	0213		1215	
		s 1016	50.1		WASKATENAU 7.0	P			s 1843	0200		1150	
		s 1024	43.1		RADWAY 8.2	P			s 1835	0146		1125	
		1034	34.9		KERENSKY 5.3				1825	0130		1055	
	s 1041		29.6		REDWATER 9.0	P	R		s 1818	0120		1041	
	F 1051		20.6		CORONADO 5.0	P			F 1808	0100		0940	
	F 1058		15.6		GIBBONS 8.4	P			F 1803	0052		0930	
	1108		7.2		DUAGH 7.2	P			1754	0035		0910	
	1118		0.0		ST. PAUL JCT. Jct. with Vegreville Sub.	PR			1746	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						Daily	Daily	Daily	Sunday, Tuesday, Thursday	
583	698	697						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			
*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
Mileage 0.4 (Highway 15)			
Eastward movements approaching within 1700 feet of crossing and until crossing occupied	40	40	--
Westward movements approaching within 2050 feet of crossing and until crossing occupied	45	45	--
Mileage 29.5 (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

BONNYVILLE SUBDIVISION FOOTNOTES				WESTWARD TRAINS		BONNYVILLE SUBDIVISION		EASTWARD TRAINS				
1. Trains handling—one or more cars with gross weight of 90 tons or more must not exceed 20 miles per hour over the following bridges: Mileage 51.8 Mileage 53.2 Mileage 57.8 2. Mileage 37.0—Switch to Tor American Oil Co. Ltd. spur spiked and cannot be used. 3. Mileage 59.6—Switch to RCAF spur spiked and cannot be used. 4. <b>MAXIMUM SPEED</b> Miles per Hour Railiner Passenger Other Mileage Railiner except Move-ments 0.0 to 61.1 (See Item 1) 65 40 30 On Curves 60 -- -- 5. <b>PERMANENT SLOW ORDERS</b> Miles per Hour 0.0 to 0.3 25 25 20 2.8 to 3.0 55 -- -- 3.7 to 4.0 45 -- -- 5.1 to 8.0 on curves 45 -- -- 22.0 to 22.2 50 -- -- 27.2 to 27.5 55 -- -- 31.3 to 32.4 45 -- -- 37.1 to 37.4 55 -- -- 40.7 to 40.9 55 -- -- 57.2 to 57.4 45 -- -- 57.7 to 57.8 10 10 10 58.0 to 58.1 45 -- -- 60.5 to 60.8 40 -- --				FIRST CLASS	Miles from Abilene Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FIRST CLASS	FOURTH CLASS	
				699						698	836	
				Passenger Railiner					Passenger Railiner	Freight		
				Daily								
				0710	61.1	↓	GRAND CENTRE PRYZ	NC	YARD	s 2150	0600	
				0715	57.2	59.5	BEAVER RIVER P			2142	0551	
				F 0726	48.2		ARDMORE P			F 2131	0532	
				F 0732	42.9		FORT KENT P			F 2125	0521	
				s 0740	36.6		BONNYVILLE PW	N	40	s 2117	0508	
				0754	24.1		FRANCHERE		32	2103	0444	
				s 0800	18.8		GLENDON P		32	s 2057	0434	
				s 0805	14.7		THERIEN		35	s 2052	0425	
				s 0811	9.8		MALLAIG P		31	s 2046	0415	
				0823	0.0	↑	ABILENE JCT. PRYZ			2035	0355	
				Special Instruction M-1 applicable						Daily	Daily	
				699						698	836	
				<b>6. OTHER TRACKS</b>						Points Face		
									Mileage	Capacity		
									Tor American Oil Co. Ltd. 37.0	22 cars	E	
									RCAF Spur 59.6	135 cars	E	
									RCAF Airport Trackage 60.4	325 cars	connected to Tail of Wye	

NORTHWARD TRAINS		SHEERNESS SUBDIVISION				SOUTHWARD TRAINS			
		Miles from Batter Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity			
		53.7		WARDLOW Y	Y	YARD			
		46.3		CESSFORD		32			
		39.2		POLLOCKVILLE		40			
		25.6		SUNNYNOOK		33			
		11.5		SHEERNESS		33			
		6.1		TAPLOW		32			
		0.0		BATTER JCT. PR					
		Jct. with Oyen Sub.							
		RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable							

SHEERNESS SUBDIVISION FOOTNOTES				OTHER TRACKS			
1. Unless authorized by Superintendent of Transportation, movements must not be operated beyond mileage 46.8. 2. Batter Jct.—Trains will register only when so directed by train order. 3. Pollockville—Siding is located between south switch and crossover north of station. 4. <b>MAXIMUM SPEED</b> Miles per Hour All Movements 0.0 to 53.7 25		5.			Mileage	Capacity	Points Face
		Western Dominion Coal Co. Ltd.			12.7	195 cars	N S
		Ballast Pit			39.8	88 cars	N
		Murphy Oil Co. Ltd.			46.0	20 cars	S

BODO SUBDIVISION FOOTNOTES				WESTWARD TRAINS		BODO SUBDIVISION		EASTWARD TRAINS			
1. Unity—Bodo Sub. connects with siding at Unity. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Bodo Sub. *Mileage commences at the switch connecting the siding with Bodo Sub. 0.4 miles west of station Unity. 2. <b>MAXIMUM SPEED</b> Miles per Hour All Movements Mileage 0.0 to 51.5 20 3. <b>PUBLIC CROSSING AT GRADE</b> Mileage 58.36 (First Avenue) Wainwright Sub. Approaching within 150 feet of crossing and until crossing occupied 5				Miles from Connecting switch	Yard Limits	STATIONS	Office Signals	Siding Car Capacity			
				0.0	↓	UNITY PWZ	NI				
				11.2	0.9	SUNNYGLEN		32			
				14.6		REWARD		34			
				20.7		DONEGAL					
				26.3		SALVADOR					
				31.6		HEARTS HILL		35			
				39.5		CACTUS LAKE		36			
				44.8		COSINE		35			
				51.1	50.9						
				51.5	↑	BODO	Y Z	YARD			
				RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable							

NORTHWARD TRAINS		SPONDIN SUBDIVISION				SOUTHWARD TRAINS			
		Miles from Scapa	Yard Limits	STATIONS	Office Signals	Siding Car Capacity			
		0.0		SCAPA Y	Y				
		8.6		GARDEN PLAIN		38			
		17.4		SPONDIN		32			
		17.7		End of Operated Track					
		RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable							

SPONDIN SUBDIVISION FOOTNOTES			
1. Scapa—Jct. switch spiked for through movement on Endiang Sub. and must not be reversed.		2. <b>MAXIMUM SPEED</b> Miles per Hour All Movements 0.0 to 17.7 10	

WESTWARD TRAINS		OYEN SUBDIVISION		EASTWARD TRAINS	
FOURTH CLASS	Miles from Kindersley	Office Signals	Siding Car Capacity	FOURTH CLASS	
707 Freight Daily	Yard Limits			806 Freight	
MOUNTAIN STANDARD TIME					
STATIONS					
	0.0	-----	-----	0310	
	0.7	-----	-----		
	1.9	-----	-----		
1312	8.3	-----	50	0255	
1321	15.0	-----	58	0246	
1331	22.6	-----	46	0236	
1342	30.9	-----	44	0225	
1351	36.8	-----	40	0216	
1402	43.7	-----	52	0205	
1411	50.9	-----	46	0156	
1423	60.7	-----	46	0144	
1431	66.7	-----	68	0136	
1437	71.6	-----	40	0130	
1444	77.0	-----	54	0123	
1452	83.0	-----	43	0115	
1500	88.8	-----	40	0107	
1516	102.3	-----	80	0051	
1523	108.3	-----	52	0044	
1533	116.2	-----	42	0034	
1539	120.7	-----	53	0028	
1552	131.1	-----	52	0014	
1554	131.8	-----	-----	0012	
1605	136.4	-----	HN	0005	
Special Instruction 3 applicable				Daily ex. Sunday	
Special Instruction M-1 applicable				806	

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	Miles per Hour
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
22.36 (Highway 7)	
Approaching within 1600 feet of crossing and until crossing occupied	50

(Continued on Page 33)

OYEN SUBDIVISION FOOTNOTES—Concluded

- Mileage 132.89 (Highway 36)  
Approaching within 1650 feet of crossing and until crossing occupied ----- 50
- Mileage 136.07 (Highway 36)  
Approaching within 1500 feet of crossing and until crossing occupied ----- 50
7. OTHER TRACKS
- | Mileage           | Capacity | Points Face |
|-------------------|----------|-------------|
| Imperial Oil Spur | 101.9    | 7 cars E    |
8. 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.
4. EQUIPMENT RESTRICTIONS
- With the exception of yard tracks 3 and 4 at Hanna, diesel units in 5000 series must not be operated on other tracks.
5. Alsask } Trains will register only when so directed by train order.
6. Batter Jct. }

NORTHWARD TRAINS		ENDIANG SUBDIVISION		SOUTHWARD TRAINS	
Miles from Endiang Jct.	Yard Limits	Office Signals	Siding Car Capacity		
STATIONS					
0.0	-----	-----	-----		
	0.9	-----	-----		
11.2	-----	-----	32		
18.2	-----	-----	43		
28.0	-----	-----	27		
34.3	-----	-----	32		
47.1	-----	-----	32		
55.6	-----	-----	17		
62.2	61.6	-----	-----		
0.7 SEE STETTLER SUBDIVISION					
62.9	64.3	-----	-----		
70.4	74.7	-----	32		
75.2	-----	-----	-----		
RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable					

ENDIANG SUBDIVISION FOOTNOTES

1. Clearances—Extra trains created at Endiang Jct. must obtain clearance at Hanna and may then leave Endiang Jct. 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			1943
1825		2121	40.3	39.2	DINOSAUR PRYZ Jct. with Stettler Sub.		49	0810		1931
1827		2124	41.1		MUNSON PZ		50	0807		1929
1859		s2140	52.4	41.8	DRUMHELLER CKPWZ	YD	68	0750		1859
1909			56.8	51.1	ROSEDALE P		75			1849
1910			57.0	54.2	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		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	

Special Instruction 3 applicable  
Special Instruction M-1 applicable

707 692 694

Daily Daily Daily  
695 693 844

**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, and other trains will register when so directed by train order. Other trains, except Fast Freight

Trains Nos. 315 and 316, 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 10 10  
Westward movements which have stopped between register booth Dinosaur and the crossing and movements from Stettler Sub., until crossing occupied 5 5  
Eastward movements approaching within 1250 feet of crossing and until crossing occupied 40 --

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 475 feet of crossing and until crossing occupied -- 10

(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)—Eastward movements from joint CN-CP Industrial Park lead approaching within 100 feet of crossing must not exceed 5 miles per hour until crossing occupied.

Circuit sign in service on Drumheller Sub. 475 feet east of crossing and movements switching at 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 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 Jct. with Mantario Sub. 7.7				↕	
		7.7		CUTHBERT 8.5		31			
		16.2	ARNESON 7.5		31				
		23.7	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 Jct. with Elrose Sub. 5.3				↕	
		0.3		DANKIN 4.8		AN	27		
		5.3	EATONIA 6.3			28			
		10.1	LAPORTE 9.2		MA	33			
		16.4	MANTARIO 5.9			33			
		25.6	EYRE RZ 0.6						
		31.5	EYRE JCT. YZ Jct. with Acadia Valley Sub. 11.7		Y				
		32.1	Jct. with Oyen Sub. Y						
		38.2			ALSASK PRZ	SK			
		43.8	43.1	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 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 BEISEKER P	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 2003		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		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

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	55	--
6.7 to 7.3	65	--
8.6 to 8.8	--	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	55	45
24.2 to 25.7	65	--
28.6 to 28.8	65	--
30.6 to 31.6	55	45
34.8 to 41.2	45	40
*43.4 to 43.9	60	--
45.5 to 46.5	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	45	40
60.0 to 61.6	45	30
*61.6 to 65.0	60	45
65.0 to 69.9	45	40
71.5 to 71.7	60	--
73.6 to 83.9	45	40
94.0 to 95.1	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 5000-5199 series or loaded cars of ore must not be operated on the following sidings and other tracks unless necessary to set out bad order equipment.  
Mirror — All except yard tracks 1, 2, 3, 4, Extension Pass and Wye.  
Alix — Other tracks.  
Heatburg — Siding.  
Ardley — Siding.  
Delburne — Siding.  
Huxley — Other tracks.  
Trochu — Other tracks.  
Twining — Siding and other tracks.  
Gravel pit mileage 95.9 — Other tracks.  
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)—Eastward movements from joint CN-CP Industrial Park lead approaching within 100 feet of crossing must not exceed 5 miles per hour until crossing occupied. Circuit sign located on Drumheller Sub. 475 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 mileage 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			SOUTHWARD TRAINS				
FIRST CLASS	Miles from Ferlow Jct.	Yard Limits	STETTTLER SUBDIVISION STATIONS	Office Signals	Siding Car Capacity	FIRST CLASS	
695 Passenger Railer						694 Passenger Railer	
Daily							
0810	108.0	106.8	DINOSAUR --- PRYZ Jct. with Drumheller Sub. 7.6			2121	
s 0822	100.4		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		57.1	WARDEN JCT. --- RZ South Jct. with Endiang Sub. 0.7			
s 0923	55.8			North Jct. with Endiang Sub. WARDEN --- PRYZ		34	s 2010
			54.9	4.9			
s 0935	50.9	51.3		STETTTLER --- Z	SR	23	s 2003
F 0942	45.4	49.8	LEAHURST 5.0			F 1953	
s 0949	40.4		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	
						Daily	
			Special Instruction M-1 applicable				
						694	

(Stettler Sub. Footnotes on Page 41)

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

**5. 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).

**6. MAXIMUM SPEED**

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

**7. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS**

Mileage	Restrictions	Miles per Hour All Movements except Railer	
		Railer	Railer
0.5 to 1.3	-----	35	20
17.3 to 17.6	On Curves	50	--
20.3 to 20.8	On Curves	50	--
24.5 to 24.8	-----	50	--
25.5 to 25.7	-----	50	--
27.1 to 27.8	On Curves	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	On Curves	50	--
64.4 to 65.3	-----	40	--
67.1 to 67.4	-----	50	--
81.0 to 82.3	-----	50	--
94.6 to 95.5	On Curves	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	--

**8. OTHER TRACKS**

	Mileage	Capacity	Points Face
Ballast Pit	1.9	68 cars	N S
Interchange track with C.P. Rly.	50.2	19 cars	N
Stettler Auction Mart	50.2	6 cars	N off interchange track
U.F.A. Co-op.	50.5	3 cars	S
Stettler Town Spur	50.6	18 cars	N
Federated Co-op Spur	50.7	3 cars	N

WESTWARD TRAINS		Miles from Alix South Jct.	Yard Limits	BRAZEAU SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
FOURTH CLASS	STATIONS								
<b>551</b>	Freight								
	Monday, Thursday								
	0550	0.0		<b>ALIX SOUTH JCT.</b> ----- <b>P</b>					
				Jct. with Three Hills Sub.					
	0615	10.0		<b>HAYNES</b> -----			33		
	0630	17.2		<b>JOFFRE</b> -----			32		
	0640	22.4		<b>PRENTISS</b> -----			32		
	0715	36.5	35.7 ↑ 37.3	<b>RED DEER JCT.</b> ----- <b>RYZ</b>			31		
	0750	51.5		<b>SYLVAN LAKE</b> -----			33		
	0805	57.6		<b>ELSPETH</b> -----					
	0825	65.7		<b>ECKVILLE</b> ----- <b>KI</b>			34		
	0840	72.7		<b>WITHROW</b> -----			32		
	0855	77.0		<b>LESLIEVILLE</b> -----			32		
	0915	85.5		<b>CODNER</b> -----			32		
	0929	90.9	90.5 ↑ 95.3	<b>OTWAY</b> ----- <b>Z</b>			11		
				Jct. with C.P. Rly.					
	0930	91.2		<b>ROCKY MT. HOUSE</b> ----- <b>PRYZ</b>			37		
				<b>LOCHEARN</b> ----- <b>Z</b>			41		
				<b>ULLIN</b> -----					
				End of Joint Section					
		108.6		<b>HORBURG</b> ----- <b>P</b>			32		
		126.5		<b>ANCONA</b> -----			32		
		131.7		<b>SAUNDERS</b> ----- <b>P</b>			21		
		142.5		<b>HARLECH</b> ----- <b>P</b>			32		
		149.6	148.0 ↑	<b>BRAZEAU</b> ----- <b>PRYZ</b>			<b>YARD</b>		
				RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable between Brazeau and Red Deer Jct. Special Instruction M-1 applicable					

**BRAZEAU SUBDIVISION FOOTNOTES**

- 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.
- Alix South Jct.**—Conductor on No. 551 must call Train Dispatcher and advise time train cleared Three Hills Sub.
- Red Deer Jct.**—Extra trains will register only when so directed by train order.
- 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.
- 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**

- Red Deer South Industrial Spur** connects to C.P. Rly. at South Jct., mileage 93.1 C.P. Rly. Red Deer Subdivision.
- 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.
- Between Otway and Ullin, trains are operated over C.P. Rly. trackage and are governed by CN Rly. time table, rules and regulations.
- Unless authorized by Supt. of Transportation, movements must not be operated beyond mileage 95.4.
- All movements lookout for fallen rocks on track between mileage 108.6 and mileage 149.6.

**11. MAXIMUM SPEED**

Mileage	Miles per Hour
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

**12. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS**

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

**13. 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.

**14. OTHER TRACKS**

	Mileage	Capacity	Points Face
<b>Red Deer North Industrial Spur</b> connected to east leg of wye at Red Deer Jct.	36.5	5.3 miles	E
<b>Spur</b>	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 Spur	94.7	17 cars	E
Revelstoke Building Materials Ltd.	141.4	11 cars	E
	141.7	22 cars	W
<b>Red Deer North Industrial Spur:</b>			
Fluor Canada Ltd.	1.2	10 cars	S
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
<b>Red Deer South Industrial Spur:</b>			
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							BETWEEN STATIONS
NOTE—SEE GENERAL INSTRUCTIONS (FORM 696) PAGE 78							
WESTWARD OR NORTHWARD (Read Down)							
Car Factor	Single Unit	Single Unit	Two Unit	Two Unit	Two Unit	Single Unit	
	GR-12	GR-12	GR-17 (high speed gear)	GFA-15 Ballasted GR-15 and GR-17	GFA-B-15 Non-Ballasted GR-17	SD-40	
	1000-99	1200-1399	4100-99	9104-9142 4400-4899	9000-9102 4200-4399	5000-5199	
12	2460	3250	5280	7500	7000	5800	WAINWRIGHT SUBDIVISION
12	2510	3330	6160	8000	7800	5800	Biggar and Wainwright
8	1590	2070	----	4750	4400	3800	BLACKFOOT-VEGREVILLE SUBDIVISIONS
10	2060	2770	----	6100	5700	4900	North Battleford and Lloydminster
10	2180	2850	----	6450	6000	5400	Lloydminster and Vermilion
8	1560	2000	----	----	4800	----	BONNYVILLE-CORONADO SUBDIVISIONS
5	990	1275	----	----	3050	----	Grand Centre and Bonnyville
6	1290	1695	----	4200	3920	----	Bonnyville and Abilene Jct.
8	1410	1825	----	4520	4300	----	Heinsburg and Abilene
8	1740	2250	----	5560	5300	----	Abilene and Redwater
10	2450	2950	----	7200	6400	----	Redwater and St. Paul Jct.
12	2560	----	----	----	----	----	ALLIANCE SUBDIVISION
8	1780	----	----	----	----	----	Camrose and Alliance
12	2350	----	----	----	----	----	DEMAY-HAIGHT SUBDIVISIONS
9	1730	2070	----	5400	4960	4250	Camrose Jct. and Vegreville Jct.
9	2170	2700	----	6700	6200	5200	KINGMAN SUBDIVISION
9	2500	3300	----	7600	7100	6700	Barlee Jct. and Tofield
9	2720	3300	----	8300	7800	7000	BODO SUBDIVISION
12	2370	3130	5940	7600	7300	6100	Unity and Bodo
12	2370	3130	5940	7600	7300	6100	CAMROSE SUBDIVISION
4	720	990	----	2720	2120	2060	Mirror and Camrose
4	600	----	----	----	----	----	Camrose and New Sarepta
4	820	----	----	----	----	----	New Sarepta and Bretona
2	340	440	----	1150	1040	945	Bretona and Bretville Jct.
2	460	620	----	1620	1340	1230	EDSON SUBDIVISION
10	1950	2700	----	----	----	----	Bissell and Edson
10	2400	3100	----	----	----	----	Edson and Jasper
10	2400	3100	----	----	----	----	FOOTHILLS-LUSCAR-MOUNTAIN PARK SUBDIVISIONS
10	2400	3100	----	----	----	----	Bickerdike and Coalspur
10	1950	2400	----	5900	5700	4900	Coalspur and Diss
6	1340	----	----	----	----	----	Diss and Foothills
7	1530	----	----	----	----	----	Leyland and Luscar
7	1500	----	----	----	----	----	Coalspur and Mercoal
8	1840	----	----	----	----	----	Mercoal and Mercoal
10	2140	----	----	----	----	----	Mercoal and Cadomin
7	1780	----	----	----	----	----	ATHABASCA-SANGUDO SUBDIVISIONS
7	1370	----	----	----	----	----	N.A. Rly. and Morinville
7	1300	----	----	----	----	----	Morinville and Vimy
10	2900	----	----	----	----	----	Vimy and Meanook
							Meanook and Athabasca
							Union Jct. and Onoway
							Onoway and Whitecourt

Note: Single unit rating is one-half two unit rating. When units of different tonnage ratings are combined and the combined rating not listed above, the tonnage rating applicable will be the total of the rating for each unit in the consist; except that when a 1000 series unit is within the consist, the tonnage rating will be that of the 1000 series unit multiplied by the number of units in the consist.  
 Tonnage ratings for units in 3200 - 4000 series is 5% greater than for GFA - B - 15 non-ballasted GR - 17 units.  
 Tonnage ratings for units in 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							BETWEEN STATIONS	Car Factor
NOTE—SEE GENERAL INSTRUCTIONS (FORM 696) PAGE 78								
EASTWARD OR SOUTHWARD (Read Up)								
	Single Unit	Two Unit	Two Unit	Two Unit	Single Unit	Single Unit		
	SD-40	GFA-B-15 Non-Ballasted GR-17	GFA-15 Ballasted GR-15 and GR-17	GR-17 (high speed gear)	GR-12	GR-12		
	5000-5199	9000-9102 4200-4399	9104-9142 4400-4899	4100-99	1200-1399	1000-99		
							WAINWRIGHT SUBDIVISION	
							Biggar and Wainwright	12
							Wainwright and Edmonton	12
							BLACKFOOT-VEGREVILLE SUBDIVISIONS	
							North Battleford and Lloydminster	10
							Lloydminster and Vermilion	10
							Vermilion and Innisfree	10
							Innisfree and Edmonton	10
							BONNYVILLE-CORONADO SUBDIVISIONS	
							Grand Centre and Bonnyville	8
							Bonnyville and Abilene Jct.	5
							Heinsburg and Abilene	8
							Abilene and Redwater	8
							Redwater and St. Paul Jct.	8
							ALLIANCE SUBDIVISION	
							Camrose and Alliance	10
							DEMAY-HAIGHT SUBDIVISIONS	
							Camrose Jct. and Vegreville Jct.	12
							KINGMAN SUBDIVISION	
							Barlee Jct. and Tofield	8
							BODO SUBDIVISION	
							Unity and Bodo	12
							CAMROSE SUBDIVISION	
							Mirror and Camrose	9
							Camrose and New Sarepta	9
							New Sarepta and Bretona	9
							Bretona and Bretville Jct.	9
							EDSON SUBDIVISION	
							Bissell and Edson	12
							Edson and Jasper	12
							FOOTHILLS-LUSCAR-MOUNTAIN PARK SUBDIVISIONS	
							Bickerdike and Coalspur	10
							Coalspur and Diss	10
							Diss and Foothills	10
							Leyland and Luscar	5
							Coalspur and Mercoal	5
							Mercoal and Mercoal	5
							Mercoal and Cadomin	5
							ATHABASCA-SANGUDO SUBDIVISIONS	
							N.A. Rly. and Morinville	10
							Morinville and Vimy	10
							Vimy and Meanook	10
							Meanook and Athabasca	10
							Union Jct. and Onoway	10
							Onoway and Whitecourt	10
							DODSLAND PORTER-CUTKNIFE and BATTLEFORD SUBDIVISIONS	
							Biggar and Ruthilda	8
							Ruthilda and Dodsland	5
							Dodsland and Coleville	10
							Coleville and Loverna	8
							Loverna and Hemaruka	10
							Oban and Red Pheasant	10
							Red Pheasant and Battleford	10
							Battleford and Carruthers	7
							Battleford and Battleford Jct.	7

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	
<b>THREE HILLS SUBDIVISION</b>					
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
<b>OYEN-DRUMHELLER SUBDIVISIONS</b>					
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
<b>BRAZEAU SUBDIVISION</b>					
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
<b>SHEERNESS SUBDIVISION</b>					
7	1500	1940	----	4480	Wardlow and Sheerness
7	1900	2410	----	5600	Sheerness and Batter Jct.
<b>MANTARIO SUBDIVISION</b>					
10	1960	2480	----	----	Glidden and Alsask
<b>ACADIA VALLEY SUBDIVISION</b>					
10	1690	1940	----	----	Eyre and Acadia Valley
<b>ENDIANG SUBDIVISION</b>					
10	2380	3350	----	----	Hanna and Endiang
10	2550	4100	----	----	Endiang and Warden
10	4500	7000	----	----	Warden and Nevis
<b>SPONDIN SUBDIVISION</b>					
10	2400	----	----	----	Spondin and Scapa
<b>C.P. RLY. LANGDON SUB.</b>					
10	3100	3600	----	----	Rosedale and East Coulee
<b>STETTLER SUBDIVISION</b>					
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	
<b>THREE HILLS SUBDIVISION</b>					
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
<b>OYEN-DRUMHELLER SUBDIVISIONS</b>					
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
<b>BRAZEAU SUBDIVISIONS</b>					
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
<b>SHEERNESS SUBDIVISION</b>					
Wardlow and Batter Jct.	4800	----	2080	1700	7
<b>MANTARIO SUBDIVISION</b>					
Glidden and Alsask	----	----	2750	2480	10
<b>ACADIA VALLEY SUBDIVISION</b>					
Eyre and Acadia Valley	----	----	2360	1740	10
<b>ENDIANG SUBDIVISION</b>					
Hanna and Endiang	----	----	4400	2700	12
Endiang and Warden	----	----	4400	2700	12
Warden and Nevis	----	----	4000	2700	12
<b>SPONDIN SUBDIVISION</b>					
Spondin and Scapa	----	----	----	2400	10
<b>C.P. RLY. LANGDON SUB.</b>					
Rosedale and East Coulee	----	----	3200	2560	10
<b>STETTLER SUBDIVISION</b>					
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:

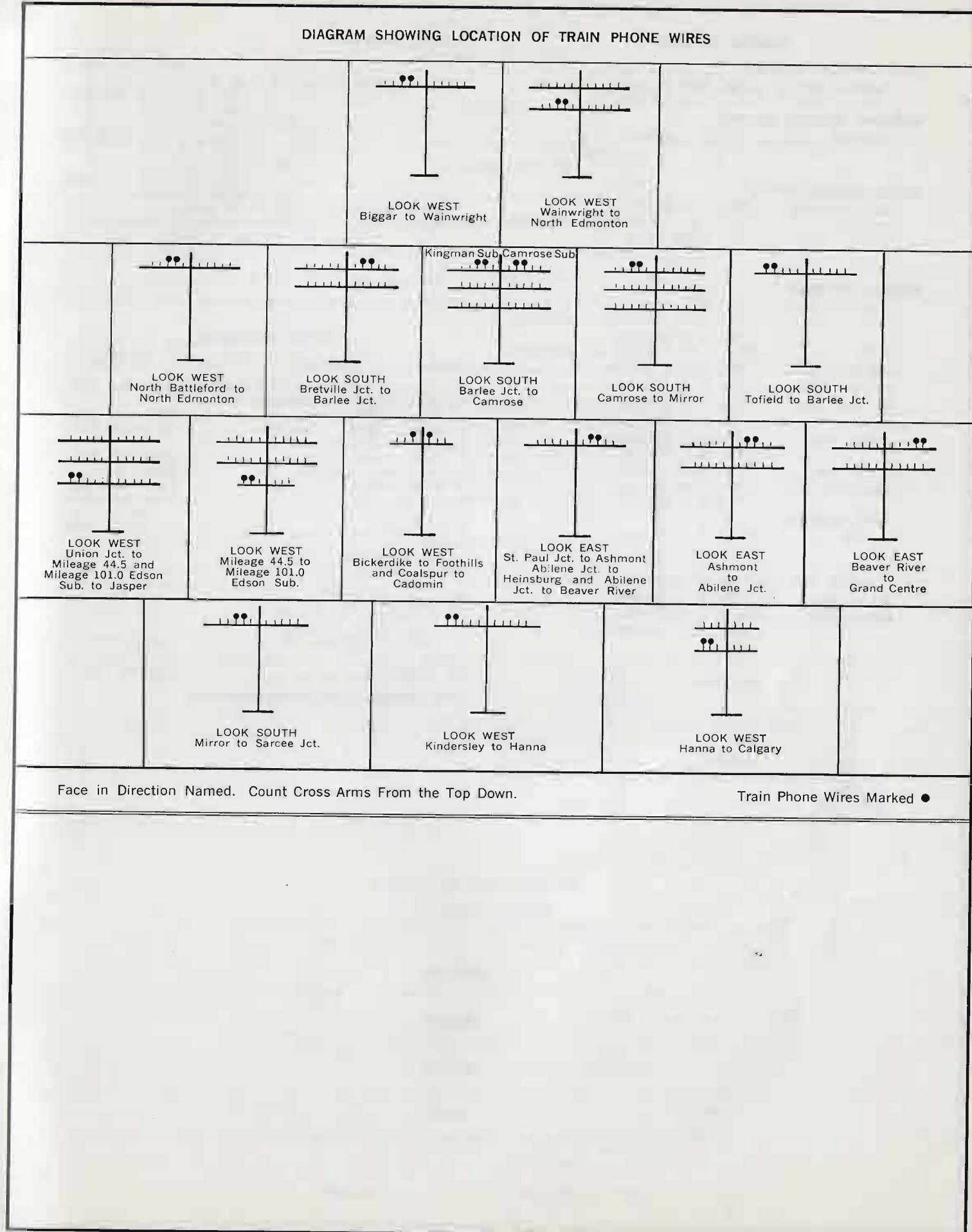
- (a) Montreal Locomotive Works or Alco Units Except Units in 2000 series:  
One or two motors cut out: reduce rating 50%.
- (b) Montreal Locomotive Works or Alco Units in 2000 series:  
Three motors cut out (one or two motors cannot be cut out): reduce rating 50%.
- (c) General Motors Diesel or E.M.D. 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
<b>WAINWRIGHT</b> 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
<b>CLOVER BAR</b> Chemcell Track 2 ----- Track 6 -----	Pipes Canopy	Overhead South	142nd Street Industrial Area Haliburton Oilwell Cementing Co. Ltd. -----	Warehouse	East
<b>NORTH EDMONTON-EDMONTON</b> 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	<b>STRATHCONA LINE</b> 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	<b>FORESTBURG</b> Forestburg Collieries Ltd. Track 5 -----	Loading Ramp	West
Old Freight Shed Mail Forwarding Spur -----			<b>VERMILION</b> East Elevator Track ----- Elevator Track -----	Elevator Spout Elevator Spouts	North North
<b>EDMONTON-BISELL</b> New Freight Shed Track 1 ----- Track 5 ----- Track 6 -----	Shed Ramp Ramp	South North South	<b>WINDFALL</b> 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	<b>BISELL</b> 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	<b>SPRUCE GROVE</b> Industrial Track ----- Platform Track -----	Shed Shed	South South
Lane 104½ Street Alley Spur -----	Pole Line	West	<b>WABAMUN</b> C. Huebert Spur -----	Wood Piles	Both
Lane 106½ Street N.A.D. Pool Spur ----- General Steel Wares -----	Crossing Sign 103 Ave. Pole	East East	<b>CADOMIN</b> 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	<b>HINTON</b> 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	<b>CALGARY</b> 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	<b>BRAZEAU</b> Brazeau Collieries Tracks -----	Track 1—Tipple Tracks 2 and 3— Tipple	South Both
			<b>ROSEDALE</b> Subway Coal Co. -----	Storage track—Ramp Storage track—Tipple	North North
			<b>HUBALTA</b> Western Rolling Mills Mileage 124.2 -----	Overhead Crane	Overhead



**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**

			Telephones
		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	Edmonton, Alta.
Shoppers' Park		Edmonton, Alta.
W. Brodie	9514 - 118th Ave.	Edmonton, Alta.
Freeman's Credit Jewellers		Edmonton, Alta.
	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.
Tony Oja, Pride Jewellers		Calgary, Alta.
	3601A - 17th Ave. S.E.	Calgary, Alta.
Agent		Mirror, Alta.
K. Jardine		Lacombe, Alta.

\*For employees assigned at Edson only

**FAST FREIGHT TRAINS**

For Information Only

	No. 487	No. 413	No. 303	No. 301	No. 309	STATIONS	No. 304	No. 314	No. 314	No. 302	No. 486		
	Daily	Daily ex. Fri., Sat.	Daily	Daily	Daily								
Arr. CST			2315	1430	1450	BIGGAR	0815		0140	1510		Lve. CST	
Lve. MST			2245	1410	1420		0630		0010	1320			Arr. MST
Arr.			0530	2105	2115	CALDER	0001		1545	0630		Lve.	
Lve.	0230	1100							1015		2230	0730	Arr.
Arr. MST	1030	2000			0600	JASPER			0325		1730	2350	Lve. MST
Lve. PST	1300	2115			0520				0125		1600	2200	Arr. PST
	No. 487	No. 413	No. 303	No. 301	No. 309		Daily No. 304	Daily ex. Mon., Tues. No. 314	Daily No. 314	Daily No. 302	Daily No. 486		

	No. 485	STATIONS	No. 484	
	Daily ex. Sat.		Daily ex. Sun.	
Lve.	2210	CALGARY (Sarcee Yard)	0140	Arr.
Arr.	0155		2130	Lve.
Lve.	0225	MIRROR	2100	Arr.
Arr.	0615	CALDER	1700	Lve.
	Daily ex. Sun. No. 485		Daily ex. Sat. No. 484	

	No. 315	STATIONS	No. 316	
	Daily ex. Sat.		Daily ex. Mon.	
Lve.	1710	KINDERSLEY	0450	Arr.
Arr.	1955		0130	Lve.
Lve.	2020	HANNA	0050	Arr.
Arr.	0030	CALGARY (Sarcee Yard)	2100	Lve.
	Daily ex. Sun. No. 315		Daily ex. Sun. No. 316	

	No. 357	STATIONS	No. 356	
	Daily ex. Sunday			
Lve.	0600	NORTH BATTLEFORD	1900	Arr.
Arr.	1630	CALDER	0930	Lve.
	No. 357		Daily ex. Sunday No. 356	

**EXPRESS and PIGGYBACK TRAIN**

For Information Only

	No. 217	STATIONS	No. 218	No. 218	
	Daily				
Arr. CST	0040	BIGGAR		1000	Lve. CST
Lve. MST	2350			0850	Arr. MST
Arr.	0600	CALDER		0310	Lve.
Lve.	0710			0055	Arr.
Arr. MST	1310	JASPER			Lve. MST
Lve. PST	1230			2000	1845
	No. 217		Daily ex. Mon.	Daily	
			No. 218	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
J. O. Nixon	Trainmaster - Road Foreman	Edmonton
J. W. Gorrie	Trainmaster	Edmonton
C. J. Loader	Trainmaster - Road Foreman	Edmonton
R. J. Robinson	Trainmaster - Road Foreman	Jasper
W. H. Kawalilak	Trainmaster - Road Foreman	Biggar
R. B. Gilchrist	Supt. of Equipment and Master Mechanic	Calgary
H. G. Shuttleworth	Trainmaster - Road Foreman	Calgary
D. A. Bradley	Acting Trainmaster - Road Foreman	Calgary

TRAIN DISPATCHERS' OFFICE AT EDMONTON  
TELEGRAPH CALL "DK"

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

## Train Dispatchers:

G. D. Adair	W. H. Jardine	K. O. McAmmond
W. Fischer	W. Jwaszko	D. B. McDonald
W. Footz	A. N. Krauter	D. G. McMinn
W. F. Fowler	E. Kunkel	W. G. Owens
R. P. Geddis	M. S. Marcoff	K. D. Roche
W. R. Harmon	F. A. Matwychuk	W. Sherstenko

TRAIN DISPATCHERS' OFFICE AT CALGARY  
TELEGRAPH CALL "K"

A. F. MacRae	Chief Train Dispatcher
--------------	------------------------

## Train Dispatchers:

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

