

Knowledge Plus Caution Equals Safety

CANADIAN NATIONAL RAILWAYS

MOUNTAIN REGION -- CALGARY AREA



TIME 19 TABLE

Taking effect at 24:01 Sunday, April 25th, 1965

GOVERNED BY MOUNTAIN STANDARD TIME

FOR INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

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

**G. F. MIDDLETON,
AREA MANAGER
CALGARY**

**J. K. HELM,
SUPT. TRANSPORTATION
CALGARY**

Page	Subdivision	Miles
8	Acadia Valley Jct. with Mantario Sub. to Acadia Valley	23.7
13	Brazeau Alix South Jct. to Brazeau	149.6
4-5-6	Drumheller Hanna to Calgary	136.8
6	Endiang Jct. with Drumheller Sub. to Nevis	75.2
8	Mantario Glidden to Alsask (not including Glidden)	43.8
2-3	Oyen Kindersley to Hanna (not including Kindersley)	136.4
12	Red Deer Red Deer Jct. to End of Track	9.1
11-12	Stettler Ferlow Jct. to Dinosaur	108.0
7	Sheerness Batter Jct. to Wardlow	53.7
7	Spondin Spondin to End of Track	17.7
9-10	Three Hills Mirror to Sarcee Jct. (including Mirror)	126.2
Total Miles		880.2

MAXIMUM SPEED

Between Mileages.	Miles per Hour
0.0 and 5.2	50
5.2 and 8.1	40
8.1 and 30.9	50
30.9 and 40.0	40
40.0 and 74.3	50
74.3 and 136.4	55

PUBLIC CROSSINGS AT GRADE.

Mileage	Approaching within 1050 feet of crossing	Westward movements proceeding at less than 10 miles per hour within 1050 feet of crossing, until crossing occupied
0.91 (Highway 30)	25	
66.3 (Highway 41)	10	
136.07 (Highway 36)	30	
	50	
	20	

PERMANENT SLOW ORDER.

Between Mileages.	Miles per Hour
75.3 and 75.5	50
77.2 and 78.2	50
79.2 and 79.7	40
81.2 and 81.3	50
84.0 and 84.1	50

Telephones

Office	Residence
CHIEF MEDICAL OFFICER	
Montreal, Que.	Dr. K. E. Dowd
REGIONAL MEDICAL OFFICER	
Edmonton, Alta.	*Dr. C. E. Mather
AREA MEDICAL OFFICE	
Edmonton, Alta.	*Dr. N. E. Alexander 424-0231 439-2269 Local 313
MEDICAL OFFICERS	
Calgary, Alta.	*Dr. S. H. McLeod Day AM 2-2504 CH 3-0766 Night AM 9-3535
	*Dr. L. A. McKercher Day 263-8219 255-8283 Night 263-8219
	*Dr. Wm. M. Chisholm Day AM 3-6262 CH 3-5680 Night AM 9-2151
Camrose, Alta.	Dr. F. M. Smith
Kindersley, Sask.	*Dr. P. D. Hooge
Hanna, Alta.	*Dr. W. R. V. Laing
	*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
Vera's Jewellery		Kindersley, Sask.
J. O. Blair		Hanna, Alta.
Walter Brooke Wade		Drumheller, Alta.
Revitt Jewellers, 214-7th Ave. S.W.		Calgary, Alta.
M. Bereska (Station Agent)		Mirror, Alta.

OYEN SUBDIVISION FOOTNOTES

- Public crossing at grade mileage 22.36 (Highway 7). Movements over crossing from siding must start protection by operating push button located on instrument case and holding in "start" position until crossing occupied.
- Public crossing at grade mileage 83.1 (First Street West). All switching movements over the crossing must be protected by a flagman.
- Conductor No. 540 must telephone train dispatcher from Batter Jct. and advise time his train cleared Oyen Sub.
- Public crossing at grade mileage 136.07 (Highway 36). Movements over the crossing from west end of Stock Track, Yard East Lead or the Freight Shed Track must not obstruct the crossing until protection has been in operation for 20 seconds. To avoid delay to highway traffic, protection must be stopped by operating push button located on instrument case. When protection is thus stopped it must be restarted before crossing is obstructed.
- Special Instruction M-1 applicable.

OTHER TRACKS

	Mileage	Capacity	Connected
Imperial Oil Spur	101.9	7 cars	East end

WESTWARD TRAINS				OYEN SUBDIVISION			EASTWARD TRAINS			
FOURTH CLASS	THIRD CLASS	Miles from Kindersley	Symbols	STATIONS	Office Signals	Car Capacity		FOURTH CLASS		
539 Way Freight	707 Freight					Sidings	Other Trucks	806 Freight	540 Way Freight	808 Freight
Wednesday	Daily					Daily	Wednesday	Daily		
	13.00	0.0	CKPWZ	KINDERSLEY	K Y	Y A	R D	3.10		12.25
		0.7		JCT. WITH ELROSE SUB.						
	13.12	8.3	PZ Y P	FAIRMOUNT		50	33	2.57		12.05
	13.21	15.0	P	PINKHAM		58	34	2.48		11.45
	13.31	22.6	P	FLAXCOMBE	FC	46	34	2.38		11.30
	13.41	30.9	P	MARENGO	GO	44	40	2.28		11.01
	13.50	36.8	P	MERID		40	36	2.19		10.50
	14.00	44.0	PZ	Jct. with Mantario Sub. ALSASK	SK	52	114	2.09		10.37
	14.09	50.9	P	SIBBALD	BD	47	34	2.00		10.25
	14.21	60.7	P	BENTON		47	37	1.48		10.09
	14.29	66.7	P	OYEN	YN	67	92	1.40		9.52
	14.36	71.4		EXCEL		43	28	1.33		9.36
	14.44	77.0		LANFINE		54	51	1.25		9.26
	14.52	83.0	P	CEREAL	C	43	31	1.17		9.11
	15.00	88.8	P	CHINOOK		40	38	1.09		9.01
	15.16	102.3	P	YOUNGSTOWN	SW	79	36	24.53		8.28
	15.24	108.3	P	SCOTFIELD		53	24	24.45		8.18
	15.34	116.2		STANMORE		43	24	24.35		8.05
	15.41	120.7	P	RICHDALE		53	55	24.28		7.56
From Sheerness Sub.	15.50	127.2		ALNESS		42		24.19		7.45
	15.56	131.1		BONAR		53	30	24.13	To Sheerness Sub.	7.38
	13.00	131.8	P	BATTER JCT.				24.12	5.55	7.36
	13.15	136.4	CKPWYZ	HANNA	HN	Y A	R D	24.05	5.40	7.20
Wednesday	Daily							Daily	Wednesday	Daily
539	707							806	540	808

OYEN SUBDIVISION FOOTNOTES ON PAGE 2

WESTWARD TRAINS				DRUMHELLER SUBDIVISION		Car Capacity		EASTWARD TRAINS			
THIRD CLASS	FIRST CLASS		FIRST CLASS					FOURTH CLASS			
707 Freight	614 Passenger Railiner	626 Passenger Railiner	625 Passenger Railiner					613 Passenger Railiner	844 Freight		
Daily	Daily	Daily	Miles from Hanna	Symbols	STATIONS	Office Signals	Sidings	Other Tracks	Daily	Daily	Daily ex. Sunday
16.30			0.0	CKPWZ	HANNA	HN	YA	RD			19.25
			0.8	PYZ	JCT. WITH ENDIANG SUB.						
16.40			7.7	P	WATTS		53	39			19.16
16.49			14.5	P	CRAIGMYLE	RY	50	54			19.07
16.58			21.9	P	DELIA	DA	55	60			18.58
17.08			29.9	P	MICHICHI		44	49		To Stettler Sub.	18.48
17.13		From Stettler Sub.	32.9		GARTLY		44	24			18.43
17.25		21.21	40.3	PYZ	DINOSAUR		49	58	8.05		18.31
					Jct. with Stettler Sub.						
17.27		21.24	41.1	PZ	MUNSON		50	47	8.02		18.29
17.50		21.40	52.4	CKPWYZ	DRUMHELLER	YD	178	405	7.45		18.06
17.58			56.8	P	ROSEDALE		75	21			17.58
17.59			57.0	R	JCT. WITH JOINT SECTION						17.48
18.06			60.4	P	WAYNE		25				17.41
18.38			76.4	P	ROSEBUD		53	30			17.09
18.44			79.0	P	REDLAND		30	33			17.03
19.00			87.1	P	ROCKYFORD	RK	32	43			16.47
19.09			93.5	P	BAINTREE		32				16.38
19.21			102.9	P	ARDENODE		32				16.26
19.31			111.1	P	LYALTA		45	33			16.16
19.40			118.4		NORFOLK		33				16.07
19.50			126.6	P	JANET		38				15.57
20.00	From Three Hills Sub.		131.9	CKPWYZ	SARCEE YARD	SJ	YA	RD	To Three Hills Sub.		15.50
	22.01		132.4	PZ	SARCEE JCT.				7.52		
					Jct. with Three Hills Sub.						
	22.05		134.2	PZ	McLEOD JCT.			98	7.49		
	22.07		135.6	PZ	McKEE			51	7.47		
	22.10		136.8	KPWZ	CALGARY	CG	YA	RD	7.45		
Daily	Daily	Daily							Daily	Daily	Daily ex. Sunday
707	614	626							625	613	844

DRUMHELLER SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages.	Miles Per Hour		Miles Per Hour	
	Railiner	All Trains except Railiner	Railiner	All Trains except Railiner
0.0 and 32.0	50	40	83.0 and 130.0	55
32.0 and 40.3	40	35	130.0 and 136.8	45
40.3 and 52.3	50	40	PUBLIC CROSSINGS AT GRADE.	
52.3 and 60.1	35	30	Mileage 18.9 (Highway 9)	
60.1 and 66.9	35	30	Approaching within 1450 feet	
66.9 and 72.3	30	35	of crossing	
72.3 and 76.9	35	40		
76.9 and 83.0	40	40		

(Continued on Page 5)

DRUMHELLER SUBDIVISION FOOTNOTES—(Continued from Page 4)

Mileage 40.4 (Highway 9)
Westward movements approaching within 400 feet of crossing
Westward movements stopping between register booth Dinosaur and crossing and movements from Stettler Sub.
Eastward movements approaching within 1250 feet of crossing

Mileage 52.3 (First Street West)
Until crossing occupied

Mileage 52.8 (Highway 9)
Westward movements approaching within 850 feet of crossing
Main track movements over crossing from other tracks and movements over crossing on siding must not obstruct crossing until gates are horizontal.

Mileage 57.2 (Highway 10)
Movements over crossing from siding or joint section track until crossing occupied

Mileage 116.7 (Highway 9)
Approaching within 1450 feet of crossing

Mileage 119.2 (Trans-Canada)
Approaching within 1650 feet of crossing

Mileage 132.3 (Barlow Expressway)
Westward movements approaching within 650 feet of the crossing
Movements over the crossing from other tracks

	Miles Per Hour	
	Railiner	All Trains except Railiner
10	10	
5	5	
40		
10	10	
20	20	
20	20	
		45
		45
		15
		10
45		
40		
40		
40		
	35	
	40	
	40	
	50	
	40	
	20	
		35

PERMANENT SLOW ORDERS.

Between Mileages.	
41.1 and 42.1	45
43.3 and 44.2	40
45.5 and 45.8	40
48.3 and 50.4	40
79.9 and 81.2	
92.0 and 92.2	35
115.6 and 115.8	40
122.9 and 123.2	50
124.9 and 125.2	40
132.1 and 132.2	20
Over Bridge.	
Mileage 78.0	35

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.

- At Dinosaur the time of Nos. 625 and 626 applies at the Jct. switch and at Drumheller the time of Nos. 625 and 626 applies at the station.
- Dinosaur is a register station for No. 625 and No. 626 only.
- Account sharp curvature, road engines must use at least ten reachers when switching shale pit track at Mileage 49.4.

4. C.P. Rly. Langdon Sub. (Kneehill) connects with Track No. 1 at Drumheller. The connecting switch is in normal position when lined for movements to and from Track No. 1 and against through movement on C.P. Rly. Langdon Sub. C.P. Rly. movements will use Track No. 1 between this connection and first crossover east of station at Drumheller.

5. Siding at Drumheller extends between Mileage 51.4 and Mileage 53.1.

6. Drumheller is a register station for trains originating and terminating only. Other trains, except Fast Freight Trains Nos. 415 and 416, must advise the operator at Drumheller by message, loads, empties and tonnage arriving and leaving Drumheller.

7. Movements over Third Street public crossing at grade on wye at Drumheller must first stop and then be preceded by a flagman.

8. ABS between Mileage 57.3 and Mileage 58.5 governs eastward movements only.

9. Trains are only required to register or to check the register at Jct. with Joint Section when so instructed by train order.

10. At Wayne, at least five reachers must be used when setting out or picking up cars at the Pioneer elevator and at least ten reachers must be used when setting out or picking up cars at the United Grain Growers and Alberta Pool elevators, and engines must not go beyond points indicated by signs.

11. Public crossing at grade mileage 76.23 (First Avenue). Movements over crossing from Team Track must not obstruct the crossing until protection has been in operation for 20 seconds. To avoid delay to highway traffic, eastward main track movements standing west of crossing may stop crossing protection by operating push button located on instrument case. When protection is thus stopped it must be restarted before crossing is obstructed.

12. Conductors of westward freight trains will call yard office from telephone located at east end of Sarcee Yard for yarding instructions.

13. Public crossing at grade mileage 132.3 (Barlow Expressway). 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.

14. Manual Block System between McKee and Block Sign 123 yards west of Sarcee Jct. The movement of trains and engines will be governed by the following instructions which supersede timetable superiority.

Operators Calgary or Sarcee Yard will direct all train and engine movements within the Manual Block System. Telephones for this purpose are located at Calgary train dispatcher's office, Sarcee Yard, engine shop, McKee, McLeod Jct., Imperial Oil spur, Sarcee Jct., at the main track switch to Highfield industrial track, and at Wye North switch Three Hills Sub. Instructions received by telephone must be repeated back to ensure understanding.

Before entering the block, conductor or yard foreman must receive or make out, in duplicate, block clearance issued or authorized by the operator, deliver one copy to the engineman and retain the other. Block clearances will be numbered in the same manner as train orders and particulars of each movement must be recorded on the prescribed form, by the operator before permission is given to occupy the block.

(Continued on Page 6)

DRUMHELLER SUBDIVISION FOOTNOTES—(Concluded)

A train or engine must not be admitted into the block while it is occupied by any other movement. To avoid delay, eastward movements at Calgary, when required to wait for an opposing movement to clear the block, may be issued a restrictive block clearance, allowing it to proceed on arrival of the opposing movement.

Conductors and yard foremen must promptly advise the operator when they have cleared the block and must not again enter the block until proper authority has been received.

15. Jct. switch at Sarcee Jct. is in normal position when lined for the Three Hills Sub.

16. 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.

17. Public crossing at grade over W. R. Grace Spur McKee. Movements over the crossing must first stop at Stop sign and then be protected by a flagman.

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

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

20. Movements on Industrial Spur approaching within 450 feet of public crossing at grade (Alyth Highway, East Calgary By-pass) must not exceed 15 miles per hour.

21. Special Instruction M-1 applicable.

OTHER TRACKS

	Mileage or Location	Capacity	Connected
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	West end
Grain Spur	61.2	7 cars	West end
Taylor	66.2	20 cars	Both ends
Grain Spur	68.4	5 cars	Both ends
Hart Spur	70.3	10 cars	East end
Barlow	130.5	32 cars	East end
Imperial Oil Spur	133.4	40 cars	West end

NORTHWARD TRAINS		Miles from Jct. with Drumheller Sub.	Symbols	ENDIANG SUBDIVISION		Office Signals	Car Capacity		FOURTH CLASS	SOUTHWARD TRAINS	
STATIONS				Sidings	Other Tracks		Way Freight	Friday			
		0.0	PYZ	JCT. WITH DRUMHELLER SUB.				548			13.40
		10.9		DOWLING		32					13.10
		18.2	Y	SCAPA Jct. with Spondin Sub.		43					12.50
		28.0		ENDIANG		27					12.20
		34.3		BYEMOOR	BY	32	27				11.55
		47.3		HACKETT		32	22				11.15
		55.6		SABINE		17					10.50
		62.2	PZ	SOUTH JCT. WITH STETTTLER SUB.							10.32
0.7 SEE STETTTLER SUBDIVISION											
		62.9	Z	NORTH JCT. WITH STETTTLER SUB.							
		70.4		OBERLIN		32					
		75.2	Z	NEVIS			72				
RULES 41 AND 44 APPLICABLE SPECIAL INSTRUCTION 2 APPLICABLE RULE 105A NOT APPLICABLE									Friday	548	

ENDIANG SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages.	Miles per Hour All Trains
0.0 and 25.1	25
25.1 and 75.2	20
Engines of 1000-1077 series	25

1. Extra trains created at Jct. with Drumheller Sub. must obtain clearance at Hanna and may then leave Jct. with Drumheller Sub. without obtaining clearance.

2. Special Instruction M-1 applicable.

OTHER TRACKS

	Mileage	Capacity	Connected
B.A. Oil Co. Ltd.	65.4	5 cars	South end

NORTHWARD TRAINS		Miles from Batter Jct.	Symbols	SHEERNESS SUBDIVISION		Office Signals	Car Capacity		SOUTHWARD TRAINS		
STATIONS				Sidings	Other Tracks		FOURTH CLASS	Wednesday			
		9.40		WARDLOW		32		539		8.40	
		10.05		CESSFORD		32				8.20	
		10.30		POLLOCKVILLE		40	22			7.55	
		10.50		CAROLSIDE		33				7.25	
		11.20		SUNNYNOOK		33				7.10	
		12.30		SHEERNESS		33				6.30	
		12.45		TAPLOW		32				6.10	
		13.00	PR	BATTER JCT. Jct. with Oyen Sub.						5.55	
		Wednesday	RULES 41 AND 44 APPLICABLE SPECIAL INSTRUCTION 2 APPLICABLE RULE 105A NOT APPLICABLE						Wednesday	540	

SHEERNESS SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages.	Miles per Hour All Trains
0.0 and 46.3	25
Engines of 1000-1077 series	30
46.3 and 53.7	25

2. Siding at Pollockville is located between south switch and crossover north of station.

3. Special Instruction M-1 applicable.

OTHER TRACKS

	Mileage	Capacity	Connected
Western Dominion Coal Co. Ltd.	12.7	195 cars	Both ends
Ballast Pit	39.8	88 cars	North end
Murphy Oil Co. Ltd.	46.0	20 cars	South end

1. No. 539 may leave Wardlow without obtaining clearance.

NORTHWARD TRAINS		Miles from Scapa	Symbols	SPONDIN SUBDIVISION		Office Signals	Car Capacity		SOUTHWARD TRAINS	
STATIONS				Sidings	Other Tracks					
		0.0	Y	SCAPA Jct. with Endiang Sub.						
		8.6		GARDEN PLAIN		38				
		17.4		SPONDIN		32	19			
		17.7		End of Operated Track						
RULES 41 AND 44 APPLICABLE SPECIAL INSTRUCTION 2 APPLICABLE RULE 105A NOT APPLICABLE										

SPONDIN SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages.	Miles per Hour All Trains
0.0 and 17.7	10

1. Special Instruction M-1 applicable.

WESTWARD TRAINS		Miles from Jct. with Mantario Sub.	Symbols	ACADIA VALLEY SUBDIVISION		Office Signals	Car Capacity		EASTWARD TRAINS	
				STATIONS	Sidings		Other Tracks			
		0.0	PYZ	JCT. WITH MANTARIO SUB.						
		7.7	P	CUTHBERT		31				
		16.2	P	ARNESON		31				
		23.7	PRY	ACADIA VALLEY AV		32	33			

RULES 41 AND 44 APPLICABLE
SPECIAL INSTRUCTION 2 APPLICABLE
RULE 105A NOT APPLICABLE

ACADIA VALLEY SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages. 0.0 and 23.7
Miles per Hour All Trains 20
1. Special Instructions M-1 and M-3 applicable.

WESTWARD TRAINS		Miles from Glidden	Symbols	MANTARIO SUBDIVISION		Office Signals	Car Capacity		EASTWARD TRAINS	
FOURTH CLASS				STATIONS	Sidings		Other Tracks			
541 Way Freight Tuesday, Wednesday, Friday, Saturday		9.00	PRYZ	GLIDDEN Jct. with Elrose Sub.		G				
		9.15		DANKIN		32				
		9.30		EATONIA		AN	27	43		
		10.00		LAPORTE		AO	28			
		10.30	P	MANTARIO		MA	33			
		10.45	PRZ	EYRE			33			
		10.47	YZ	JCT. WITH ACADIA VALLEY SUB.						
		11.25	Y PRZ	ALSASK Jct. with Oyen Sub.		SIK				

RULES 41 AND 44 APPLICABLE
SPECIAL INSTRUCTION 2 APPLICABLE
RULE 105A NOT APPLICABLE

MANTARIO SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages. 0.0 and 43.8
Miles per Hour All Trains 25
1. Special Instruction M-1 applicable.
2. Special Instruction M-3 applicable except at Alsask.

NORTHWARD TRAINS		Miles from Mirror	Symbols	THREE HILLS SUBDIVISION		Office Signals	Car Capacity		SOUTHWARD TRAINS		
FOURTH CLASS	FIRST CLASS			STATIONS	Sidings		Other Tracks	FIRST CLASS	FOURTH CLASS		
817 Freight Daily ex. Saturday	613 Passenger Railiner Daily	7.52	PZ	Jct. with Drumheller Sub. SARCEE JCT.					614 Passenger Railiner Daily	551 Way Freight Monday, Thursday	818 Freight Daily ex. Saturday
		17.50	PRYZ	WYE NORTH SWITCH							
		17.55	PZ	HUBALTA		42					
		18.02		CONRICH		42					
		18.09	P	DELACOUR		42					
		18.16		KATHYRN		42					
	F	18.30	P	IRRICANA		42		F	21.32		20.21
	S	18.38	P	BEISEKER	KR	43		S	21.26		20.13
		18.47		BIRCHAM		42			21.19		20.04
		18.54		GRAINGER		41			21.12		19.57
	S	19.02	P	SWALWELL	AU	42	45	S	21.04		19.49
		19.10		TWINING		28	49		20.56		19.41
	S	19.32	P	THREE HILLS	WI	74	72	S	20.46		19.32
		19.42		EQUITY		38			20.38		19.23
	S	19.47	P	TROCHU	CH	40	60	S	20.33		19.18
	F	19.55	P	HUXLEY	HU	43	45	F	20.25		19.08
	S	20.19	P	ELNORA	ON	45		S	20.19		18.59
	F	20.33	P	LOUSANA		42		F	20.08		18.44
	S	20.42	P	DELBURNE	DU	42	39	S	20.01		18.34
		20.49	P	ARDLEY		43			19.55		18.26
		20.56		HEATBURG		33			19.50	To Brazeau Sub.	18.18
		21.02	P	ALIX SOUTH JCT. Jct. with Brazeau Sub.					19.46	5.50	18.13
	S	21.06	PRZ	ALIX	AX	41	89	S	19.44	5.45	18.10
		21.15	CKPYZ	MIRROR	MR	YARD			19.36	5.30	18.00

THREE HILLS SUBDIVISION FOOTNOTES

MAXIMUM SPEED

	Miles Per Hour		Miles Per Hour	
	Railiner	All Trains except Railiner	Railiner	All Trains except Railiner
Between Mileages. 0.0 and 126.2	80	55	Mileage 91.23 (Highway 21) Northward movements over crossing from siding, until crossing occupied	40 40
PUBLIC CROSSINGS AT GRADE.			Mileage 106.1 (Municipal Road) Northward movements over crossing from siding, until crossing occupied	5 5
Mileage 0.16 (Highway 50) Southward movements approaching within 400 feet of crossing	10	10	Mileage 106.8 (Municipal Road) Southward movements, which have for any reason, handled the siding south switch, approaching within 1200 feet of the crossing.	30 30
Mileage 21.1 (Highway 21) Northward movements approaching within 2100 feet of crossing Northward movements proceeding at less than 10 miles per hour within 2100 feet of crossing, until crossing occupied	10	10		

(Continued on Page 10)

THREE HILLS SUBDIVISION FOOTNOTES—Concluded

Mileage	Railiner	All Trains except Railiner
Mileage 117.8 (Municipal Road) Southward movements over crossing from siding, until crossing occupied	5	5
Mileage 120.3 (Trans-Canada) Approaching within 2200 feet of crossing	65	
Mileage 123.1 (Highway 1) Approaching within 2200 feet of crossing	60	
Northward movements proceeding at less than 15 miles per hour within 2200 feet of crossing, until crossing occupied	5	5
Mileage 126.11 (Barlow Expressway) Southward movements approaching within 1900 feet of the crossing	45	45
Northward movements over crossing from Calgary Freight Shed Line within 250 feet of the crossing		5

PERMANENT SLOW ORDERS.

Between Mileages.	Railiner	All Trains except Railiner
2.0 and 2.4	60	50
4.3 and 5.0 On Curves	55	45
6.7 and 7.3	55	45
8.6 and 8.8 Northward only		45
9.2 and 10.0 On Curves	60	50
10.9 and 11.1	55	45
12.6 and 13.2	40	40
14.5 and 15.6	55	45
19.2 and 21.0 On Curves	55	45
24.2 and 25.7 On Curves	60	50
28.6 and 28.8	60	50
30.6 and 31.6 On Curves	55	45
34.8 and 41.2 On Curves	45	40
*43.4 and 43.9	60	50
45.5 and 46.5 On Curves	60	50
47.6 and 47.8	55	45
51.2 and 51.6	60	50
52.2 and 52.9	55	45
53.2 and 53.9	45	40
54.3 and 55.1	60	50
56.3 and 56.7	55	45
57.6 and 61.6 On Curves	45	40
*61.6 and 65.0 On Curves	60	45
65.0 and 69.9 On Curves	45	40
71.5 and 71.7	60	50
73.6 and 83.9 On Curves	45	40
94.0 and 95.1 On Curves	55	45
97.3 and 97.4	60	50
101.1 and 101.2	65	50
102.6 and 102.8	60	50
104.0 and 104.2	50	45
107.7 and 107.9	50	45
110.4 and 110.9	55	45

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 must 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.

- Freight trains operating through Mirror may register at Mirror by delivering register ticket to the operator.
- Trains destined New Industrial Spur Red Deer Sub. see item 6, Red Deer Sub. footnotes.
- Rules 261-262 applicable between Alix South Jct. and southward interlocking signal at Mileage 5.7. Special

Instruction 4 applicable within yard limits at Alix. Movements from back track to the main track at south end Alix, must be governed by dwarf signal D64 located between main track and siding 245 feet north of siding south switch. Judgement to be used such as will prevent delay to first class trains. Telephone located at Mileage 5.7. When entraining and detraining, lookout for foundation of dwarf signal D64.

4. Public crossing at grade mileage 21.1 (Highway 21). Movements over crossing from siding or elevator track must not obstruct the crossing until protection has been in operation for 20 seconds.

5. Public crossing at grade mileage 21.7. Switching movements over the crossing on team track must be protected by a flagman.

*6. 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.

7. Public crossing at grade mileage 106.1 (Municipal Road). Northward trains heading into the siding at Kathryn must reverse siding south switch before passing crossing circuit sign located 50 feet south of the switch. To avoid unnecessary delay to highway traffic, northward movements may stop crossing protection by operating manual device located in vicinity of the crossing. When protection is thus stopped, it must be restarted before crossing is obstructed.

8. Public crossing at grade mileage 123.1 (Highway 1). Northward movements over crossing from siding must not obstruct the crossing until protection has been in operation for 20 seconds.

9. Wye North Switch is a register station for No. 613 and No. 614 only. Trains arriving or leaving Sarcee Yard must register at Sarcee Yard.

10. No. 817 and extra trains created at Wye North Switch, must obtain clearance at Sarcee Yard and may then leave Wye North Switch without obtaining clearance.

11. 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.

12. Public crossing at grade mileage 126.11 (Barlow Expressway). 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.

13. Jct. switch at Sarcee Jct. is in normal position when lined for the Three Hills Sub.

14. Public crossing at grade mileage 0.5 Calgary Freight Shed Line (50th Avenue). No movement approaching within 560 feet of crossing may exceed 15 miles per hour.

15. Public crossing at grade mileage 3.3 Calgary Freight Shed Line (New Street). All movements approaching and until crossing occupied must not exceed 10 miles per hour.

16. Public crossing at grade mileage 3.5 Calgary Freight Shed Line (12th Street East). All movements must first stop before proceeding over the crossing.

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

18. Special Instruction M-1 applicable.

OTHER TRACKS

Mileage	Capacity	Connected
Gravel Pit 95.9	120 cars	South end
Western Rolling Mills 123.6	17 cars	North end
Calgary Freight Shed Line 126.2	4.2 miles	North end

NORTHWARD TRAINS				SOUTHWARD TRAINS					
FIRST CLASS 625 Passenger Railiner	Miles from Perlow Jct.	Symbols	STATIONS	Office Signals	Car Capacity		FIRST CLASS 626 Passenger Railiner	FOURTH CLASS 548 Way Freight	
					Sidings	Other Tracks	Daily	Friday	
	8.05	108.0	PRYZ DINOSAUR Jct. with Drumheller Sub. 7.6				21.21		
s	8.17	100.4	MORRIN 7.5	MI	44	s	21.11		
s	8.28	92.9	ROWLEY 6.1		33	s	21.01		
s	8.37	86.8	RUMSEY 6.9	SY	31 34	s	20.51		
s	8.47	79.9	SCOLLARD 7.8		33	F	20.41		
s	8.57	72.1	BIG VALLEY 4.7	BG	39 32	s	20.30		
F	9.04	67.4	CAPRONA 3.1			F	20.23		
s	9.09	64.3	FENN 7.8		33	F	20.19	To Endiang Sub.	
		56.5	RZ SOUTH JCT. WITH ENDIANG SUB. 0.7					10.32	
s	9.18	55.8	PRYZ WARDEN 4.9 North Jct. with Endiang Sub.		34 64	s	20.10	10.30	
s	9.30	50.9	Z STETTLER 5.5	SR	23 24	s	20.02	9.52	
	9.37	45.4	LEAHURST 5.0		32		19.50	9.37	
s	9.44	40.4	RED WILLOW 9.5		33	s	19.44	9.11	
s	9.57	30.9	DONALDA 9.7	DO	32	s	19.33	8.42	
s	10.12	21.2	MEETING CREEK 8.9	MK	32	s	19.21	8.13	
s	10.26	12.3	EDBERG 7.0	ED	31	s	19.10	7.47	
F	10.35	5.3	VIEWPOINT 5.3		32	F	19.02	7.26	
	10.44	0.0	PRYZ FERLOW JCT. Jct. with Camrose Sub.				18.56	7.10	
Daily				Daily				Friday	
625				626				548	

STETTLER SUBDIVISION FOOTNOTES

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. 102328).

MAXIMUM SPEED

Between Mileages.	Miles per Hour Railiner	All Trains except Railiner
0.0 and 108.0	65	20
Engines of 1000-1077 series		25
ON CURVES		
Between Mileages.		
0.0 and 90.0	60	
90.0 and 108.0	50	

PUBLIC CROSSINGS AT GRADE.
Mileage 51.2 (Highway 12)
Southward movements proceeding at less than 20 miles per hour within 2500 feet of crossing and movements over crossing from siding, until crossing occupied

Mileage	Approaching within 1400 feet of crossing
	20
Mileage 106.0 (Highway 9)	40

PERMANENT SLOW ORDERS.

Between Mileages.	Railiner	All Trains except Railiner
0.5 and 1.3	35	20
15.9 and 16.2	50	
17.2 and 18.2 On Curves	40	
20.2 and 21.5 On Curves	40	
22.4 and 22.6	50	
24.5 and 24.8	40	
25.5 and 25.7	50	
27.1 and 27.8 On Curves	50	
29.7 and 30.2	50	
35.5 and 35.7	50	
40.4 and 40.6	50	
49.2 and 49.6	50	
52.4 and 52.8	50	
57.1 and 57.4	50	
60.4 and 62.2 On Curves	50	
64.4 and 65.3	40	
67.1 and 67.4	50	
81.0 and 82.3	50	
94.6 and 95.5 On Curves	40	

(Continued on Page 12)

STETTLER SUBDIVISION FOOTNOTES (Concluded)

1. Unless otherwise provided, extra trains created at Ferlow Jct. must obtain clearance at Camrose and may then leave Ferlow Jct. without obtaining clearance.
2. Trains are only required to register or to check the register at Warden and South Jct. with Endiang Sub. when so instructed by train order.
3. When necessary, conductors of trains from Endiang Sub. may call train dispatcher from South Jct. with Stettler Sub., for information required by Rule 83A.
4. Special Instruction M-1 applicable.

OTHER TRACKS			
	Mileage	Capacity	Connected
Ballast Pit	1.9	68 cars	Both ends
Interchange track with C.P. Rly.	50.2	19 cars	North end
Stettler Auction Mart	50.2	6 cars	North end off interchange track
Stettler Town Spur	50.6	19 cars	North end

RED DEER SUBDIVISION FOOTNOTES		NORTHWARD TRAINS	RED DEER SUBDIVISION	Car Capacity	SOUTHWARD TRAINS
MAXIMUM SPEED		Miles from Red Deer Jct.	STATIONS	Sidings	Other Tracks
Between Mileages.	Miles Per Hour All Trains	Symbols	Office Signals		
0.0 and 9.1	20				
		9.1	END OF TRACK		
		8.8	PZ SOUTH JCT.		
		Trains between North Jct. and South Jct. will be governed by C.P. Rly. Time Table, Rules and Regulations.			
		0.8	RZ NORTH JCT.		
		0.0	PRYZ RED DEER JCT.		

1. Train register, bulletin book and train order office (office signal "RE") located in terminal building at south end of New Industrial Spur Red Deer.
2. Extra trains to Brazeau Sub. see Item 1, Brazeau Sub. footnotes.
3. Public crossing at grade mileage 0.41 (Highway 2). Southward movements over the crossing from other tracks must not obstruct the crossing until protection has been in operation for 20 seconds.
4. 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.
5. All movements must stop and then be preceded by flagman over public crossings at grade 52nd Avenue mileage 8.9 and Gaetz Ave. and 45th Street at mileage 9.1, and before obstructing Gaetz Ave. and 45th Street, master switch in switch box located at edge of sidewalk in vicinity of Macdonalds Consolidated Spur switch, must be placed in the "UP" position and left there until movement over the crossing is completed, at which time, it must be restored to "Down" position.
6. Manual Block System on New Industrial Spur at Red Deer Jct: Mileboards commencing with 0.0 at Red Deer Jct. in service and movements between Mileages 0.0 and 4.5 will be governed by the following instructions which in no way supersede Rule 105 of the Uniform Code of Operating Rules.
 - (a) Operator located at new terminal building Red Deer, will authorize all movements into the block and will issue block clearance numbered in the same manner as train orders. Telephone located at Mileage 0.0 for this purpose and instructions received by telephone must be repeated back to ensure understanding.
 - (b) Before entering the block, conductor must communicate or converse with the operator and receive either a Positive, Restrictive or Yard block clearance, made out in duplicate, deliver one copy to the engineman and retain the other, except operator at Mirror may provide applicable block clearance when practicable to do so and movement authorized by operator Red Deer.
 - (c) **POSITIVE BLOCK CLEARANCE**—Indicates block is clear and may be used in the direction specified. **RESTRICTIVE BLOCK CLEARANCE**—Permits movement into the block after the arrival of opposing movement and indicates block is then clear and may be used in the direction specified.

YARD BLOCK CLEARANCE—Indicates block is clear and may be used in either direction within a defined time limit. Movement must be clear and reported clear before expiration of time granted.

- (d) Unless otherwise instructed, all movements must promptly report to the operator when they have cleared the block and must not again enter until permission has been received. To indicate their rear all movements except those authorized by yard block clearance must display markers.
- (e) Operator must record all movements on the prescribed form and preserve a copy.

7. Movements entering New Industrial Spur must only handle cars destined this area, leaving balance if any, at Red Deer Jct.

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

9. Two gates across Red Deer Packers spur mileage 3.75 New Industrial Spur, must be closed when switching completed.

10. Special Instruction M-1 applicable.

OTHER TRACKS			
	Mileage	Capacity	Connected
Interchange track with C.P. Rly.	9.0	7 cars	Both ends
Macdonalds Consolidated Ltd.	9.1	16 cars	South end
New Industrial Spur, 5.3 miles long connects with east leg of wye at Red Deer Jct.			

WESTWARD TRAINS				Miles from Alix South Jct.	Symbols	BRAZEAU SUBDIVISION STATIONS	Office Signals	Car Capacity		EASTWARD TRAINS
FOURTH CLASS		Daily	Monday, Thursday					Sidings	Other Tracks	
730	551									
				5.50	P	ALIX SOUTH JCT.				
				6.15	P	HAYNES		33		
				6.30		JOFFRE		32		
				6.40		PRENTISS		32		
				7.15	RYZ	RED DEER JCT.		31		
				7.40		PREVO		32		
				7.50		SYLVAN LAKE	N	33	17	
				8.05		ELSPETH		32		
				8.25		ECKVILLE	KI	34		
				8.40		WITHROW		32		
				8.55		LESLIEVILLE		32		
				9.15		CODNER		32		
10.49	9.29			91.1	Z	OTWAY		11	22	
10.50	9.30			91.2	PRYZ	ROCKY MT. HOUSE	RO	37	75	
				93.9		LOCHEARN		41		
				95.4		ULLIN				
				108.6	P	HORBURG		32		
				126.5		ANCONA		32		
				131.7	P	SAUNDERS		21		
				142.5	P	HARLECH		32		
				149.6	PRYZ	BRAZEAU		YARD		

BRAZEAU SUBDIVISION FOOTNOTES

MAXIMUM SPEED		Miles per Hour All Trains
Between Mileages.		
0.0 and 25.0		40
25.0 and 95.4		20
Engines of 1000-1077 series		30
95.4 and 149.6		20

PERMANENT SLOW ORDERS.

Between Mileages.	
111.7 and 112.9	10
Over Bridge.	
Mileage 6.5	30
except engines other than 1000-1077 series	15
Mileage 14.2	
Engines other than 1000-1077 series	15
Mileage 41.8	10

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

2. No. 730 may leave Otway without obtaining clearance.

3. Between Otway and Ullin, trains are operated over C.P. Rly. trackage and are governed by C.N. Rly. Time Table, Rules and Regulations.

4. All movements keep sharp lookout for fallen rocks on track between Mileage 108.6 and Mileage 149.6.

5. Special Instruction M-1 applicable.

6. Special Instruction M-3 applicable at Brazeau.

OTHER TRACKS

	Mileage	Capacity	Connected
Burbank Ballast Pit Spur	35.2	14 cars	East end
Spur	37.1	8 cars	Both ends
Strong and Parsons	92.1	2 cars	East end
Purdy	94.7	17 cars	East end
Spur	141.4	11 cars	East end
Revelstoke Building Materials Ltd.	141.7	22 cars	West end

EQUATED TONNAGE RATINGS
NOTE—See General Instructions (Form 696)

Car Factor	WESTWARD OR NORTHWARD (Read Down)				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.-Ball. GR-17	
	1000-99	1200-1399	9104-9142 4400-4899	9000-9102 4200-4399	
8	1540	2000	4550	4350	THREE HILLS SUBDIVISION
8	1760	2250	5150	4950	Sarcee Jct. and Elnora
8	1990	2550	6100	5650	Elnora and Alix
					Alix and Mirror
					OYEN-DRUMHELLER SUBDIVISIONS
10	2100	2740	6100	5800	Kindersley and Lanfine
10	2100	2740	6100	5800	Lanfine and Hanna
10	2300	3150	7100	6600	Hanna and Delia
10	2300	3150	7100	6600	Delia and Munson
10	3400	4580	10900	9900	Munson and Drumheller
10	1390	1900	4300	4000	Drumheller and Sarcee Jct.
10	2280	3100	7000	6500	Sarcee Jct. and Calgary
					BRAZEAU SUBDIVISION
8	1360	1990	4800	4600	Alix and Red Deer Jct.
8	1360	-----	-----	-----	Red Deer Jct. and Rocky Mt. House
8	1150	-----	-----	-----	Rocky Mt. House and Brazeau
					SHEERNESS SUBDIVISION
7	1500	1940	-----	4480	Wardlow and Sheerness
7	1900	2410	-----	5600	Sheerness and Batter Jct.
					MANTARIO SUBDIVISION
10	1960	2480	-----	-----	Glidden and Alsask
					ACADIA VALLEY SUBDIVISION
10	1690	1940	-----	-----	Eyre and Acadia Valley

Car Factor	WESTWARD OR NORTHWARD (Read Down)		BETWEEN STATIONS		EASTWARD OR SOUTHWARD (Read Up)		BETWEEN STATIONS		EASTWARD OR SOUTHWARD (Read Up)	
	Single Unit	GR-12	Single Unit	Car Factor	Single Unit	Car Factor	Single Unit	Car Factor	Single Unit	Car Factor
	1000-99	1000-99	1000-99		1000-99		1000-99		1000-99	
10	2380	2380	Hanna and Endiang	10	8	1720	8	1720	1840	8
10	2550	2550	Endiang and Warden	10	8	1760	8	1760	1760	8
10	1960	1960	Warden and Nevis	10	8	1590	8	1590	1650	8
			SPONDIN SUBDIVISION							
10	2400	2400	Spondin and Scapa	10	8	2250	8	2250	2250	8
			C.P. RLY. LANGDON SUB.							
10	3100	3100	Rosedale and East Coulee	10						

EQUATED TONNAGE RATINGS
NOTE—See General Instructions (Form 696)

Car Factor	EASTWARD OR SOUTHWARD (Read Up)				STATIONS
	Two Unit	Two Unit	Single Unit	Single Unit	
	GFA-B-15 Non.-Ball. GR-17	GFA-15 Ballasted GR-15 and GR-17	GR-12	GR-12	
	9000-9102 4200-4399	9104-9142 4400-4899	1200-1399	1000-99	
					THREE HILLS SUBDIVISION
	4450	4650	2050	1570	Sarcee Jct. and Elnora
	4450	4650	2050	1570	Elnora and Alix
	5200	5450	2400	1870	Alix and Mirror
					OYEN-DRUMHELLER SUBDIVISIONS
	7900	8500	3750	2800	Kindersley and Lanfine
	6740	7240	3200	2370	Lanfine and Hanna
	8100	8600	3620	2800	Hanna and Delia
	5500	5900	2600	1940	Delia and Munson
	2450	2700	1200	850	Munson and Drumheller
	9200	9900	4400	3250	Drumheller and Sarcee Jct.
	7400	7800	3470	2560	Sarcee Jct. and Calgary
					BRAZEAU SUBDIVISION
	5600	5800	2880	2070	Alix and Red Deer Jct.
	-----	-----	-----	2070	Red Deer Jct. and Rocky Mt. House
	-----	-----	-----	1460	Rocky Mt. House and Brazeau
					SHEERNESS SUBDIVISION
	4800	-----	2080	1700	Wardlow and Batter Jct.
					MANTARIO SUBDIVISION
	-----	-----	2750	2480	Glidden and Alsask
					ACADIA VALLEY SUBDIVISION
	-----	-----	2360	1740	Eyre and Acadia Valley

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

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

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	Structure or Obstruction	Side of Track
CALGARY Freight Shed Track	Massey-Harris -----	North
BRAZEAU Brazeau Collieries Tracks	Track 1—Tipple ----- Tracks 2 and 3—Tipple -----	South Both
ROSEDALE Subway Coal Co.	Storage track—Ramp Storage track—Tipple	North North

SPECIAL INSTRUCTIONS

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

2. On subdivisions, or portions thereof, where this Special Instruction applies, except on Jct. switches, lights will not be displayed on switches and train order signals.

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 specified, that part of the note under Rule 93 reading "except that 'Clear Signal' Rule 281 may be accepted as indication that the track is clear, but only to the next signal or 'Block End' sign" 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, except at stations and industrial spurs designated in the subdivision footnotes. General Rule M applicable at stations and industrial spurs so designated.

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

9. When radio is used in lieu of hand signals as prescribed by Rule 12 and Item 3, Page 7 of General Instructions (Form 696) continuous communication must be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal.

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

M-3. On subdivisions, or portions thereof, or at stations where this special instruction applies, lights will not be displayed on yard limit signs.

M-4. 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-5. 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-6. 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-7. 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-8. In addition to those equipped with a lock, yard switches on sidings must be left lined in their normal position after having been used.

M-9. Educational Bulletin Book for enginemen is located in every engineman's booking-in room and rest house and enginemen must be familiar with its contents.

M-10. Cars which have been repaired account hot box, journal failure, or which have undergone wheel change-out, received from repair tracks for marshalling in trains, should be placed immediately ahead of caboose or next behind the engine and while enroute on the first subdivision, must be inspected at every opportunity. Yardmasters, or those performing his duties, must inform conductors of the number, condition and location in train of such cars.

M-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. 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.

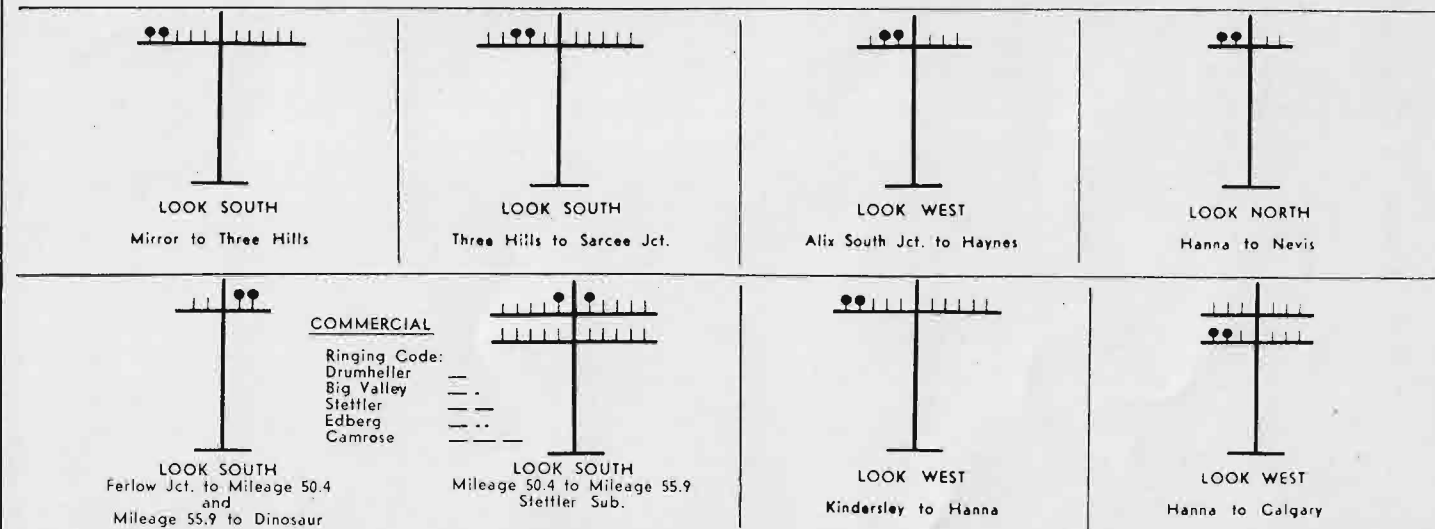
M-13. Outfit cars equipped with arch bar trucks must be marshalled next ahead of caboose, except when handled in way freight, mixed or work trains, those with steel underframe may be placed next behind the engine. Speed must at no time exceed 30 miles per hour.

FAST FREIGHT TRAINS

For Information Only

		No. 415 Daily ex. Sat.	STATIONS	No. 416 Daily ex. Mon.			No. 443 Daily ex. Sat.	STATIONS	No. 444 Daily ex. Sun.		
Lve.		15.15	KINDERSLEY	4.50	Arr.		Lve.	21.50	CALGARY (Sarcee Yard)	1.40	Arr.
Arr.		18.45	HANNA	1.15	Lve.		Arr.	1.40	MIRROR	21.30	Lve.
		19.10		24.35	Arr.			Daily ex. Sun. No. 443		Daily ex. Sat. No. 444	
Arr.		23.30	CALGARY (Sarcee Yard)	20.45	Lve.						
		Daily ex. Sat. No. 415		Daily ex. Sun. No. 416							

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES



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

Train Phone Wires Marked •

