



MOUNTAIN REGION

ALBERTA AREA

EMPLOYEES' OPERATING TIMETABLE

19

TAKING EFFECT AT 0001 SUNDAY, APRIL 26th, 1970

ALL TIMES SHOWN ARE MOUNTAIN STANDARD

SAFETY ALWAYS COMES FIRST — THINK ABOUT IT

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

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SYSTEM SPECIAL INSTRUCTIONS

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

1. Employees whose duties are in any way affected by the timetable 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 other than on the deck of flat cars.

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. Back-up and Forward Pushing Movements (Freight Equipment):

(a) To prevent jack-knifing of diesel units during these movements, the following limits are placed on the number of working units permitted whenever 20 or more cars are involved.

- 1800 H.P. or smaller—3 units
- 2000 H.P. or larger —2 units

The units allowed to work must be those leading in the direction of the movement (next to the cars) and the then trailing units, if any, must be isolated until movement completed. Any dead or idling units located between the operating units and the cars must be set off before movement is started.

(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.

On the Newfoundland Area only the engine consist is increased to 30 motorized axles and the tonnage increased to that which can be handled by 24 motorized axles.

(c) Coupling Regulations:

When coupling an engine consist of 3 or more units to a train, or cut of cars, a stop must first be made between 6 and 12 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.

23. On subdivisions or portions thereof where this special instruction applies, a train must not be allowed to follow another train until a train order reading "Rule ninety-nine (99) applicable between ----- and -----" has been issued to all trains. Unless this train order has been received protection of the rear of a train against following trains is not required. This Special Instruction does not authorize reverse movements.

24. Rule 269—Within CTC territory protection against following trains or engines on the same track is not required at any time unless signals are declared inoperative.

25. It is permissible for an operator to fill in the departure time of a train which has been registered by the conductor whenever this time is definitely established.

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 |

(Continued on Page 3)

Regional Special Instructions (Continued)

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.

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. Loaded covered hopper cars 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 a Hot Box and Dragging Equipment detector records excessive heat or possible defect on a particular car in a train, the train dispatcher will advise the crew by the quickest available means and will also direct that the car be kept under close observation or that the train be immediately stopped and the car examined. When close observation is required and restricted visibility prevents such action, the train must be stopped immediately and the car examined. Special Instructions M-12 amended accordingly. When close observation or examination is required, the two cars adjoining it on either side must also be examined for defect.

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.

AREA SPECIAL INSTRUCTIONS

A-1. In the application of Rule 4A, train order notice of new timetable is not required on subdivisions or portions thereof where this special instruction applies.

A-2. Under the provisions of Rules 93 and 105, trains and engines moving at Restricted Speed must be prepared to stop short of a switch not properly lined, and must be prepared to stop short of a hand signal when given as

prescribed by Rule 12(a). This special instruction applies on specified subdivisions or portions thereof.

A-3. On subdivisions or portions thereof, where this special instruction applies, Rules 40 and 42 do not apply within yard limits. In the application of Rule 43, Bulletin will be issued in lieu of train order at all locations.

MANUAL BLOCK SYSTEM SPECIAL INSTRUCTIONS

(These Special Instructions Apply Only On Specified Subdivisions or Portions Thereof)

NOTE: Whenever the words "Traffic Controller" appear herein, they apply to the employee performing the duties.

MB-1. All train movements will be supervised by the Traffic Controller who will issue Block Clearances, Bulletins, and other instructions to the Engineman as may be required, all of which must be repeated to ensure proper understanding. The Engineman will be responsible to ensure that other members of the crew understand all instructions received. Train or engine designations will be specified by the traffic controller.

MB-2. Block clearances will be issued to Maintenance Foremen as required for the protection of maintenance work, impassable track and for the immediate protection of slow track, and when so protected, Rules 40 and 42 are not applicable. In such cases the Foreman's name will appear in the space provided for the Engineman's name and his maintenance gang number in the space provided for train designation.

MB-3. In lieu of train orders, bulletins will be issued, as required, to give notice of track or other conditions. These bulletins will be numbered, and each block clearance issued must show the bulletins which are in effect. Enginemen are responsible for being in possession of such bulletins.

MB-4. Block Clearance Form 726 will be the only authority issued for the movement of extra trains, and Rule 97 will not apply. Trains will be designated as: Extra 234 South, Extra 234 West, Work Extra 234, etc.

MB-5. A train or engine must not enter on, or foul, a main track without the authority of a block clearance, except within yard limits.

MB-6. Block Clearances will be numbered consecutively beginning at midnight each day.

MB-7. When transmitting a block clearance, except for reference to the repeat time and time block is reported clear, the Traffic Controller must read aloud all parts of the block clearance adding the required information. Block clearances will be repeated in the same manner. Traffic Controller must underscore each word and figure as it is repeated.

A check mark must be shown in the appropriate box where boxes are provided to indicate one of two or more conditions.

When block is reported clear, the time must be shown on the block clearance.

MB-8. The Traffic Controller's office record of block clearance will be maintained in train order book. When a Traffic Controller is relieved, he must make a transfer of all block clearances and bulletins in effect, using procedure as outlined in Rule 220, paragraph 4.

MB-9. A train or engine authorized to proceed from one point to another must move in the direction specified. A train or engine authorized to work may move in either direction between the points named. When a block clearance authorizes a train to proceed, the portion of track will be

considered clear up to and including the station at which the train was last reported to have passed.

MB-10. Enginemen must promptly advise the Traffic Controller the following times:

- (a) When rear of train has passed the limits of each siding.
(b) When clear of the main track.
(c) When rear of train exits the limits of the Manual Block territory.

MB-11. Work Extra trains must be clear of the main track before the time specified in the Block Clearance but the work limits must not be considered clear until positively reported clear by the enginemen.

If additional time is required, it must be obtained from the Traffic Controller prior to the expiration of the time originally granted. When additional time is provided, the block clearance must be corrected by stroking out the original time and adding the new time in the place provided for that purpose. Traffic Controller must also make a record of the time such extension was repeated on his copy. Not more than two extensions of time may be granted on one clearance. Unless otherwise stated, a Work Block clearance does not permit use of the main track between siding switches at either of the stations named.

MB-12. Stations within yard limits may be specified as the originating or terminating point of a block clearance but when so done, the block clearance conveys no authority to operate within yard limits at that station.

MB-13. When stopping at the station to which a train was last authorized, stop must be made so as not to obstruct an opposing train.

MB-14. Before issuing a Block Clearance to permit two or more trains to occupy the same limits, trains already authorized within those limits must be stopped and their block clearance cancelled.

MB-15. When two or more trains are required to protect against each other, protection must be arranged in a clear and concise manner by direct contact between each of the Enginemen involved. These arrangements must be recorded by each Engineman and repeated to ensure a proper understanding. Under these circumstances, Restricted Speed must not be exceeded until it is positively established that there will be no conflict with other trains involved. When communication fails between two or more trains which are required to protect against each other, no movement is to be made beyond that which was last arranged.

MB-16. When it is necessary to cancel Block Clearance, the cancellation must be acknowledged by the Engineman with his name and time of cancellation which must be recorded by the Traffic Controller on the office copy. The Engineman must immediately destroy his copy of the cancelled block clearance. A new block clearance must be issued immediately.

MB-17. If a train or engine fouls any part of Manual Block System territory without proper authority, protection must immediately be provided as prescribed by Rule 99.

MB-18. Whenever possible, Traffic Controller must advise all trains when communication with him is to be temporarily removed from service and again when it is restored.

Table with columns for WESTWARD TRAINS (695, 1, 3), WAINWRIGHT SUBDIVISION (STATIONS, Office Signals, Siding Car Capacity), and EASTWARD TRAINS (2, 4, 694). Includes station names like BIGGAR, OBAN, PALO, CAVELL, SCOTT, TAKO, UNITY, VERA, WINTER, YONKER, ARTLAND, CHAUVIN, DUNN, HEATH, GREENSHIELDS, WAINWRIGHT, FABYAN, IRMA, KINSELLA, VIKING, BRUCE, HOLDEN, RYLEY, HAIGHT JCT., TOFIELD, LINDBROOK, UNCAS, ARDROSSAN, CLOVER BAR, BRETVILLE JCT., and NORTH EDMONTON. Includes operational notes like 'WILL NOT OPERATE APRIL 26 TO JUNE 18 AND SEPTEMBER 12 TO OCTOBER 24 INCLUSIVE' and 'CTC controlled by Train Dispatcher at Edmonton'.

WAINWRIGHT SUBDIVISION FOOTNOTES

1. CLEARANCES

Wainwright—All trains must obtain clearance.

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

2. CTC FEATURES

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

| | |
|--------------------------|--------------------|
| 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 |

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

Clover Bar—movements entering the main track through crossover at west end of run-around track mileage 259.2 must comply with Rule 268 before reversing the crossover east switch.

3. Rule 287 modified—

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.

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

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

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

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

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

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

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

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

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

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

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

Before removing derails located close to building at Fiberglas of Canada Ltd. permission must be obtained from the warehouse group leader.

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

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

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

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

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

No part of siding may be occupied by yard movements without prior consent of the train dispatcher.

12. CONDITIONAL PASSENGER STOPS

At Viking, Nos. 1 and 3 will stop to detrain revenue passengers from Saskatoon and beyond and upon advance notice, will stop to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.

At Viking, Nos. 2 and 4 will stop to detrain revenue passengers from west of Jasper and upon advance notice, will stop to entrain revenue passengers for Saskatoon and stations beyond where train is scheduled to stop.

13. INTERLOCKINGS

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

(Continued on Page 7)

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 Move- ments |
|----------------|-------|--|-------------------------|
| 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 Move- ments |
|-----------------|---------------|--|-------------------------|
| 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

58.36 (First Avenue)

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

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

| | Miles per Hour Passenger | Other Move- ments |
|---------|-----------------------------|-------------------------|
| 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

*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 259.20 (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 259.20 (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 |
| Run-Around Track | 55.4 | 7 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 | ↕ | DRIVER | Y | | 39 | | |
| | | 72.6 | 69.5 | 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 | ↕ | ESTHER | | | 27 | | |
| | | 115.8 | 104.6 | 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 | | Miles per Hour |
|------------------|-------|----------------|
| Mileage | | All Movements |
| 0.0 to 103.5 | ----- | 30 |
| 103.5 to 154.0 | ----- | 20 |

| 5. PERMANENT SLOW ORDER | | Miles per Hour |
|---------------------------------|-------|----------------|
| Mileage | | All Movements |
| 34.0 Westward trains (on curve) | ----- | 20 |

| NORTHWARD TRAINS | | | | Miles from Bretville Jct. | Yard Limits | CAMROSE SUBDIVISION | | Office Signals | Siding Car Capacity | SOUTHWARD TRAINS | | |
|--------------------|--------------------|--------------------|--------------------|---------------------------|--------------------|---------------------|---------|-----------------------|---------------------|------------------|--|--|
| FIRST CLASS | | STATIONS | | | | FIRST CLASS | | | | FOURTH CLASS | | |
| 695 | 693 | 694 | 692 | 888 | Passenger Railiner | Passenger Railiner | Freight | | | | | |
| Passenger Railiner | Passenger Railiner | Passenger Railiner | Passenger Railiner | Freight | Daily | Daily | Daily | | | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | |
| | 1027 | 95.1 | ▼ | MIRROR | CKPWYZ | MR | YARD | s 1933 | 2040 | | | |
| | 1030 | 92.5 | 93.7 | 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 | | | |
| | s 1059 | 63.1 | | NEW NORWAY | P | | 44 | s 1858 | 1948 | | | |
| From Stettler Sub. | 1102 | 59.8 | | DUHAMEL | | | 44 | To Stettler Sub. 1853 | 1943 | | | |
| 1049 | 1108 | 54.3 | 55.2 | FERLOW JCT. | PYZ | | | 1856 | 1846 | 1933 | | |
| | | 48.6 | 54.3 | Jct. with Stettler Sub. | | | | | | | | |
| | | | 48.4 | ALLIANCE JCT. | PZ | | | | | | | |
| | | | | Jct. with Alliance Sub. | | | | | | | | |
| s 1059 | s 1118 | 48.1 | 46.5 | CAMROSE | BPWZ | CO | 55 | 1846 | 1836 | 1920 | | |
| 1128 | | 47.4 | | CAMROSE JCT. | PYZ | | | s 1830 | | | | |
| 1129 | | | | Jct. with Demay Sub. | | | | 1829 | | | | |
| | | 45.5 | | BARLEE JCT. | P | | | 1827 | | 1914 | | |
| | | | | Jct. with Kingman Sub. | | | | | | | | |
| | | 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 | | |
| 1157 | | 17.0 | | LOOMA | | | 31 | 1757 | | 1828 | | |
| 1203 | | 9.9 | | BRETONA | P | | 30 | 1750 | | 1815 | | |
| 1208 | | 4.5 | | STRATHCONA | P | | | 1744 | | 1805 | | |
| 1211 | | 2.2 | | EAST EDMONTON | PR | VS | 204 | 1739 | | | | |
| 1214 | | 0.0 | | BRETVILLE JCT | P | | | 1735 | | | | |
| | | | | Jct. with Wainwright Sub. | | | | | | | | |

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.

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. No. 694 may register by register ticket daily except Saturday and Sunday.

(Continued on Page 10)

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 Subdivision main track for a distance of 600 feet in vicinity of overpass at 63rd Ave. C.P. Rly. main track switch located south of underpass, is in normal position when lined for C.P. Rly. Yard switch located north of underpass controls movements to and from C.N. Rly. and C.P. Rly.

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

Table with columns: Between Mileages, Railiner, Miles per Hour (Passenger except, Other Move-ments)

12. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Table with columns: Mileage, Railiner, Miles per Hour (Passenger except, Other Move-ments)

Table with columns: Mileage, Railiner, Miles per Hour (Passenger except, Other Move-ments)

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. track-age.

14. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

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

(Continued on Page 11)

CAMROSE SUBDIVISION FOOTNOTES—Concluded

PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

Mileage 2.2 Gainer's Line (76th Avenue)—STOP sign erected at this crossing. Movements over the crossing must be protected by a flagman.

48.1 (48th Avenue) — Automatic crossing protection equipped with push button or other appliance. STOP sign erected on other than the main track.

15. OTHER TRACKS

Table with columns: Mileage, Capacity, Points Face

Table with columns: Mileage, Capacity, Points Face

ALLIANCE SUBDIVISION FOOTNOTES

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

2. Camrose—The switch connecting long lead to Alliance Sub. is in normal position when lined for movements to and from long lead and against through movement on Alliance Sub.

3. Forestburg Collieries Ltd. — Restricted speed may be a maximum of 20 miles per hour and when entraining and detraining, look out for uneven ground and coarse gravel.

Not more than 20 cars at one time may be shoved into the west yard and cars or engines must not be moved through the mine tipple.

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

4. MAXIMUM SPEED

Table with columns: Mileage, Miles per Hour

5. PUBLIC CROSSING AT GRADE

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

WESTWARD TRAINS



Complex table for Alliance Subdivision with columns: Miles from Alliance Jct., Yard Limits, STATIONS, Office Signals, Siding Car Capacity

EASTWARD TRAINS



6. OTHER TRACKS

Table with columns: Mileage, Capacity, Points Face

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

| EDMONTON EAST TERMINAL SUBDIVISION | | | | | | | | | |
|------------------------------------|--------------------|--------------------|--------------------|-----------|-------------------------------------|---------------------------|-------------|--|----------------|
| WESTWARD TRAINS | | | | | Miles from Edmonton | Miles from North Edmonton | Yard Limits | STATIONS | Office Signals |
| FIRST CLASS | | | | | | | | | |
| 1 | 695 | 691 | 697 | 3 | | | | | |
| Passenger | Passenger Railiner | Passenger Railiner | Passenger Railiner | Passenger | | | | | |
| Daily | Daily | Daily | Daily | Daily | | | | | |
| --- | --- | --- | --- | --- | --- | 0.0 | 0.4 | Two Tracks NORTH EDMONTON _PXZ Interlocked with Vegreville and Wainwright Subs. 3.5 | CD |
| --- | --- | --- | --- | --- | --- | 1.2 | 1.2 | | |
| --- | --- | --- | --- | --- | --- | 3.5 | | CALDER _CKPWZ | |
| 1313 | 1219 | 1144 | 1124 | 1105 | 3.3 | | 0.4 | CTC NORTH EDMONTON _P Interlocked with Vegreville and Wainwright Subs. 3.3 | MO |
| s1325 | s1230 | s1155 | s1135 | s1120 | 0.0 | | | | |
| 1 | 695 | 691 | 697 | 3 | Special Instruction M-1 applicable. | | | | |

| EDMONTON WEST TERMINAL SUBDIVISION | | | | | | | | | |
|------------------------------------|-----------|-------------------------------------|-----|-------------------|---|-------------|----------|----------------|--|
| WESTWARD TRAINS | | | | | Miles from Edmonton | Yard Limits | STATIONS | Office Signals | |
| FIRST CLASS | | | | | | | | | |
| 1 | *3 | | | | | | | | |
| Passenger | Passenger | | | | | | | | |
| Daily | Daily | | | | | | | | |
| 1355 | 1150 | 0.0 | ↓ | CTC TWO TRACKS | EDMONTON _CKPWXZ 4.2 WEST JCT. _PXYZ 0.7 N.A. RLY. _PX 1.1 UNION JCT. _PX Jct. with Sangudo Sub. 1.2 BISELL _P | MO | | | |
| --- | --- | 4.2 | 4.2 | | | | | | |
| --- | --- | 4.9 | | | | | | | |
| --- | --- | 6.0 | | | | | | | |
| 1412 | 1205 | 7.2 | | | | | | | |
| 1 | 3 | Special Instruction M-1 applicable. | | | | | | | |

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

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

2. CTC Features—

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

(b) CTC, governing movement in both directions on each of the Two Tracks, in service between westward block Signals 41ND, 41SD, 39BD, 39 and 39AD at West Jct. and

Bissell. There is no approach signal on westward track between Edmonton and West Jct. and westward movements must approach block signal 39 prepared to stop and there be governed by indication displayed. There is no approach signal on Sangudo Sub. and eastward movements must approach eastward dwarf signal 62D prepared to stop and there be governed by indication displayed.

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

| EDMONTON EAST TERMINAL SUBDIVISION | | | | | | | | | |
|-------------------------------------|---------------------------|--|----------------|-----------------|-----------|--------------------|--------------------|--------------------|------|
| Miles from Edmonton | Miles from North Edmonton | STATIONS | Office Signals | EASTWARD TRAINS | | | | | |
| | | | | FIRST CLASS | | | | | |
| | | | | 2 | 4 | 694 | 696 | 690 | |
| | | | | Passenger | Passenger | Passenger Railiner | Passenger Railiner | Passenger Railiner | |
| | | | | | | | | | |
| --- | 0.0 | Two Tracks NORTH EDMONTON _PXZ Interlocked with Vegreville and Wainwright Subs. 3.5 | CD | --- | --- | --- | --- | --- | |
| --- | 1.2 | | | --- | --- | --- | --- | --- | |
| --- | 3.5 | CALDER _CKPWZ | | --- | --- | --- | --- | --- | |
| 3.3 | --- | CTC NORTH EDMONTON _P Interlocked with Vegreville and Wainwright Subs. 3.3 | MO | 1510 | 1710 | 1730 | 1740 | 1750 | |
| 0.0 | --- | | | EDMONTON _CKPWZ | 1500 | 1700 | 1720 | 1730 | 1740 |
| Special Instruction M-1 applicable. | | | | Daily | Daily | Daily | Daily | Daily | |
| | | | | 2 | 4 | 694 | 696 | 690 | |

| EDMONTON WEST TERMINAL SUBDIVISION | | | | | | | | | |
|-------------------------------------|-------------------|----------------|-----------------|-----------|---|---|--|--|--|
| Mile from Edmonton | STATIONS | Office Signals | EASTWARD TRAINS | | | | | | |
| | | | FIRST CLASS | | | | | | |
| | | | 2 | *4 | | | | | |
| | | | Passenger | Passenger | | | | | |
| 0.0 | CTC Two Tracks | MO | s1430 | s1630 | *No. 4 WILL NOT OPERATE APRIL 26 TO JUNE 19 AND SEPT. 13 TO OCT. 24 INCLUSIVE | | | | |
| 4.2 | | | 1420 | 1620 | | | | | |
| 4.9 | | | --- | --- | | | | | |
| 6.0 | | | --- | --- | | | | | |
| 7.2 | | | 1410 | 1610 | | | | | |
| Special Instruction M-1 applicable. | | | Daily | Daily | 2 | 4 | | | |

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES—Continued

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

North Service Track to Main Track at mileage 1.38 Edmonton - North Edmonton Line.

South Service Track to Main Track at mileage 2.8 Edmonton - North Edmonton Line.

Service Track to South Main Track at N.A. Rly. West Jct. - Bissell Line.

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

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

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

3. Two tracks between mileage 0.4 and mileage 1.2 North Edmonton - Calder Line and there is no main track through Calder yard between the west end of the Two Tracks and West Jct.

Two Tracks between West Jct. and third crossover switch west of 96th Street public crossing at grade mileage 0.4 Edmonton East Terminal Sub.

(Continued on Page 14)

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES—Continued

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

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

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.

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 1000 until 1800 daily at West end and East end of Edmonton station tracks. Switchtenders at east end are responsible for all switches at the east end of station tracks and crossover switches be-

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

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

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

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

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

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

14. **West Jct.**—(a) Eastward yard limit sign governing movements on the Two Tracks between West Jct. and Edmonton is located on the south side of the Munsey track turnout opposite the westward block signal 39AD.

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

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

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

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

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

16. **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.

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EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES—Concluded

17. **MAXIMUM SPEED**

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

18. **PERMANENT SLOW ORDER AND SPEED RESTRICTION**

| Mileage | Miles per Hour | |
|---|----------------------|---------------|
| | Passenger and Railer | 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 | 20 |
| Public Crossings at Grade Mileage 0.4 Edmonton - North Edmonton Line (96th Street) Eastward movements approaching within 600 feet of crossing and until crossing occupied ----- | 10 | |
| Mileage 3.87 Edmonton - Bissell Line (125th Avenue) Westward movements on eastward track proceeding at less than 10 miles per hour within 1150 feet of the crossing, until crossing occupied ----- | 10 | |

19. **EQUIPMENT RESTRICTIONS**

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

20. **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 103rd and 104th Avenues, between 101st and 112th Streets, except Interchange tracks between 110th and 111th Streets.

Day signals shall be used by day and lighted yellow fuses by night.

(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 0645 to 0700, 0745 to 0800 and 1630 to 1645 Monday to Friday inclusive.

| WESTWARD TRAINS | | | SANGUDO SUBDIVISION | | | EASTWARD TRAINS | | |
|-----------------|-----------------------|-------------------------|--|----------------|---------------------|--------------------------|---------|-------|
| FOURTH CLASS | Miles from Union Jct. | Yard Limits | STATIONS | Office Signals | Siding Car Capacity | FOURTH CLASS | Freight | Daily |
| 515 | | | | | | 516 | | |
| 0720 | *0.0 | 2.3 | UNION JCT. ----- Z Jct. with Edmonton West Terminal Sub. | | | 1235 | | |
| 0725 | 1.7 | | CANNEL ----- Z | | 20 | 1225 | | |
| 0733 | 5.0 | | ST. ALBERT ----- | | 28 | 1215 | | |
| 0750 | 13.0 | | VILLENEUVE ----- | | 32 | 1154 | | |
| 0805 | 19.4 | | CALAHOO ----- | | 32 | 1134 | | |
| 0830 | 29.4 | | ONOWAY ----- | | 65 | 1104 | | |
| 0845 | 36.0 | | GUNN ----- | | 31 | 1044 | | |
| 0905 | 44.4 | | GLENEVIS ----- | | 31 | 1019 | | |
| 0921 | 51.5 | | CHERHILL ----- | | 21 | 0957 | | |
| 0940 | 57.0 | | LISBURN ----- | | 31 | 0940 | | |
| 0956 | 62.5 | | SANGUDO ----- | | 34 | 0920 | | |
| 1016 | 68.9 | | ROCHFORD BRIDGE ----- | | 32 | 0854 | | |
| 1030 | 74.2 | | MAYERTHORPE ----- | | 66 | 0832 | | |
| 1047 | 79.8 | | GREENCOURT ----- | | 29 | 0810 | | |
| 1110 | 89.7 | BLUE RIDGE ----- | | 30 | 0725 | | | |
| 1140 | 103.3 | WHITECOURT ----- RYZ WO | | YARD | 0630 | | | |
| | 105.6 | Manual Block System | WINDFALL ----- | | 86 | | | |
| | 121.8 | | SILVER CREEK ----- | | 84 | | | |
| | 132.7 | | KNIGHT ----- | | 84 | | | |
| | 142.9 | | PASS CREEK ----- | | 94 | | | |
| | 158.2 | | KAYBOB ----- Z | | YARD | | | |
| | 165.4 | | | | | | | |
| | 167.6 | | | | | | | |
| | | | Rules 41 and 44 applicable between Union Jct. and Whitecourt. Rule 105A not applicable. Rules 321 to 323 applicable between Whitecourt and Kaybob. Rear flag protection in accordance with Rule 99 is not required between Whitecourt and Kaybob. | | | Daily ex. Sunday, Monday | | |
| 515 | | | | | | 516 | | |

SANGUDO SUBDIVISION FOOTNOTES

1. RULE MODIFICATIONS

1.1 Clearances—Unless otherwise provided, No. 515 and extra trains created at Union Jct. must obtain clearance at Edmonton or Calder and may then leave Union Jct. without obtaining clearance.

1.2 Special Instructions Apply—

SYSTEM 2—over entire sub.

AREA A2 and A-3—between mileage 105.6 and mileage 167.3.

MANUAL BLOCK MB-1 to MB-18—applicable between mileage 105.6 and mileage 165.4.

2. GENERAL FOOTNOTES

*2.1 Mileage between Union Jct. and Whitecourt commences 0.2 miles west of Junction switch.

3. SPEEDS

| Mileage | Miles per Hour All Movements |
|--------------------------|------------------------------|
| 0.0 to 63.0 ----- Zone | 40 |
| 4.7 ----- (over bridge) | 20 |
| 63.0 to 103.3 ----- Zone | 30 |
| 103.3 to 106.3 ----- | 20 |
| 106.3 to 108.1 ----- | 10 |
| 108.1 to 115.3 ----- | 20 |
| 115.3 to 116.7 ----- | 10 |
| 116.7 to 141.0 ----- | 20 |
| 141.0 to 146.0 ----- | 15 |
| 146.0 to 153.0 ----- | 10 |
| 153.0 to 167.3 ----- | 20 |
| Kaybob loop ----- | 5 |

Special Instruction M.1 applicable.

(Continued on Page 17)

SANGUDO SUBDIVISION FOOTNOTES—Continued

3.2 Trains handling loaded sulphur, liquid gas or ballast cars:

| Mileage | Miles per Hour All Movements |
|---------------------------------------|------------------------------|
| 0.0 to 34.0 ----- | 20 |
| 34.0 to 63.0 ---*(except as below)--- | 30 |
| 63.0 to 103.3 ----- | 20 |
| *Over bridges ----- | 20 |

3.3 Units in 5000-5199 series:

| Mileage | Miles per Hour |
|---|----------------|
| 0.0 to 103.3 ----- (over bridges) ----- | 20 |

3.4 CONDITIONAL SPEEDS

| Mileage | Miles per Hour |
|---|----------------|
| 0.0 (156th Street) | |
| Approaching within 250 feet of crossing until crossing occupied ----- | 5 |

4. PUBLIC CROSSING AT GRADE

4.1 Mileage 0.0 (156th Street)—Automatically protected. Equipped with push button. Movements stopping within 250 feet of crossing must then not obstruct the crossing until gates are horizontal.

5. SPURS

5.1 Monomold Containers Ltd., mileage 4.2, capacity 5 cars, switch points face west. Cars must not be allowed to run free in this spur and all cars left in spur must have hand brakes applied and wheels blocked.

5.2 Texas Gulf Sulphur—Extends 6.2 miles westward from mileage 120.5, switch points face east.

Movements on this spur must be made under the provisions of Manual Block System Special Instructions MB-1 to MB-18.

Engines must not be moved under bulk sulphur loading conveyor.

General Instructions A-220 (Form 696) applicable to eastward movements from Sulphur plant and run-around track. Eastward movements at the Sulphur plant must comply with General Instruction T-311. Loads must not be moved eastward from the Sulphur plant unless the route to be used is clear of other equipment.

5.3 Chevron—Extends 4500 feet westward from mileage 143.8, switch points face east.

5.4 Grizzly Sulphur—Extends 1.5 miles westward from mileage 158.7, switch points face east.

6. 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 |
| 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 |

| WESTWARD TRAINS | | | EDSON SUBDIVISION | | | EASTWARD TRAINS | | |
|-----------------|-----------|---------------------|------------------------|-------|----------------|---------------------|-------------|-----------|
| FIRST CLASS | | Miles from Edmonton | MOUNTAIN STANDARD TIME | | Office Signals | Siding Car Capacity | FIRST CLASS | |
| 1 | 3 | | STATIONS | | | | 2 | 4 |
| Passenger | Passenger | | 2 | 4 | | | Passenger | Passenger |
| Daily | Daily | | | | | | | |
| 1412 | 1205 | 7.2 | BISSELL | P | YARD | 1410 | 1610 | |
| --- | --- | 19.7 | 12.5 | --- | --- | --- | --- | |
| 1438 | 1232 | 32.5 | SPRUCE GROVE | P | 110 | --- | --- | |
| --- | --- | 44.3 | 12.8 | --- | --- | --- | --- | |
| --- | --- | 58.1 | CARVEL | P | 108 | 1345 | 1540 | |
| --- | --- | 66.3 | 11.8 | --- | --- | --- | --- | |
| 1520 | 1315 | 68.1 | WABAMUN | P | 121 | --- | --- | |
| --- | --- | 77.5 | 13.8 | --- | --- | --- | --- | |
| --- | --- | 88.1 | GAINFORD | P | 110 | --- | --- | |
| --- | --- | 99.7 | 8.2 | --- | --- | --- | --- | |
| 1550 | 1345 | 99.7 | ENTWISTLE | P | 111 | --- | --- | |
| --- | --- | 109.8 | 1.8 | --- | --- | --- | --- | |
| --- | --- | 120.8 | EVANSBURG | P | --- | 1310 | 1510 | |
| --- | --- | 129.6 | 9.4 | --- | --- | --- | --- | |
| --- | --- | 138.9 | WILDWOOD | PW | 112 | --- | --- | |
| --- | --- | 139.4 | 10.6 | --- | --- | --- | --- | |
| --- | --- | 149.1 | LEAMAN | P | 108 | --- | --- | |
| --- | --- | 155.8 | 11.6 | --- | --- | --- | --- | |
| 1653 | 1453 | 155.8 | NITON | P | 111 | 1240 | 1435 | |
| --- | --- | 165.2 | 10.1 | --- | --- | --- | --- | |
| --- | --- | 177.0 | PEERS | P | 110 | --- | --- | |
| --- | --- | 184.6 | 11.0 | --- | --- | --- | --- | |
| --- | --- | 196.2 | WOLF CREEK | P | 110 | --- | --- | |
| --- | --- | 199.4 | 8.8 | --- | --- | --- | --- | |
| 1800 | 1555 | 208.2 | EDSON | CKPWY | FY | 145 | 1210 | |
| --- | --- | 214.6 | 9.3 | --- | --- | --- | 1355 | |
| --- | --- | 220.5 | BICKERDIKE | P | 116 | --- | --- | |
| --- | --- | 227.6 | 10.2 | --- | --- | --- | --- | |
| --- | --- | 235.7 | GALLOWAY | P | 120 | --- | --- | |
| --- | --- | --- | 6.7 | --- | --- | --- | --- | |
| --- | --- | --- | MEDICINE LODGE | P | 110 | 1135 | 1320 | |
| --- | --- | --- | 9.4 | --- | --- | --- | --- | |
| --- | --- | --- | OBED | P | 106 | --- | --- | |
| --- | --- | --- | 11.8 | --- | --- | --- | --- | |
| --- | --- | --- | PEDLEY | PW | 112 | --- | --- | |
| --- | --- | --- | 7.6 | --- | --- | --- | --- | |
| --- | --- | --- | HINTON | P | 120 | --- | --- | |
| --- | --- | --- | 11.6 | --- | --- | --- | --- | |
| --- | --- | --- | SOLOMON | P | 113 | --- | --- | |
| --- | --- | --- | 3.2 | --- | --- | --- | --- | |
| --- | --- | --- | SWAN LANDING | P | 160 | --- | --- | |
| --- | --- | --- | 8.8 | --- | --- | --- | --- | |
| --- | --- | --- | MIETTE | P | 123 | 1035 | 1220 | |
| --- | --- | --- | 6.4 | --- | --- | --- | --- | |
| --- | --- | --- | DEVONA | P | 123 | --- | --- | |
| --- | --- | --- | 5.9 | --- | --- | --- | --- | |
| --- | --- | --- | SNARING | P | 123 | --- | --- | |
| --- | --- | --- | 7.1 | --- | --- | --- | --- | |
| --- | --- | --- | HENRY HOUSE | P | 123 | --- | --- | |
| --- | --- | --- | 8.1 | --- | --- | --- | --- | |
| --- | --- | --- | JASPER | CKPWY | GH | 53 | 1005 | |
| --- | --- | --- | --- | --- | --- | --- | 1150 | |

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

EDSON SUBDIVISION FOOTNOTES

- 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 and Mountain Park subs will be listed on second line of clearance.

(Continued on Page 19)

EDSON SUBDIVISION FOOTNOTES—Continued

- 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)

- Rules 287 and 288 Modified—**

Except as may be required by Special Instruction M-15, trains or engines accepting a SLOW CLEAR or SLOW APPROACH indication on a dwarf signal governing movement from a siding, may proceed at a speed not exceeding 25 miles per hour.

- 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.

- 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.

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

- 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.

- 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.

- 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.

- 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.

- Swan Landing—**Grande Cache Sub. 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 Grande Cache Sub.

- 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.

- 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, Nos. 1 and 3 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, Nos. 2 and 4 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.

14. MAXIMUM SPEED

| Mileage | 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 | Other Movements |
| 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 |

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 |
|---------------------------------------|---------|-----------|-------------|
| Edmonton Potato Growers | 7.7 | 20 cars | W |
| 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.) | | | |
| G.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 |
| Hargwen | 160.0 | 38 cars | E |
| Entrance | 189.7 | 12 cars | W |
| Brule | 201.2 | 108 cars | E W |

18. SPURS
Inland Cement Co. Ltd.—extends eastward from mileage 7.1, capacity 146 cars. East end of spur connects to Sangudo sub. Hopper unloading track 2350 feet in length with east end connection is locked with a private lock in charge of Inland Cement Co. hopper attendant. When spotting limestone rock in this track, road crews will be governed by General Instruction A-215 (Form 696). Inland Cement Co. employees will apply hand brakes as required. Caution is to be exercised due to equipment and open pits adjacent to this track.

Westward trains picking up cars from this spur must receive a No. 1 air test before departure.

19. Hot Box and Dragging Equipment Detector—
Located at Mileages 46.7, 92.3, 173.7 and 205.9.

20. TUNNEL
Mileage 204.8 ----- 745 feet

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.

| 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 | | | Y | | | |
| 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 | |
|-----------------------|-------------|------------------------------|----------------|---------------------|-----------------|--|
| Miles from Bickerdike | Yard Limits | STATIONS | Office Signals | Siding Car Capacity | | |
| 0.0 | ↓ 1.2 | BICKERDIKE | P | | ↑ | |
| 0.4 | | 5.5 | Y | | | |
| 5.5 | | McLEOD RIVER | P | 43 | | |
| 10.7 | | ERITH | P | 51 | | |
| 16.3 | | WEALD | | 42 | | |
| 25.2 | | EMBARRAS | P | 51 | | |
| 30.5 | | OKE | | 28 | | |
| 34.0 | | ROBB | P | | | |
| 36.1 | ↑ 35.5 | PARKHILL JCT. | Z | | | |
| | | Jct. with Mountain Park Sub. | | | | |
| 36.6 | | COALSPUR | PYZ | YARD | | |
| 43.2 | ↓ 37.1 | DISS | | 31 | | |
| 47.2 | | STERCO | | 33 | | |
| 48.1 | | 1.3 | Y | | | |
| 48.5 | | COAL VALLEY | | | | |
| 49.9 | | FOOTHILLS | | | | |

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

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.

East yard limit sign located on south side of Foothills Sub. main track.

Switch at mileage 0.4 must be left in reverse position for through movement to and from the west connection with Edson Sub. at mileage 139.4 and against through movement to and from the east connection with the Bickerdike siding Foothills Sub. connection. Second and third paragraphs of Rule 104 amended accordingly. System Special Instruction 3 applicable at this switch.

4. **Parkhill Jct.**—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 |
|------------------|-------|----------------|
| Mileage | | All Movements |
| 0.0 to 36.6 | ----- | 25 |
| 36.6 to 49.9 | ----- | 15 |

| 7. PERMANENT SLOW ORDER | | Miles per Hour |
|-------------------------|-------|----------------|
| Mileage | | All Movements |
| 36.1 to 47.2 | ----- | 10 |

| 7. PERMANENT SLOW ORDER | | Miles per Hour |
|-------------------------|-------|----------------|
| Mileage | | All Movements |
| 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 | | Miles per Hour |
|-----------|-------|----------------|
| Mileage | | All Movements |
| 33.4 | ----- | 591 feet |

| WESTWARD TRAINS | | MOUNTAIN PARK SUBDIVISION | | | EASTWARD TRAINS | |
|--------------------------|-------------|---------------------------|----------------|---------------------|-----------------|------|
| Miles from Parkhill Jct. | Yard Limits | STATIONS | Office Signals | Siding Car Capacity | | |
| 0.0 | ↓ 1.5 | PARKHILL JCT. | Z | | ↑ | |
| | | Jct. with Foothills Sub. | | | | |
| 0.5 | | 0.5 | COALSPUR | PYZ | | YARD |
| 6.9 | | MERCOAL | | 24 | | |
| 8.2 | | STEPPER | | 33 | | |
| 11.8 | | SHAW | | 33 | | |
| 18.0 | | FIDLER | | 30 | | |
| 22.4 | ↑ 21.6 | LEYLAND | Y | 50 | | |
| 22.5 | | 1.2 | PRZ | AN | | |
| 23.7 | ↓ 24.7 | CADOMIN | Z | 55 | | |
| 31.6 | | MOUNTAIN PARK | Y | YARD | | |

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

MOUNTAIN PARK SUBDIVISION NOTES

1. **Clearances**—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 and Mountain Park subs will be listed on second line of clearance.

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. **Luscar Industrial Spur**—Restricted speed for all movements must not exceed 15 miles per hour.

Eastward movements must comply with General Instructions A-220 and T-311 (Form 696).

Cardinal River Coals Ltd. spur located 4.8 miles west of Leyland has capacity of 51 cars.

Protection of impassable or slow track on Luscar Industrial spur may be as prescribed by Rule 41.

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.

| 12. MAXIMUM SPEED | | Miles per Hour |
|-------------------|-------|----------------|
| Mileage | | All Movements |
| 0.0 to 31.6 | ----- | 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 |
| Luscar Industrial Spur | 22.4 | 5.3 miles | Connected to tail of Wye at Leyland |

| 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. MAXIMUM SPEED</p> <p>Mileage Miles per Hour All Movements</p> <p>0.0 to 21.8 ----- 15</p> | 0.0 | | HAIGHT JCT. ----- P Jct. with Wainwright Sub. 6.5 | | | | | |
| | 6.5 | | HAIGHT ----- | | | 34 | | |
| | 13.9 | | INLAND ----- | | | 32 | | |
| | 21.8 | 20.7 | VEGREVILLE JCT. PYZ ----- Jct. with Vegreville Sub. 7.9 | | | | | |
| RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable | | | | | | | | |

| DEMAY SUBDIVISION FOOTNOTES | NORTHWARD TRAINS | | DEMAY 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. MAXIMUM SPEED</p> <p>Mileage Miles per Hour All Movements</p> <p>0.0 to 25.0 ----- 15</p> | 0.0 | | CAMROSE JCT. PYZ ----- Jct. with Camrose Sub. 7.4 | | | | | |
| | 7.4 | 1.3 | DEMAY ----- | | | 33 | | |
| | 12.9 | | ROUNDHILL ----- | | | 32 | | |
| | 18.8 | | DODDS ----- | | | 31 | | |
| | 25.0 | | RYLEY ----- P | | | | | |
| RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable | | | | | | | | |

PUBLIC CROSSING AT GRADE

Mileage 13.0 (First Street)

Approaching within 500 feet of crossing and until crossing occupied ----- 10

| KINGMAN SUBDIVISION FOOTNOTES | NORTHWARD TRAINS | | 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. MAXIMUM SPEED</p> <p>Mileage Miles per Hour All Movements</p> <p>0.0 to 23.7 ----- 10</p> | 23.7 | | BARLEE JCT. ----- P Jct. with Camrose Sub. 5.3 | | | | | |
| | 23.4 | | DINANT ----- | | | 43 | | |
| | 18.4 | | KINGMAN ----- | | | 44 | | |
| | 12.0 | | BARDO ----- | | | 44 | | |
| | 5.6 | | TOFIELD ----- PY | | | | | |
| RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable | | | | | | | | |

| WESTWARD TRAINS | | | Miles from North Battleford | | Yard Limits | | BLACKFOOT SUBDIVISION | | | | 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 | | | | Office Signals | Siding Car Capacity | 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 | | | | | | | | | | | | | | |
| | | | 0.4 | 0.8 | | | | | | | | | | | | | | |
| 1840 | 0735 | 0708 | 6.1 | 5.5 | | | | | | | | | | | | | | |
| To Battleford Sub. | 0745 | 0714 | 10.8 | 6.7 | | | | | | | | | | | | | | |
| | 0756 | s 0724 | 18.9 | | | | | | | | | | | | | | | |
| | 0805 | 0731 | 26.2 | | | | | | | | | | | | | | | |
| | 0815 | s 0739 | 33.9 | | | | | | | | | | | | | | | |
| | 0828 | 0748 | 43.4 | | | | | | | | | | | | | | | |
| | 0837 | s 0755 | 49.9 | | | | | | | | | | | | | | | |
| | 0847 | s 0803 | 57.6 | | | | | | | | | | | | | | | |
| | 0857 | s 0811 | 64.3 | | | | | | | | | | | | | | | |
| | 0918 | s 0821 | 72.6 | | | | | | | | | | | | | | | |
| | 0940 | s 0838 | 82.9 | 82.2 | | | | | | | | | | | | | | |
| | 0950 | f 0845 | 84.4 | 86.8 | | | | | | | | | | | | | | |
| | 1000 | s 0853 | 99.3 | | | | | | | | | | | | | | | |
| | 1013 | s 0904 | 109.6 | | | | | | | | | | | | | | | |
| | 1023 | 0912 | 117.3 | | | | | | | | | | | | | | | |
| | 1035 | s 0920 | 124.4 | 122.9 | | | | | | | | | | | | | | |
| Special Instruction M-1 applicable. | | | | | | | | | | | | Daily | Tuesday, Friday | Daily except Sunday | 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 except Railiner Railiner Other Movements

0.0 to 12.0 ----- 45 40 30

12.0 to 116.0 ----- 70 50 50

116.0 to 124.4 ----- 55 50 45

On Curves ----- 60 -- --

7. **PERMANENT SLOW ORDERS**

Mileage Miles per Hour Passenger except Railiner Railiner Other 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

82.2 to 85.2 ----- 50 -- 40

85.2 to 86.8 ----- 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 28)

BLACKFOOT SUBDIVISION FOOTNOTES—Concluded

8. PUBLIC CROSSINGS AT GRADE (SPEED RESTRICTIONS)

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

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

9. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

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

10. OTHER TRACKS

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

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

BATTLEFORD SUBDIVISION FOOTNOTES

- Cut Knife Jct.—Junction switch is in normal position when set for Cut Knife Sub.
- Battleford Jct.—No. 94 will wait for No. 93. Telephone in register office Battleford Jct., connected with yard office North Battleford.
- MAXIMUM SPEED**
Mileage 0.0 to 7.8 ----- 15 Miles per Hour All Movements

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

CUT KNIFE SUBDIVISION FOOTNOTES

- Clearances — No. 93 may leave Rosemound without obtaining clearance.
- Cut Knife Jct.—Junction switch is in normal position when set for Cut Knife Sub.
- SPEEDS**
Mileage 0.0 to 26.8 ----- 20 Miles per Hour All Movements
1.8 to 2.1 ----- 10
26.8 to 43.8 ----- 15
- OTHER TRACKS**
Mileage Capacity Points Face
Newby ----- 34.8 19 cars E

| WESTWARD TRAINS | | | VEGREVILLE SUBDIVISION STATIONS | | | | EASTWARD TRAINS | | |
|-----------------|---------------------------|---------------------------|---------------------------------|-------------|----------------|---------------------|---------------------------|---------------------------|----------------|
| FOURTH CLASS | FIRST CLASS | | Miles from Vermilion | Yard Limits | Office Signals | Siding Car Capacity | FIRST CLASS | | FOURTH CLASS |
| 709 Freight | 697 Passenger Railiner | 691 Passenger Railiner | | | | | 696 Passenger Railiner | 690 Passenger Railiner | 884 Freight |
| | | | | | | | | | |
| 1045 | | 0924 | 0.0 | ↓ | VN | 30 | \$ 2014 | 0915 | |
| 1100 | | 0932 | 7.4 | 0.8 | | 32 | 2006 | 0902 | |
| 1110 | | \$ 0940 | 14.6 | | P | 33 | \$ 1958 | 0850 | |
| 1122 | | \$ 0949 | 22.9 | | P | 32 | \$ 1947 | 0837 | |
| 1139 | | \$ 0959 | 31.6 | | P | 25 | \$ 1936 | 0824 | |
| 1150 | | \$ 1006 | 39.2 | | P | 36 | \$ 1927 | 0813 | |
| 1203 | | \$ 1015 | 48.2 | | P | 33 | \$ 1916 | 0800 | |
| 1215 | | \$ 1025 | 57.1 | 56.1 | PWZ | RG 64 | \$ 1906 | 0747 | |
| 1217 | | 1026 | 58.0 | 59.1 | PYZ | | 1904 | 0745 | |
| 1225 | | 1032 | 64.0 | | | 33 | 1859 | 0737 | |
| 1235 | | \$ 1040 | 70.9 | | P | 51 | \$ 1852 | 0726 | |
| 1246 | | 1047 | 77.6 | | P | 36 | 1845 | 0715 | |
| 1257 | | \$ 1055 | 85.1 | | P | 37 | \$ 1837 | 0704 | |
| 1309 | | \$ 1103 | 92.4 | | P | 41 | \$ 1829 | 0654 | |
| 1321 | | \$ 1110 | 99.2 | | P | 34 | \$ 1822 | 0644 | |
| 1332 | | 1117 | 106.2 | 110.4 | | 34 | 1815 | 0635 | |
| 1342 | | \$ 1125 | 112.7 | 115.0 | PZ | FS 63 | \$ 1807 | 0626 | |
| 1352 | From Coronado Sub. | 1131 | 118.0 | | | 33 | To Coronado Sub. 1801 | 0616 | |
| 1359 | | 1135 | 121.7 | | | 33 | 1758 | 0610 | |
| 1405 | | 1118 | 122.9 | | PR | | 1746 | 1756 | 0605 |
| | | 1124 | 126.4 | | P | | 1740 | 1750 | |
| 709 | 697 | 691 | | | | | 696 | 690 | 884 |

CTC between St. Paul Jct. and North Edmonton controlled by Train Dispatcher at Edmonton. Special Instruction 3 applicable. Special Instruction M-1 applicable.

VEGREVILLE SUBDIVISION FOOTNOTES

- 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.
- 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.
- 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.
- Mileage 110.8—Dow Chemical Co.**
Engines must not move onto nor over the scale track.
- Mileage 110.9—Thio-Pet. Chemicals Ltd.**
Engines must not move onto nor over the scale track.
- 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. Beamer Spur (Imperial Oil Limited) mileage 114.6. Train register located in vicinity of main track switch. Trains will register only when so directed by train order. Train dispatcher's telephone located at main track switch stand. Restricted speed may be a maximum of 15 miles per hour on this spur.

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 120.9 (one car) | -- | -- | 30 |
| (two or more cars) | -- | -- | 20 |
| SD-40 units | -- | 20 | 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 0.13 (Oliver Avenue) Westward movements approaching within 450 feet of crossing and until crossing occupied 15 15 15

Mileage 44.7 (Highway 36) Approaching within 1950 feet of crossing and until crossing occupied 65 -- --

Mileage 57.0 (49th Street) Westward movements approaching within 1450 feet of crossing and until crossing occupied 45 45 45 Eastward movements approaching within 720 feet of crossing and until crossing occupied 20 20 20

Mileage 57.1 (50th Street) Approaching within 350 feet of crossing and until crossing occupied 10 10 10

Mileage 111.4 (Forrest Road) Westward movements approaching within 2100 feet of crossing and until crossing occupied 55 -- -- Eastward movements proceeding at less than 15 miles per hour within 1500 feet of crossing until crossing occupied 10 10 10

Mileage 111.7 (Municipal Road) Westward movements proceeding at less than 15 miles per hour within 1500 feet of crossing until crossing occupied 10 10 10

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

Mileage 125.0 (50th Street) Eastward movements approaching within 1400 feet of crossing and until crossing occupied 40 40 40

Mileage 126.0 (129th Avenue) Approaching within 500 feet of crossing and until crossing occupied 10 10 10

14. EQUIPMENT RESTRICTIONS

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

(Continued on Page 31)

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. | 111.0 | 20 cars | W |
| (Off Sherritt Gordon Mines Ltd. Mileage 111.0) | | | |
| Peace River Glass Co. | 111.2 | 17 cars | W |
| Sherritt Gordon Mines Ltd. | 111.7 | 150 cars | W |
| Imp. Oil Ltd. (Beamer) | 114.64 | 11.2 miles | W |
| Alsask Processors Ltd. | 125.9 | 6 cars | E |
| Alsask Processors Ltd. | 126.0 | 11 cars | W |
| Edmonton Rendering Co. | 126.1 | 2 cars | W |
| Soapone Products Ltd. | 126.3 | 8 cars | W |

NORTHWARD TRAINS

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

PORTER SUBDIVISION FOOTNOTES

1. INTERLOCKING

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

2. MAXIMUM SPEED

Mileage 0.0 to 48.2 20

3. Unless authorized by Superintendent Transportation, movements must not be operated between Mileage 0.0 and Mileage 3.0.

| 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 |
| Monday, Wednesday, Friday | Daily | Daily | | | | | | | | | |
| 0600 | | | 160.0 | ↓ 159.5 | HEINSBURG BPYZ | | YARD | | | | 1715 |
| 0629 | | | 149.4 | | 10.6 LINDBERGH P | | 32 | | | | 1655 |
| 0650 | | | 139.6 | | 9.8 ELK POINT P | | 33 | | | | 1627 |
| 0730 | 2020 | 0850 | 120.2 | ↑ 121.2 | 19.4 ST. PAUL PRWYZ | AU | 32 | s 0840 | s 2010 | | 1545 |
| | F 2029 | F 0858 | 112.8 | ↑ 119.5 | 7.4 OWLSEYE P | | 29 | F 0831 | F 2002 | To Bonnyville Sub. | 1525 |
| | F 2034 | F 0903 | 108.5 | | 4.3 ABILENE Z | | 24 | F 0825 | F 1957 | | 1510 |
| | 2035 | 0904 | 108.1 | ↑ 109.0 | 0.4 ABILENE JCT. PRYZ | | | 0823 | 1955 | 0355 | 1505 |
| | To Bonnyville Sub. | s 0908 | 104.7 | ↑ 107.6 | 3.4 Jct. with Bonnyville Sub. ASHMON P | | 34 | From Bonnyville Sub. | s 1950 | 0344 | 1455 |
| | | s 0915 | 98.2 | | 6.5 SPEDDEN P | | 35 | | s 1942 | 0332 | 1430 |
| | | s 0924 | 89.8 | | 8.4 VILNA P | | 36 | | s 1931 | 0316 | 1405 |
| | | s 0935 | 80.0 | | 9.8 BELLIS P | | 36 | | s 1919 | 0257 | 1335 |
| | F 0941 | | 74.7 | | 5.3 EDWARD P | | 33 | | F 1913 | 0247 | 1315 |
| | | s 0957 | 64.6 | | 10.1 SMOKY LAKE PW | SM | 25 | | s 1900 | 0227 | 1250 |
| | | s 1007 | 57.0 | | 7.6 WARSPITE P | | 32 | | s 1851 | 0213 | 1215 |
| | | s 1016 | 50.1 | | 6.9 WASKATENAU P | | 32 | | s 1843 | 0200 | 1150 |
| | | s 1024 | 43.1 | | 7.0 RADWAY P | | 37 | | s 1835 | 0146 | 1125 |
| | | 1034 | 34.9 | | 8.2 KERENSKY P | | 35 | | 1825 | 0130 | 1055 |
| | | s 1041 | 29.6 | | 5.3 REDWATER P | R | 45 | | s 1818 | 0120 | 1041 |
| | F 1051 | | 20.6 | | 9.0 CORONADO P | | 28 | | F 1808 | 0100 | 0940 |
| | F 1058 | | 15.6 | | 5.0 GIBBONS P | | 49 | | F 1803 | 0052 | 0930 |
| | | 1108 | 7.2 | | 8.4 DUAGH P | | 32 | | 1754 | 0035 | 0910 |
| | | 1118 | 0.0 | | 7.2 ST. PAUL JCT. PR | | | | 1746 | 0020 | 0847 |
| | | | | | Jct. with Vegreville Sub. | | | | | | |
| | | | | Rule 41 applicable between St. Paul and Heinsburg | | | | | | | |
| | | | | Special Instruction 2 applicable between Elk Point and Heinsburg | | | | | | | |
| | | | | Special Instruction 3 applicable between Duagh and Lindbergh | | | | | | | |
| | | | | Special Instruction M-1 applicable | | | | | | | |
| 583 | 698 | 697 | | | | | | Daily | Daily | Daily | Sunday, Tuesday, Thursday |
| | | | | | | | | 699 | 696 | 836 | 584 |

CORONADO SUBDIVISION FOOTNOTES ON PAGE 33

CORONADO SUBDIVISION FOOTNOTES

1. Clearances—St. Paul Jct.—Unless otherwise provided, No. 836, No. 584 and extra trains created at St. Paul Jct. 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. Armco Spur—All cars left on this spur must have hand brakes applied at all times.

4. 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.

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

6. MAXIMUM SPEED

| Mileage | Miles per Hour | | |
|---------------------------|----------------|---------------------------|-----------------|
| | Railiner | Passenger except Railiner | Other Movements |
| 0.0 to 119.5 (See Item 8) | 70 | 50 | 40 |
| 119.5 to 160.0 | 40 | 40 | 30 |
| On Curves | 60 | -- | -- |

7. PERMANENT SLOW ORDERS

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

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

8. 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

9. 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 | -- | -- |

10. 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.

11. OTHER TRACKS

| | Mileage | Capacity | Points Face |
|-------------------|---------|----------|-------------|
| Armco Spur | 28.0 | 7 cars | E |
| 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. MAXIMUM SPEED Miles per Hour Railiner Passenger Other except Move- Railiner ments Mileage 0.0 to 61.1 (See Item 1) 65 40 30 On Curves 60 -- -- 5. PERMANENT SLOW ORDERS Mileage 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 | | | | FIRST CLASS | FOURTH CLASS | | |
| | | | | 699 | Passenger Railiner | Miles from Abilene Jct. | Yard Limits | | | 698 | 836 |
| | | | | Daily | | | | Passenger Railiner | Freight | | |
| | | | | 0710 | 61.1 | 59.5 | GRAND CENTRE PRYZ | NC | YARD | s 2150 | 0600 |
| | | | | 0715 | 57.2 | | 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 | | s 2117 | 0508 |
| | | | | 0754 | 24.1 | | FRANCHERE | | | 2103 | 0444 |
| | | | | s 0800 | 18.8 | | GLENDON P | | | s 2057 | 0434 |
| | | | | s 0805 | 14.7 | | THERIEN | | | s 2052 | 0425 |
| | | | | s 0811 | 9.8 | 0.6 | MALLAIG P | | | s 2046 | 0415 |
| | | | | 0823 | 0.0 | | ABILENE JCT. PRYZ | | | 2035 | 0355 |
| | | | | Special Instruction M-1 applicable. Special Instruction 3 applicable between Abilene Jct. and Bonnyville. | | | | Daily | Daily | | |
| | | | | 699 | | | | | | 698 | 836 |
| | | | | 6. OTHER TRACKS | | | | | | | |
| | | | | | | Mileage | Capacity | Points Face | | | |
| | | | | | | 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 | | |

| 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. MAXIMUM SPEED Miles per Hour All Move- ments Mileage 0.0 to 51.5 20 3. PUBLIC CROSSING AT GRADE Mileage 58.36 (First Avenue) Wainwright Sub. Approaching within 150 feet of crossing and until crossing occupied 5 | | | | FIRST CLASS | | | | FIRST CLASS | | |
| | | | | | | Miles from Connecting switch | Yard Limits | | | |
| | | | | | | 0.0 | UNITY PWZ | NI | | |
| | | | | | | 11.2 | 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 | BODO Y | | | |
| | | | | | | 51.5 | BODO Z | | YARD | |
| | | | | RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable Special Instruction M-1 applicable | | | | | | |

| NORTHWARD TRAINS | | | | SHEERNESS SUBDIVISION | | SOUTHWARD TRAINS | |
|------------------|--|--|-------------|-----------------------|--|------------------|---------------------|
| | | Miles from Batter Jct. | Yard Limits | | | Office Signals | Siding Car Capacity |
| | | STATIONS | | | | | |
| | | 53.7 | | WARDLOW 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 | | | |
|--|--|---|--|
| 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. MAXIMUM SPEED Miles per Hour All Movements 0.0 to 53.7 25 | | 5. OTHER TRACKS 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 | |

| NORTHWARD TRAINS | | | | SPONDIN SUBDIVISION | | SOUTHWARD TRAINS | |
|------------------|--|--|-------------|------------------------|--|------------------|---------------------|
| | | Miles from Scapa | Yard Limits | | | Office Signals | Siding Car Capacity |
| | | STATIONS | | | | | |
| | | 0.0 | | SCAPA Y | | | |
| | | | | Jct. with Endiang Sub. | | | |
| | | 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. MAXIMUM SPEED Miles per Hour All Movements 0.0 to 17.7 10 | |

| WESTWARD TRAINS | | Miles from Kindersley | Yard Limits | OYEN SUBDIVISION | | Office Signals | Siding Car Capacity | EASTWARD TRAINS | | |
|-----------------|---------------|-----------------------|-------------|------------------------------------|----------|----------------|---------------------|----------------------------|---------|--|
| FOURTH CLASS | FOURTH CLASS | | | MOUNTAIN STANDARD TIME | STATIONS | | | 806 | | |
| 707 | Freight Daily | | | | | | | 806 | Freight | |
| 1300 | | 0.0 | 2.6 | KINDERSLEY CKPWZ | KY | YARD | | 0310 | | |
| | | 0.7 | | ELROSE JCT. Z | | | | | | |
| | | 1.9 | | Jct. with Elrose Sub. Y | | | | | | |
| 1312 | | 8.3 | | FAIRMOUNT | | | 50 | 0255 | | |
| 1321 | | 15.0 | | PINKHAM | | | 58 | 0246 | | |
| 1331 | | 22.6 | | FLAXCOMBE | | | 46 | 0236 | | |
| 1342 | | 30.9 | | MARENGO | P | GO | 44 | 0225 | | |
| 1351 | | 36.8 | | MERID | P | | 40 | 0216 | | |
| 1402 | | 43.7 | 42.9 | Jct. with Mantario Sub. Y | | | | | | |
| | | 44.0 | | ALSASK | PRZ | SK | 52 | 0205 | | |
| 1411 | | 50.9 | 44.2 | SIBBALD | P | | 46 | 0156 | | |
| 1423 | | 60.7 | | BENTON | P | | 46 | 0144 | | |
| 1431 | | 66.7 | | OYEN | P | YN | 68 | 0136 | | |
| 1437 | | 71.6 | | EXCEL | | | 40 | 0130 | | |
| 1444 | | 77.0 | | LANFINE | | | 54 | 0123 | | |
| 1452 | | 83.0 | | CEREAL | P | | 43 | 0115 | | |
| 1500 | | 88.8 | | CHINOOK | P | | 40 | 0107 | | |
| 1516 | | 102.3 | | YOUNGSTOWN | P | | 80 | 0051 | | |
| 1523 | | 108.3 | | SCOTFIELD | P | | 52 | 0044 | | |
| 1533 | | 116.2 | | STANMORE | | | 42 | 0034 | | |
| 1539 | | 120.7 | | RICHDALE | P | | 53 | 0028 | | |
| 1552 | | 131.1 | | BONAR | | | 52 | 0014 | | |
| 1554 | | 131.8 | | BATTER JCT. PR | | | | 0012 | | |
| | | | 135.5 | Jct. with Sheerness Sub. | | | | | | |
| 1605 | | 136.4 | | HANNA CKPWYZ | HN | YARD | | 0005 | | |
| | | | | Special Instruction 3 applicable | | | | Daily ex. Saturday, Sunday | | |
| | | | | Special Instruction M-1 applicable | | | | | | |
| 707 | | | | | | | | 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 All Movements |
|--|------------------------------|
| 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 37)

OYEN SUBDIVISION FOOTNOTES—Concluded

| Mileage | Miles per Hour All Movements | 7. | OTHER TRACKS | Mileage | Capacity | Points Face |
|--|------------------------------|----|-------------------|---------|----------|-------------|
| 132.89 (Highway 36) | | | Imperial Oil Spur | 101.9 | 7 cars | E |
| Approaching within 1650 feet of crossing and until crossing occupied | 50 | | | | | |
| 136.07 (Highway 36) | | | | | | |
| Approaching within 1500 feet of crossing and until crossing occupied | 50 | | | | | |

4. EQUIPMENT RESTRICTIONS
- With the exception of yard tracks 3 and 4 at Hanna, diesel units in 5000 series must not be operated on other tracks.
5. Alsask } Trains will register only when so directed by train order.
6. Batter Jct. }

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.

| NORTHWARD TRAINS | | Miles from Endiang Jct. | Yard Limits | ENDIANG SUBDIVISION | | Office Signals | Siding Car Capacity | SOUTHWARD TRAINS | |
|------------------|--|-------------------------|-------------|------------------------------------|--|----------------|---------------------|------------------|--|
| | | | | STATIONS | | | | | |
| | | 0.0 | 0.9 | ENDIANG JCT. PYZ | | | | | |
| | | | | Jct. with Drumheller Sub. | | | | | |
| | | 11.2 | | DOWLING | | | 32 | | |
| | | 18.2 | | SCAPA Y | | | 43 | | |
| | | | | Jct. with Spondin Sub. | | | | | |
| | | 28.0 | | ENDIANG | | | 27 | | |
| | | 34.3 | | BYEMOOR | | | 32 | | |
| | | 47.1 | | HACKETT | | | 32 | | |
| | | 55.6 | | SABINE | | | 17 | | |
| | | 62.2 | 61.6 | WARDEN JCT. Z | | | | | |
| | | | | South Jct. with Stettler Sub. | | | | | |
| | | | | 0.7 SEE STETTLER SUBDIVISION | | | | | |
| | | 62.9 | 64.3 | WARDEN Z | | | | | |
| | | | | North Jct. with Stettler Sub. | | | | | |
| | | 70.4 | | OBERLIN | | | 32 | | |
| | | 75.2 | 74.7 | NEVIS Z | | | | | |
| | | | | 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 |
|----------------------|----------|-------------|
| Gulf Oil Canada 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 Railiner | 694 Passenger Railiner | | | | | | 695 Passenger Railiner | 693 Passenger Railiner | 844 Freight | |
| 1730 | | | 0.0 | ↓ 1.6 | HANNA CKPWZ | HN | YARD | | | 2025 | |
| | | | 0.8 | | ENDIANG JCT. PYZ | | | | | | |
| 1740 | | | 7.7 | | 6.9 Jct. with Endiang Sub. | | | 53 | | | 2016 |
| 1749 | | | 14.5 | | 6.8 WATTS P | | | 50 | | | 2007 |
| 1758 | | | 21.9 | | 7.4 CRAIGMYLE P | | | 55 | | | 1958 |
| 1808 | | | 29.9 | | 8.0 DELIA P | | | 44 | | | 1948 |
| 1813 | | From Stettler Sub. | 32.9 | | 3.0 MICHICHI P | | | 44 | To Stettler Sub. | | 1943 |
| 1825 | | 2121 | 40.3 | | 7.4 GARTLY P | | | 49 | 0810 | | 1931 |
| 1827 | | 2124 | 41.1 | | 0.8 DINOSAUR PRYZ | | | 50 | 0807 | | 1929 |
| 1859 | | s2140 | 52.4 | | 11.3 MUNSON PZ | | | 68 | 0750 | | 1859 |
| 1909 | | | 56.8 | 4.4 DRUMHELLER CKPWZ | YD | | 75 | | | 1849 | |
| 1910 | | | 57.0 | 0.2 ROSEDALE P | | | | | | 1848 | |
| 1917 | | | 60.4 | 3.4 JCT. WITH JOINT SECTION PR | | | 25 | | | 1841 | |
| 1949 | | | 76.4 | 16.0 WAYNE P | | | 53 | | | 1809 | |
| 1955 | | | 79.0 | 2.6 ROSEBUD P | | | 30 | | | 1803 | |
| 2011 | | | 87.1 | 8.1 REDLAND P | | | 61 | | | 1747 | |
| 2020 | | | 93.5 | 6.4 ROCKYFORD P | RK | | 32 | | | 1738 | |
| 2032 | | | 102.9 | 9.4 BAINTREE P | | | 32 | | | 1726 | |
| 2042 | | | 111.1 | 8.2 ARDENODE P | | | 45 | | | 1716 | |
| 2051 | | | 118.4 | 7.3 LYALTA P | | | 33 | | | 1707 | |
| 2101 | | | 126.6 | 8.2 NORFOLK P | | | 38 | | | 1657 | |
| 2110 | From Three Hills Sub. | | 131.9 | 5.3 JANET P | | | | To Three Hills Sub. | | 1650 | |
| | 2201 | | 132.4 | 0.5 SARCEE YARD CKPWYZ | SJ | YARD | | | | | |
| | | | | 1.8 SARCEE JCT. PZ | | | | 0757 | | | |
| | 2205 | | 134.2 | 1.4 McLEOD JCT. PZ | | YARD | | 0754 | | | |
| | 2207 | | 135.6 | 1.2 McKEE PZ | | YARD | | 0752 | | | |
| | s2210 | | 136.8 | 1.2 CALGARY KPWZ | CG | YARD | | 0750 | | | |

Special Instruction 3 applicable
Special Instruction M-1 applicable

| 707 | 692 | 694 | 695 | 693 | 844 |
|-----|-----|-----|-----|-----|-----|
|-----|-----|-----|-----|-----|-----|

DRUMHELLER SUBDIVISION FOOTNOTES

1. **Dinosaur**—The time of Nos. 695 and 694 applies at the Jct. switch.
 2. **Dinosaur**—Register station for Nos. 695 and 694 only.
 3. **Mileage 49.4**—Account sharp curvature, road engines must use at least 10 reachers when switching shale pit track.
 4. **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.

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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 40)

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.

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

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

15.2 Mileage 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.

15.3 C.N. Industrial Lead opposite mileage 135.3 (26th Avenue and 11th St. S.E.)—automatically protected.

Stop sign erected east of crossing on CP private spur and on each side of crossing on CN Industrial lead. Pushbutton governing westward movements from CP private spur installed adjacent to stop sign on this track. Instrument case located just west of crossing is equipped with lunar white light which when illuminated will indicate that traffic signals

are at stop. After stopping at stop sign and operating push-button where provided movements may proceed over crossing when lunar white light indicates that traffic signals have cycled to stop. In the event that lunar white light fails to operate movement over crossing must be protected by a member of the crew. To avoid unnecessary delay to highway traffic, cars and engines must not be left foul of crossing circuit.

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

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 | CUTHBERT | | 31 | | | | |
| | | 16.2 | ARNESON | | 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. SPEEDS

| Mileage | Zone | Miles per Hour All Movements |
|-------------|-------------------|------------------------------|
| 0.0 to 23.7 | ----- | 20 |
| 6.5 | ----- over bridge | 10 |

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

MANTARIO SUBDIVISION FOOTNOTES

1. Except for the train dispatching function, the territory between Glidden and Mileage 0.3 is under the jurisdiction of the Saskatchewan Area.

2. Glidden }
3. Eyre } Trains will register only when so directed by train order.
4. Alsask }

5. MAXIMUM SPEED

| Mileage | Miles per Hour All Movements |
|-------------|------------------------------|
| 0.0 to 43.8 | 25 |

6. OTHER TRACKS

| Mileage | Capacity | Points Face |
|---------------------------------------|-----------|-------------|
| Sodium Sulphate (Sask.) Ltd. --- 38.2 | 3.2 Miles | 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 Railer | | | | | | 692 Passenger Railer | 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 | 49 | | 2056 | | 1941 | | |
| 1950 | s 0912 | 60.2 | | 6.7 THREE HILLS P | WI | 74 | s 2046 | | 1932 | | |
| 2000 | 0920 | 53.8 | | 6.4 EQUITY | | 38 | 2038 | | 1923 | | |
| 2005 | s 0925 | 50.4 | | 3.4 TROCHU P | | 40 | s 2033 | | 1918 | | |
| 2025 | F 0933 | 43.4 | | 7.0 HUXLEY P | | 43 | F 2025 | | 1908 | | |
| 2034 | s 0940 | 37.8 | | 5.6 ELNORA P | | 45 | s 2019 | | 1859 | | |
| 2049 | F 0951 | 27.9 | | 9.9 LOUSANA P | | 42 | F 2008 | | 1844 | | |
| 2058 | s 0958 | 21.4 | | 6.5 DELBURNE P | | 42 | s 2001 | | 1834 | | |
| 2105 | 1003 | 16.3 | | 5.1 ARDLEY P | | 43 | 1955 | To Brazeau Sub. | 1826 | | |
| | 1009 | 11.3 | 5.0 HEATBURG | | | 1950 | | | | | |
| 2118 | | 7.9 | 7.1 ALIX SOUTH JCT. P | | | | 0550 | 1813 | | | |
| | | | Jct. with Brazeau Sub. 1.8 ALIX PRZ | | 41 | s 1944 | 0545 | 1810 | | | |
| 2122 | s 1016 | 6.1 | 5.0 0.9 MIRROR CKPYZ | MR | YARD | 1936 | 0530 | 1800 | | | |
| | | 0.0 | | | | | | | | | |

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 43)

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. Conductor No. 693 must call train dispatcher and advise time train arrived.

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.
Ardley -----Siding.
Delburne -----Siding.
Huxley -----Other tracks.
Twining -----Siding.
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 44)

THREE HILLS SUBDIVISION FOOTNOTES—Concluded

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 | S |
| Calgary Freight Shed Line | 126.2 | 4.2 miles | N |

STETTLER SUBDIVISION FOOTNOTES

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

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

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

4. 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 | |
|-----------------------------|-------------------------------------|----------|
| | Railiner | Railiner |
| 0.0 to 108.0 | 65 | 20 |
| Engines of 1000-1077 series | -- | 30 |

ON CURVES

| Mileage | Railiner | All Movements except Railiner |
|---------------|----------|-------------------------------|
| 0.0 to 90.0 | 60 | -- |
| 90.0 to 108.0 | 50 | -- |

7. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

| Mileage | Miles per Hour All Movements except Railiner | |
|------------------------|--|----------|
| | Railiner | Railiner |
| 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 | 68 cars | N S |
| Interchange track with C.P. Rly. | 19 cars | N |
| Stettler Auction Mart | 6 cars | N off interchange track |
| U.F.A. Co-op. | 3 cars | S |
| Stettler Town Spur | 18 cars | N |
| Federated Co-op Spur | 3 cars | N |

| NORTHWARD TRAINS | | | | SOUTHWARD TRAINS | | | | |
|------------------------------------|------------------------|----------------------------------|---|---|---------------------|------------------------|------------------------|--|
| FIRST CLASS | Miles from Ferlow Jct. | Yard Limits | STETTLER SUBDIVISION STATIONS | Office Signals | Siding Car Capacity | FIRST CLASS | Miles from Ferlow Jct. | |
| 695 Passenger Railiner | | | | | | 694 Passenger Railiner | | |
| Daily | | | | | Daily | | | |
| 0810 | 108.0 | 106.8 | DINOSAUR PRYZ <small>Jct. with Drumheller Sub.</small> | | | 2121 | | |
| s 0822 | 100.4 | | MORRIN <small>7.6</small> | | 44 | s 2110 | | |
| s 0833 | 92.9 | | ROWLEY <small>7.5</small> | | 33 | s 2059 | | |
| s 0842 | 86.8 | | RUMSEY <small>6.1</small> | | 31 | s 2050 | | |
| s 0852 | 79.9 | | SCOLLARD <small>6.9</small> | | 33 | F 2041 | | |
| s 0902 | 72.1 | | BIG VALLEY <small>7.8</small> | | 39 | s 2031 | | |
| s 0912 | 64.3 | | FENN <small>7.8</small> | | 33 | F 2021 | | |
| | 56.5 | | 57.1 | WARDEN JCT. RZ <small>South Jct. with Endiang Sub.</small> | | | | |
| s 0923 | 55.8 | | | WARDEN PRYZ <small>North Jct. with Endiang Sub.</small> | | 34 | s 2010 | |
| | 54.9 | | 51.3 | | | | | |
| s 0935 | 50.9 | STETTLER Z <small>4.9</small> | | SR | 23 | s 2003 | | |
| F 0942 | 45.4 | 49.8 | LEAHURST <small>5.5</small> | | | F 1953 | | |
| s 0949 | 40.4 | | RED WILLOW <small>5.0</small> | | 33 | s 1946 | | |
| s 1002 | 30.9 | | DONALDA <small>9.5</small> | | 32 | s 1935 | | |
| s 1015 | 21.2 | | MEETING CREEK <small>9.7</small> | | 32 | s 1923 | | |
| s 1028 | 12.3 | | EDBERG <small>8.9</small> | | 31 | s 1912 | | |
| F 1038 | 5.3 | | VIEWPOINT <small>7.0</small> | | 32 | F 1903 | | |
| 1049 | 0.0 | 0.9 | FERLOW JCT. PRYZ <small>Jct. with Camrose Sub.</small> | | | 1856 | | |
| Special Instruction M-1 applicable | | | | | | | | |
| 695 | | | | | | | 694 | |

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

BRAZEAU SUBDIVISION FOOTNOTES

- 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 47)

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 103.6 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 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 |
|--|---------|-----------|-------------|
| Red Deer North Industrial Spur | 36.5 | 5.3 miles | E |
| Spur connected to east leg of wye at Red Deer Jct. | | | |
| Spur | 37.1 | 8 cars | E W |
| Hudson Bay Oil & Gas | 57.6 | 37 cars | E W |
| Fisher Spur | 90.8 | 14 cars | E |
| Strong and Parsons | 92.1 | 2 cars | E |
| Purdy | 94.7 | 17 cars | E |
| Spur | 141.4 | 11 cars | E |
| Revelstoke Building Materials Ltd. | 141.7 | 22 cars | W |
| Red Deer North Industrial Spur: | | | |
| Fluor Canada Ltd. | 1.2 | 10 cars | S |
| Canada Packers | 3.1 | 15 cars | N |
| Canadian General Transit Co. Ltd. | 3.4 | | |
| Track No. 1 (outgoing) | | 10 cars | N |
| Track No. 2 (incoming) | | 8 cars | S |
| Red Deer Packers | 3.7 | 21 cars | S |
| Red Deer South Industrial Spur: | | | |
| Interchange track with C.P. Rly. | 0.2 | 7 cars | N S |
| Macdonalds Consolidated Ltd. | 0.3 | 16 cars | S |

EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

| Car Factor | WESTWARD OR NORTHWARD (Read Down) | | | | | | BETWEEN | Car Factor |
|------------|--|-----------|-------------------------------------|------------------------------|----------------------------------|-------|-----------------------------------|------------|
| | Single Unit Ratings | | | | | | | |
| | GR-12 | GR-12 | GR-17 (high speed gear) | GFA-B-15 Non-Ballasted GR-17 | GFA-15 Ballasted GR-15 and GR-17 | SD-40 | | |
| 1000-99 | 1200-1399 | 4100-4118 | 9000-9102 4119-4156 4200-4399 | 9104-9142 4400-4889 | 5000-5199 | | | |
| | WAINWRIGHT SUBDIVISION | | | | | | | |
| 12 | 2460 | 3250 | 2640 | 3500 | 3750 | 5800 | Biggar and Wainwright | |
| 12 | 2510 | 3330 | 3080 | 3900 | 4000 | 5800 | and Calder | |
| | BLACKFOOT-VEGREVILLE SUBDIVISIONS | | | | | | | |
| 8 | 1590 | 2070 | ---- | 2200 | 2375 | 3800 | North Battleford and Lloydminster | |
| 10 | 2060 | 2770 | ---- | 2850 | 3050 | 4900 | Lloydminster and Vermilion | |
| 10 | 2180 | 2850 | ---- | 3000 | 3225 | 5400 | Vermilion and Edmonton | |
| | BONNYVILLE-CORONADO SUBDIVISIONS | | | | | | | |
| 8 | 1560 | 2000 | ---- | 2400 | ---- | ---- | Grand Centre and Bonnyville | |
| 5 | 990 | 1275 | ---- | 1525 | ---- | ---- | Bonnyville and Abilene Jct. | |
| 6 | 1290 | 1695 | ---- | 1960 | 2100 | ---- | Heinsburg and Abilene | |
| 8 | 1410 | 1825 | ---- | 2150 | 2260 | ---- | Abilene and Redwater | |
| 8 | 1740 | 2250 | ---- | 2650 | 2780 | ---- | Redwater and St. Paul Jct. | |
| | ALLANCE SUBDIVISION | | | | | | | |
| 10 | 2450 | 2950 | ---- | 3200 | 3600 | ---- | Camrose and Alliance | |
| | DEMAI-HAIGHT SUBDIVISIONS | | | | | | | |
| 12 | 2560 | ---- | ---- | ---- | ---- | ---- | Camrose Jct. and Vegreville Jct. | |
| | KINGMAN SUBDIVISION | | | | | | | |
| 8 | 1780 | ---- | ---- | ---- | ---- | ---- | Barlee Jct. and Tofield | |
| | BODO SUBDIVISION | | | | | | | |
| 12 | 2350 | ---- | ---- | ---- | ---- | ---- | Unity and Bodo | |
| | CAMROSE SUBDIVISION | | | | | | | |
| 9 | 1730 | 2070 | ---- | 2480 | 2700 | 4250 | Mirror and Camrose | |
| 9 | 2170 | 2700 | ---- | 3100 | 3350 | 5200 | Camrose and New Sarepta | |
| 9 | 2500 | 3300 | ---- | 3550 | 3800 | 6700 | New Sarepta and Bretona | |
| 9 | 2720 | 3300 | ---- | 3900 | 4150 | 7000 | Bretona and Bretville Jct. | |
| | EDSON SUBDIVISION | | | | | | | |
| 12 | 2370 | 3130 | 2850 | 3650 | 3800 | 6100 | Calder and Jasper | |
| | FOOTHILLS-LUSCAR-MOUNTAIN PARK SUBDIVISIONS | | | | | | | |
| 4 | 720 | 990 | ---- | 1060 | 1360 | 2060 | Bickerdike and Coalspur | |
| 4 | 600 | ---- | ---- | ---- | ---- | ---- | Coalspur and Diss | |
| 4 | 820 | ---- | ---- | ---- | ---- | ---- | Diss and Foothills | |
| 2 | 340 | 440 | ---- | 520 | 575 | 945 | Leyland and Luscar | |
| 2 | 460 | 620 | ---- | 670 | 810 | 1230 | Coalspur and Cadomin | |
| | ATHABASCA-SANGUDO SUBDIVISIONS | | | | | | | |
| 10 | 1950 | 2700 | ---- | ---- | ---- | ---- | N.A. Rly. and Morinville | |
| 10 | 2400 | 3100 | ---- | ---- | ---- | ---- | Morinville and Athabasca | |
| 10 | 1950 | 2400 | ---- | 2850 | 2950 | 4900 | Calder and Whitecourt | |
| 5 | 1040 | 1540 | ---- | 1750 | 1750 | 2950 | Whitecourt and Windfall | |
| 5 | 1280 | 1710 | ---- | 1950 | 1950 | 3280 | Windfall and Pass Creek | |
| 10 | 1950 | 2400 | ---- | 2850 | 2850 | 4900 | Pass Creek and Kaybob | |
| | GRANDE CACHE SUBDIVISION | | | | | | | |
| 4 | ---- | 1000 | ---- | 1220 | 1220 | 2100 | Swan Landing and Mileage 60 | |
| 4 | ---- | 2400 | ---- | 2950 | 2950 | 4900 | Mileage 60 and Winniandy | |
| 4 | ---- | 945 | ---- | 1160 | 1160 | 1925 | Winniandy and Latornell | |
| 4 | ---- | 1440 | ---- | 1750 | 1750 | 2900 | Latornell and Grande Prairie | |

(See Note on Pages 50 and 51)

EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

| BETWEEN | EASTWARD OR SOUTHWARD (Read Up) | | | | | | Car Factor |
|-----------------------------------|--|-------------------------------------|------------------------------|-------------------------|-----------|-------|------------|
| | Single Unit Ratings | | | | | | |
| | SD-40 | GFA-15 Ballasted GR-15 and GR-17 | GFA-B-15 Non-Ballasted GR-17 | GR-17 (high speed gear) | GR-12 | GR-12 | |
| 5000-5199 | 9104-9142 4400-4889 | 9000-9102 4119-4156 4200-4399 | 4100-4118 | 1200-1399 | 1000-1099 | | |
| | WAINWRIGHT SUBDIVISION | | | | | | |
| Biggar and Calder | 6400 | 4125 | 3900 | 3050 | 3700 | 2810 | 12 |
| | BLACKFOOT-VEGREVILLE SUBDIVISIONS | | | | | | |
| North Battleford and Lloydminster | 5150 | 3300 | 3075 | ---- | 2920 | 2240 | 10 |
| Lloydminster and Vermilion | 5150 | 3300 | 3075 | ---- | 2850 | 2150 | 10 |
| Vermilion and Innisfree | 5800 | 3700 | 3425 | ---- | 3270 | 2500 | 10 |
| Innisfree and Edmonton | 5000 | 3175 | 2950 | ---- | 2800 | 2120 | 10 |
| | BONNYVILLE-CORONADO SUBDIVISIONS | | | | | | |
| Grand Centre and Bonnyville | ---- | ---- | 3000 | ---- | 2550 | 1970 | 8 |
| Bonnyville and Abilene Jct. | ---- | ---- | 1850 | ---- | 1575 | 1210 | 5 |
| Heinsburg and Abilene | ---- | 2260 | 2115 | ---- | 1840 | 1420 | 8 |
| Abilene and Redwater | ---- | 2080 | 1975 | ---- | 1650 | 1280 | 8 |
| Redwater and St. Paul Jct. | ---- | 2780 | 2650 | ---- | 2250 | 1740 | 8 |
| | ALLIANCE SUBDIVISION | | | | | | |
| Camrose and Alliance | ---- | 3600 | 3200 | ---- | 2950 | 2450 | 10 |
| | DEMAI-HAIGHT SUBDIVISIONS | | | | | | |
| Camrose Jct. and Vegreville Jct. | ---- | ---- | ---- | ---- | ---- | 2200 | 12 |
| | KINGMAN SUBDIVISION | | | | | | |
| Barlee Jct. and Tofield | ---- | ---- | ---- | ---- | ---- | 1690 | 8 |
| | BODO SUBDIVISION | | | | | | |
| Unity and Bodo | ---- | ---- | ---- | ---- | ---- | 2350 | 12 |
| | CAMROSE SUBDIVISION | | | | | | |
| Mirror and Camrose | 4000 | 2550 | 2380 | ---- | 2000 | 1660 | 9 |
| Camrose and New Sarepta | 5500 | 3130 | 2920 | ---- | 2500 | 2040 | 9 |
| New Sarepta and Bretona | 5200 | 3050 | 2840 | ---- | 2250 | 1990 | 9 |
| Bretona and Bretville Jct. | 4300 | 2700 | 2520 | ---- | 2100 | 1750 | 9 |
| | EDSON SUBDIVISION | | | | | | |
| Bissell and Edson | 6100 | 4200 | 3950 | 3020 | 3750 | 2880 | 12 |
| Edson and Jasper | 6000 | 4125 | 3900 | 2900 | 3700 | 2810 | 12 |
| | FOOTHILLS-LUSCAR-MOUNTAIN PARK SUBDIVISIONS | | | | | | |
| Bickerdike and Coalspur | 5300 | 3500 | 2810 | ---- | 2630 | 1950 | 10 |
| Coalspur and Foothills | ---- | ---- | ---- | ---- | ---- | 1860 | 10 |
| Leyland and Luscar | 2700 | 1800 | 1690 | ---- | 1560 | 1020 | 5 |
| Coalspur and Mercoal | 5300 | 3500 | 2810 | ---- | 2630 | 1950 | 10 |
| Mercoal and Cadomin | 2700 | 1850 | 1690 | ---- | 1560 | 1260 | 5 |
| | ATHABASCA-SANGUDO SUBDIVISIONS | | | | | | |
| N.A. Rly. and Morinville | ---- | ---- | ---- | ---- | 3050 | 2600 | 10 |
| Morinville and Vimy | ---- | ---- | ---- | ---- | 2550 | 2200 | 10 |
| Vimy and Meanook | ---- | ---- | ---- | ---- | 2550 | 2050 | 10 |
| Meanook and Athabasca | ---- | ---- | ---- | ---- | 2260 | 1790 | 10 |
| Union Jct. and Onoway | 6000 | 3600 | 3450 | ---- | 3200 | 2200 | 10 |
| Onoway and Pass Creek | 5800 | 3500 | 3350 | ---- | 3050 | 2050 | 10 |
| Pass Creek and Kaybob | 3100 | 1850 | 1850 | ---- | 1590 | 1190 | 5 |
| | GRANDE CACHE SUBDIVISION | | | | | | |
| Swan Landing and Hanlon | 5500 | 3300 | 3300 | ---- | 2750 | ---- | 5 |
| Hanlon and Winniandy | 3100 | 1820 | 1820 | ---- | 1500 | ---- | 5 |
| Winniandy and Latornell | 5900 | 3540 | 2540 | ---- | 2950 | ---- | 5 |
| Latornell and Mileage 222 | 3100 | 1820 | 1820 | ---- | 1500 | ---- | 5 |
| Mileage 222 and Grande Prairie | 6250 | 3720 | 3720 | ---- | 3100 | ---- | 5 |

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

| Car Factor | WESTWARD OR NORTHWARD (Read Down) | | | | | BETWEEN | Car Factor |
|---|-----------------------------------|-------------------------------------|------------------------------|----------------------------------|-------|-----------------------------------|------------|
| | Single Unit Ratings | | | | | | |
| | GR-12 | GR-12 | GFA-B-15 Non-Ballasted GR-17 | GFA-15 Ballasted GR-15 and GR-17 | SD-40 | | |
| 1000-99 | 1200-1399 | 9000-9102 4119-4156 4200-4399 | 9104-9142 4400-4899 | 5000-5199 | | | |
| DODSLAND-PORTER-CUTKNIFE and BATTLEFORD SUBDIVISIONS | | | | | | | |
| 6 | 1340 | ---- | ---- | ---- | ---- | Biggar and Ruthilda | |
| 7 | 1530 | ---- | ---- | ---- | ---- | Ruthilda and Dodsland | |
| 7 | 1500 | ---- | ---- | ---- | ---- | Dodsland and Coleville | |
| 8 | 1840 | ---- | ---- | ---- | ---- | Coleville and Loverna | |
| 10 | 2140 | ---- | ---- | ---- | ---- | Loverna and Hemaruka | |
| 7 | 1780 | ---- | ---- | ---- | ---- | Oban and Red Pheasant | |
| 7 | 1370 | ---- | ---- | ---- | ---- | Red Pheasant and Battleford | |
| 7 | 1300 | ---- | ---- | ---- | ---- | Battleford and Carruthers | |
| 10 | 2900 | ---- | ---- | ---- | ---- | Battleford and Battleford Jct. | |
| THREE HILLS SUBDIVISION | | | | | | | |
| 8 | 1540 | 2000 | 2175 | 2275 | 3500 | Sarcee Jct. and Elnora | |
| 8 | 1760 | 2250 | 2475 | 2575 | 4000 | Elnora and Alix | |
| 8 | 1990 | 2550 | 2825 | 3050 | 4700 | Alix and Mirror | |
| OYEN-DRUMHELLER SUBDIVISIONS | | | | | | | |
| 10 | 2100 | 2740 | 2900 | 3050 | ---- | Kindersley and Hanna | |
| 10 | 2300 | 3150 | 3300 | 3550 | ---- | Hanna and Munson | |
| 10 | 3400 | 4580 | 4950 | 5450 | ---- | Munson and Drumheller | |
| 10 | 1390 | 1900 | 2000 | 2150 | ---- | Drumheller and Sarcee Jct. | |
| 10 | 2280 | 3100 | 3250 | 3500 | ---- | Sarcee Jct. and Calgary | |
| BRAZEAU SUBDIVISION | | | | | | | |
| 8 | 1360 | 1990 | 2300 | 2400 | ---- | 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 | 2240 | ---- | ---- | Wardlow and Sheerness | |
| 7 | 1900 | 2410 | 2800 | ---- | ---- | Sheerness and Batter Jct. | |
| MANTARIO SUBDIVISION | | | | | | | |
| 10 | 1960 | 2480 | ---- | ---- | ---- | Glidden and Alsask | |
| ACADIA VALLEY SUBDIVISION | | | | | | | |
| 10 | 1690 | 1940 | ---- | ---- | ---- | Eyre and Acadia Valley | |
| ENDIANG SUBDIVISION | | | | | | | |
| 10 | 2380 | 3350 | ---- | ---- | ---- | Hanna and Endiang | |
| 10 | 2550 | 4100 | ---- | ---- | ---- | Endiang and Warden | |
| 10 | 4500 | 7000 | ---- | ---- | ---- | Warden and Nevis | |
| SPONDIN SUBDIVISION | | | | | | | |
| 10 | 2400 | ---- | ---- | ---- | ---- | Spondin and Scapa | |
| C.P. RLY. LANGDON SUB. | | | | | | | |
| 10 | 3100 | 3600 | ---- | ---- | ---- | Rosedale and East Coulee | |
| STETTLER SUBDIVISION | | | | | | | |
| 8 | 1720 | 2450 | ---- | ---- | ---- | Dinosaur and Warden | |
| 8 | 1590 | 2000 | ---- | ---- | ---- | Warden and Ferlow Jct. | |

Note: Rating for 2-unit engine is twice rating for single unit. Rating for 3-unit engine is three times rating for a single unit, etc. When units of different tonnage ratings are combined, 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 (4100-18), GPA-17 (6500-42) and GPB-17 (6600-37) units will be 75% of the corresponding GFA-B-15 (9000-9102) non-ballasted rating.

(Continued on Page 51)

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

| Car Factor | EASTWARD OR SOUTHWARD (Read Up) | | | | | BETWEEN | Car Factor |
|---|---------------------------------|-------------------------------------|------------------------------|---------|-------|-----------------------------------|------------|
| | Single Unit Ratings | | | | | | |
| | SD-40 | GFA-15 Ballasted GR-15 and GR-17 | GFA-B-15 Non-Ballasted GR-17 | GR-12 | GR-12 | | |
| 5000-5199 | 9104-9142 4400-4899 | 9000-9102 4119-4156 4200-4399 | 1200-1399 | 1000-99 | | | |
| DODSLAND-PORTER-CUTKNIFE and BATTLEFORD SUBDIVISIONS | | | | | | | |
| | | | | | | Biggar and Ruthilda | |
| | | | | | | Ruthilda and Dodsland | |
| | | | | | | Dodsland and Coleville | |
| | | | | | | Coleville and Loverna | |
| | | | | | | Loverna and Hemaruka | |
| | | | | | | Oban and Red Pheasant | |
| | | | | | | Red Pheasant and Battleford | |
| | | | | | | Battleford and Carruthers | |
| | | | | | | Battleford and Battleford Jct. | |
| THREE HILLS SUBDIVISION | | | | | | | |
| | | | | | | Sarcee Jct. and Alix | |
| | | | | | | Alix and Mirror | |
| OYEN-DRUMHELLER SUBDIVISIONS | | | | | | | |
| | | | | | | Kindersley and Lanfine | |
| | | | | | | Lanfine and Hanna | |
| | | | | | | Hanna and Delia | |
| | | | | | | Delia and Munson | |
| | | | | | | Munson and Drumheller | |
| | | | | | | Drumheller and Sarcee Jct. | |
| | | | | | | Sarcee Jct. and Calgary | |
| BRAZEAU SUBDIVISIONS | | | | | | | |
| | | | | | | Alix and Red Deer Jct. | |
| | | | | | | Red Deer Jct. and Rocky Mt. House | |
| | | | | | | Rocky Mt. House and Brazeau | |
| SHEERNESS SUBDIVISION | | | | | | | |
| | | | | | | Wardlow and Batter Jct. | |
| MANTARIO SUBDIVISION | | | | | | | |
| | | | | | | Glidden and Alsask | |
| ACADIA VALLEY SUBDIVISION | | | | | | | |
| | | | | | | Eyre and Acadia Valley | |
| ENDIANG SUBDIVISION | | | | | | | |
| | | | | | | Hanna and Nevis | |
| SPONDIN SUBDIVISION | | | | | | | |
| | | | | | | Spondin and Scapa | |
| C.P. RLY LANGDON SUB. | | | | | | | |
| | | | | | | Rosedale and East Coulee | |
| STETTLER SUBDIVISION | | | | | | | |
| | | | | | | Dinosaur and Warden | |
| | | | | | | Warden and Ferlow Jct. | |

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:

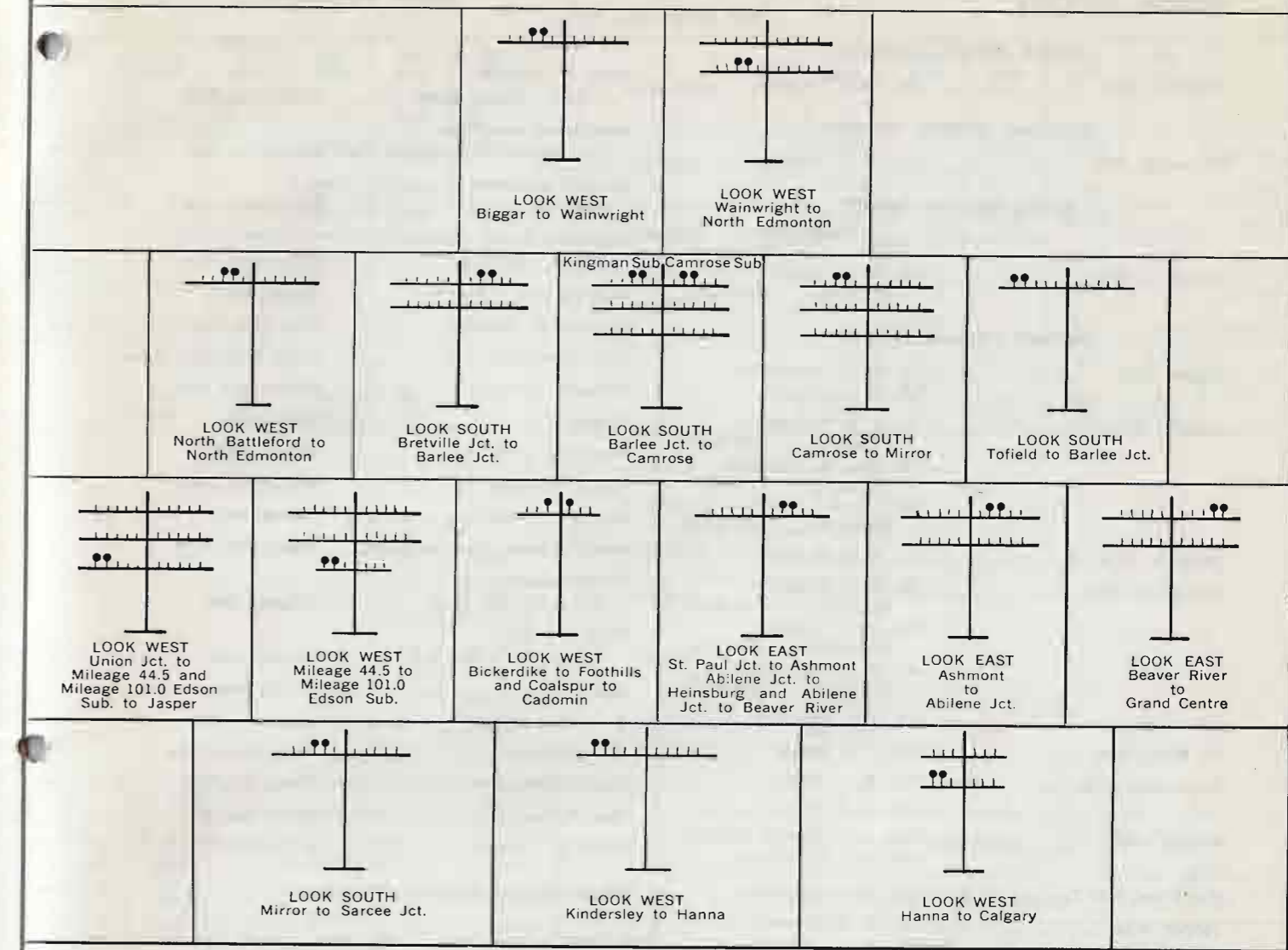
- (a) Montreal Locomotive Works or Alco Units Except Units in 2000 series:
One or two motors cut out: reduce rating 50%.
- (b) Montreal Locomotive Works or Alco Units in 2000 series:
Three motors cut out (one or two motors cannot be cut out): reduce rating 50%.
- (c) General Motors Diesel or E.M.D. Units 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.

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

NOTE—See General Instructions (Form 696)

| Location | Obstruction | Side of Track | Location | Obstruction | Side of Track |
|--|--|--|--|---|--|
| WAINWRIGHT Elevator Track ----- | Pioneer Elevator Pioneer Annex U.G.G. Elevator | North North North | Lane 121½ Street A.L.C. Board Spur ----- | Gate Post Ladder Support | East East |
| CLOVER BAR Chemcell Track 2 ----- Track 6 ----- | Pipes Canopy | Overhead South | 142nd Street Industrial Area Haliburton Oilwell Cementing Co. Ltd. ----- | Warehouse | East |
| Fiberglas Building ----- | Machinery between 2 tracks inside bldg. | Both | Universal Construction Co. ----- McLeod's Ltd. ----- A.L.C. Board ----- Inland Cement Co. Tracks 1 and 2 ----- Unloading Track ----- | Platform Warehouse Inside Warehouse Plant Interior Car Puller | South South South Overhead North |
| NORTH EDMONTON-EDMONTON Swift Canadian Co. On Spur West of Engine Room ----- P. Burns and Co. Two East Tracks ----- Hayward Lumber Co. ----- | All Structures Each Other Gate Platform | Both Between North West | STRATHCONA LINE Lead to Alta. Oil Tool Co. ----- Alta. Oil Tool Co. ----- Gainers' Ltd. ----- | Conveyor Belt Platform Chute and Dock | West West West |
| Capital City Box Co. Track No. 3 ----- | Narrow Gauge Railway Chute at Sawdust Shed Fence | West East | FORESTBURG Forestburg Collieries Ltd. Track 5 ----- | Loading Ramp | West |
| O.K. Construction Ltd. Consolidated Warehousing Ltd. Service Track ----- | 50 Foot Cars When Spotted at Warehouse Shed | South South Both East | VERMILION East Elevator Track ----- Elevator Track ----- | Elevator Spout Elevator Spouts | North North |
| Old Freight Shed ----- Mail Forwarding Spur ----- Canada Packers East Dock ----- | Platform and Doors Permanent Ladder | Both East | SANGUDO SUB. Texas Gulf Sulphur Co. ----- | Stairs and Building | Both |
| EDMONTON-BISELL New Freight Shed Track 1 ----- Track 5 ----- Track 6 ----- | Shed Ramp Ramp | South North South | BISELL Inland Cement Co. Tracks 1 and 2 ----- | Plant Interior | Both and Overhead |
| Lane 102½ Street T. Eaton Co. Ltd. ----- Service Station ----- Parking Lot ----- Ogilvie Flour Mills ----- Halford Hide and Fur Co. ----- Western Salvage Ltd. ----- | Platform and Gate Incinerator Gate Posts Power House Building Building Down Pipe and Fence | Both West West Both North North | SPRUCE GROVE Industrial Track ----- Platform Track ----- | Shed Shed | South South |
| Lane 103½ Street Marshall Wells Co. ----- Allis Chalmers Ltd. ----- Revillon Building ----- J. H. Ashdown Ltd. ----- | Floodlight Platform Platform Warehouse Corner | East East West East | WABAMUN C. Huebert Spur ----- | Wood Piles | Both |
| Lane 104½ Street Alley Spur ----- | Pole Line | West | CADOMIN Inland Cement Co. Ltd. ----- | New Tipple | Overhead |
| Lane 106½ Street N.A.D. Pool Spur ----- General Steel Wares ----- | Crossing Sign 103 Ave. Pole | East East | HINTON Northwest Pulp and Power Co. Ltd. Track 4 ----- Track 6 ----- Track 7 ----- | Shed Doors Shed and Stand Pipe Stand Pipe | Both Both North |
| Lane 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 | CALGARY Freight Shed Track ----- | Massey-Harris ----- | North |
| Lane 108½ Street Alley Spur ----- | Power Pole Line | West | BRAZEAU Brazeau Collieries Tracks ----- | Track 1—Tipple Tracks 2 and 3— Tipple | South Both |
| Lane 109½ Street W. H. Clark Lumber Co. City Yard ----- Scale Track ----- Stores Track ----- | Cement Shed Scale House Platform | East North South | ROSEDALE Subway Coal Co. ----- | Storage track—Ramp Storage track—Tipple | North North |
| | | | HUBALTA Western Rolling Mills Mileage 124.2 ----- | Overhead Crane | Overhead |

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES



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

Train Phone Wires Marked ●

MEDICAL OFFICERS

CHIEF MEDICAL OFFICER

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

REGIONAL MEDICAL OFFICER

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

CLINIC MEDICAL OFFICE

Edmonton, Alta. ----- *Dr. A. M. Scott
 Telephones Office Residence
 429-8783 699-8477

DISTRICT MEDICAL OFFICERS

Biggar, Sask. ----- *Dr. W. L. Grapentine
 ----- *Dr. B. L. Mason

Calgary, Alta. ----- Dr. L. A. McKercher
 263-8219 255-8283
 ----- *Dr. Wm. M. Chisholm
 263-6262 244-3210
 ----- *Dr. Frank L. Dallison
 263-6261 288-8736

Camrose, Alta. ----- Dr. F. M. Smith

Edmonton, Alta. ----- Dr. R. N. Eidem
 488-7879 439-3276
 ----- *Dr. R. J. Johnston
 422-4246 488-2737
 ----- *Dr. K. E. Schmidt
 422-6525 469-6073

Edson, Alta. ----- *Dr. J. E. Crawford

Elk Point, Alta. ----- *Dr. F. G. Miller

Drumheller, Alta. ----- *Dr. A. J. Walker
 ----- *Dr. T. A. Wright

Hanna, Alta. ----- *Dr. John Pollock Donald
 ----- *Dr. Geo. D. Wilkins

Hay River, N.W.T. ----- *Dr. Earle L. Covert

Jasper, Alta. ----- *Dr. J. Betkowski
 ----- *Dr. A. L. Johnson

Kindersley, Sask. ----- *Dr. P. D. Hooge

North Battleford, Sask. ----- *Dr. G. J. Breton
 ----- *Dr. W. C. Good
 Dr. W. J. Nikiforuk

Peace River, Alta. ----- *Dr. E. S. Takacs

Red Deer, Alta. ----- *Dr. R. M. Chadwick

St. Paul, Alta. ----- *Dr. F. R. Decosse

Unity, Sask. ----- Dr. Wm. J. Doyle

Vermilion, Alta. ----- Dr. R. G. Attenborough

Wainwright, Alta. ----- *Dr. V. N. Sawchuk
 ----- *Dr. D. S. White

*Also Eye, Ear and Physical Examiners.

WATCH INSPECTORS

| Name | Location |
|---|-------------------------|
| Harry L. Jackson 10129 - 102nd Street | Edmonton, Alta. |
| Westmount Jewellers 132 Westmount Shoppers' Park | Edmonton, Alta. |
| Brodie's Jewellery 9442 - 118 Ave. | Edmonton, Alta. |
| Freeman's Credit Jewellers 10810 - 82 Ave. | Edmonton, Alta. |
| Duane's Credit Jewellers | Biggar, Sask. |
| Kinniburgh Jewellers | Vermilion, Alta. |
| Oscar Asmusson | North Battleford, Sask. |
| Walker's Jewellers | Wainwright, Alta. |
| *Agent | Edson, Alta. |
| Whistler's Jewellery | Jasper, Alta. |
| Vera's Jewellery | Kindersley, Sask. |
| Blair's Jewellery | Hanna, Alta. |
| Walter Brooke Wade Jewellery | Drumheller, Alta. |
| Revitt Jewellers 717 - 7th Ave. S.W. | Calgary, Alta. |
| Pride Jewellers 3601A - 17th Ave. S.E. | Calgary, Alta. |
| Agent | Mirror, Alta. |
| K. Jardine Jeweller | Lacombe, Alta. |
| Ash Jewellers | Peace River, Alta. |
| Traffic Controllers | Roma Jct., Alta. |
| Geo. Porter | High Level, Alta. |
| Clyde E. Johnson | Hay River, N.W.T. |

*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 | | | 2245 | 1410 | 1520 | BIGGAR | 0800 | | 0140 | 1440 | | Lve. CST |
| Lve. MST | | | 2215 | 1340 | 1450 | | 0630 | | 0010 | 1250 | | Arr. MST |
| Arr. | | | 0530 | 2035 | 2145 | CALDER | 0001 | | 1545 | 0600 | | Lve. |
| Lve. | 0130 | 1100 | | | 0030 | | | 1015 | | 2300 | 0730 | Arr. |
| Arr. MST | 1030 | 2000 | | | 0645 | JASPER | | 0325 | | 1800 | 2350 | Lve. MST |
| Lve. PST | 1300 | 2115 | | | 0605 | | | 0125 | | 1630 | 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. | 2300 | CALGARY (Sarcee Yard) | 0140 | Arr. |
| Arr. | 0245 | MIRROR | 2130 | Lve. |
| Lve. | 0315 | | 2100 | Arr. |
| Arr. | 0705 | 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. | 1740 | KINDERSLEY | 0450 | Arr. |
| Arr. | 1955 | HANNA | 0130 | Lve. |
| Lve. | 2020 | | 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 ex. Wed. | | | | |
| Arr. CST | 0050 | BIGGAR | | 0900 | Lve. CST |
| Lve. MST | 0001 | | | 0750 | Arr. MST |
| Arr. | 0550 | CALDER | | 0210 | Lve. |
| Lve. | 0710 | | 2355 | | Arr. |
| Arr. MST | 1310 | JASPER | 1900 | | Lve. MST |
| Lve. PST | 1230 | | 1745 | | Arr. PST |
| | No. 217 | | Daily ex. Mon. No. 218 | Daily No. 218 | |

Notes

OFFICERS

| | | |
|--------------------|----------------------------|----------|
| J. M. Prevost | Terminal Superintendent | Edmonton |
| J. W. Cameron | Asst. Supt. Transportation | Edmonton |
| J. A. Raven | Assistant Superintendent | Edmonton |
| W. H. Kawallak | Trammaster - Road Foreman | Edmonton |
| J. W. Gorrie | Trammaster | Edmonton |
| C. J. Loader | Master Mechanic | Edmonton |
| R. J. Robinson | Trammaster - Road Foreman | Jasper |
| | Trammaster - Road Foreman | Biggar |
| D. A. Bradley | Master Mechanic | Calgary |
| H. G. Shuttleworth | Trammaster - Road Foreman | Calgary |

TRAIN DISPATCHERS' OFFICE AT EDMONTON
TELEGRAPH CALL "DK"

| | |
|----------------|------------------------------|
| J. Kolodrubsky | Chief Train Dispatcher |
| N. B. Houseman | Asst. Chief Train Dispatcher |
| J. Daniluck | Asst. Chief Train Dispatcher |
| F. E. Meunier | Asst. Chief Train Dispatcher |

Train Dispatchers:

| | | |
|---------------|-----------------|----------------|
| G. D. Adair | W. Jwaszko | K. G. McAmorid |
| W. Fischer | A. N. Krauter | D. G. McMinn |
| W. Footz | E. Kurkel | W. G. Owens |
| W. E. Fowler | M. S. Marooff | K. D. Roche |
| W. R. Harmon | F. A. Matwychuk | W. Sierstenko |
| W. H. Jardine | | |

TRAIN DISPATCHERS' OFFICE AT CALGARY
TELEGRAPH CALL "K"

| | |
|--------------|------------------------|
| A. P. MacRae | Chief Train Dispatcher |
|--------------|------------------------|

Train Dispatchers:

| | |
|---------------|----------------|
| W. A. Burgess | W. B. Smathers |
| E. V. Ford | H. L. Tilley |
| D. L. Graham | T. H. Webster |
| H. F. Kary | A. Wynna |
| W. M. Sanders | |

ALBERTA AREA

