



D. A. Smee
Locomotive
Engineer
Calder
Alberta
Canada.

MOUNTAIN REGION

ALBERTA AREA

EMPLOYEES' OPERATING TIMETABLE

20

TAKING EFFECT AT 0001 SUNDAY, OCTOBER 25th, 1970

ALL TIMES SHOWN ARE MOUNTAIN STANDARD

Rules Are For Everyone's Protection — Obey Them

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

EMPLOYEES' OPERATING TIMETABLES ARE FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES AND OTHERS WHO HAVE BEEN AUTHORIZED TO USE THEM ONLY. NOT FOR PUBLIC USE.

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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. 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. The ordering time of trains must not be advanced and trains must not leave ahead of their ordered time unless written permission to do so has been received from the train dispatcher.

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 trains 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.

REGIONAL SPECIAL INSTRUCTIONS

M-1. When livestock is killed or injured by a train engineman will submit a special "livestock report" in lieu of Form 3903. Item 3(c), page 41, Form 696 amended accordingly. This report on hand at diesel shop offices.

M-2. 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-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

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. Yard limit signs may be reflectorized and when this is done they will not be equipped with a yellow light.

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.

26. (a) Before a coupling is made with or onto cars equipped with cushion underframe and/or long shank type couplers, the drawbars must be checked to ensure that they are properly lined up. Whenever possible this type of car should be left on straight track for coupling.

(b) Air brakes must be in service on all cars when switching industrial tracks where there are: Gates or doors to be opened, material and/or equipment stored near the track or descending grades on any of the trackage to be used.

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. 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-22. 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-23. 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.

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.

WESTWARD TRAINS			Miles from Biggar	Yard Limits	WAINWRIGHT SUBDIVISION	Office Signals	Siding Car Capacity	EASTWARD TRAINS		
FIRST CLASS								FIRST CLASS		
695	1	----						2	----	694
Passenger Railiner	Passenger	----						Passenger	----	Passenger Railiner
Daily	Daily	----								
	0920	----	0.0		BIGGAR CKPWY	BI	219	S 2015		
		----	8.6		8.6 OBAN	P	117	2003		
		----	8.8		0.2 OBAN JCT.	P				
		----	16.3		Jct. with Porter Sub. 7.5 PALO	P	118			
		----	30.0		13.7 CAVELL	P	117			
		----	42.7		12.7 SCOTT	P	115			
		----	51.2		8.5 TAKO	P	117			
	S 1025	----	57.9		6.7 UNITY	PW	123	S 1910		
		----	68.5		10.6 VERA	P	117			
		----	77.3		8.8 WINTER	P	117			
		----	84.5		7.2 YONKER	P	117			
		----	96.5		12.0 ARTLAND	P	117			
	1110	----	106.9		10.4 CHAUVIN	P	115	1820		
		----	116.8		9.9 DUNN	P	117			
		----	127.8		11.0 HEATH	P	117			
		----	135.3		7.5 GREENSHIELDS	P	117			
	S 1140	----	140.1		4.8 WAINWRIGHT	KPWY	GN	124	1750	
	1150	----	146.6		6.5 FABYAN	P	115	S 1740		
		----	157.7		11.1 IRMA	P	115			
		----	172.1		14.4 KINSELLA	P	117			
		----	184.5		12.4 VIKING	P	117	1652		
	1235	----	196.7		12.2 BRUCE	P	117			
		----	205.9		9.2 HOLDEN	PW	117			
		----	214.7		8.8 RYLEY	P	122	1625		
	1300	----	215.6		0.9 HAIGHT JCT.	P				
		----	226.2		Jct. with Haight Sub. 10.6 TOFIELD	PY	119			
		----	232.4		6.2 LINDBROOK	P	117			
		----	243.8		11.4 UNCAS	P	115			
		----	250.0		6.2 ARDROSSAN	P	116	1552		
From Camrose Sub.	1333	----	259.1		9.1 CLOVER BAR	P	104			To Camrose Sub.
1214		----	260.2		1.1 BRETVILLE JCT.	P				1735
1219	1353	----	263.4		Jct. with Camrose Sub. 3.2 NORTH EDMONTON	P	64	1530		1730
		----			Interlocked with Edmonton East Terminal and Vegreville Subs.					
		----						Daily	----	Daily
695	1	----						2	----	694

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 details 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, No. 1 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, No. 2 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 Railiner	Hour Other Movements
0.0 to 0.2 -----	20	20
0.2 to 256.5 -----	80	60
256.5 to 263.4 -----	60	60
Sidings -----	25	25
Tracks and Spurs not otherwise covered	10	10

15. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Mileage	Miles per Hour Passenger and Railiner	Hour Other Movements
4.8 to 5.2 -----	75	--
6.5 to 6.8 -----	75	--
24.0 to 24.3 -----	65	55
63.7 to 64.2 -----	65	55
*74.3 to 76.3 -----	65	55
84.3 to 85.6 --- 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 proceeding at less than 15 miles per hour within 1100 feet of crossing and until crossing occupied ----- 15 -----

58.36 (First Avenue)

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

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

Miles per Hour Passenger Other Movements

Mileage
 140.9 (Camp Road)
 Westward movements approaching within 2000 feet of crossing and until crossing occupied ----- 60 -----
 259.2 (First Street)
 Approaching within 2150 feet of crossing and until crossing occupied 45 45

*Advance speed restriction sign governing eastward movements approaching the permanent slow order between mileages 74.3 and 76.3 located to left of main track. Restricting sign governing eastward movements at mileage 145.7 located to left of main track.

16. 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 42.9 (Highway 380) ---Westward and Stop made 150 feet east of crossing.
 Mileage 57.13 (Highway 14) ---Westward
 Mileage 58.36 (First Avenue) ---Westward movements in siding
 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		DODSLAND SUBDIVISION		EASTWARD TRAINS	
Miles from Connecting Switch	Yard Limits	STATIONS	Office Signals	Siding	Car Capacity
6.0		ARGO P		46	
12.2		DUPEROW P		46	
18.5		SPRINGWATER P		44	
25.6		RUTHILDA	RU	43	
29.9		DOWNE		45	
35.9		AVA		45	
43.0		WALLISVILLE			
47.0		DODSLAND	DO	42	
50.3		WHITEPOOL			
53.3		MILLERDALE		43	
59.7		BEAUFIELD P		42	
66.4	65.8	COLEVILLE Z	CO	39	
69.0	69.5	DRIVER Y		39	
72.6		SMILEY	MY	42	
78.5		DEWAR LAKE P		43	
85.9		HOOSIER P		45	
90.4		GREENE P		43	
96.5	102.7	LOVERNA PRYZ	VO	41	
103.5	104.6	ESTHER		27	
115.8		NEW BRIGDEN		37	
126.1		SEDALIA		37	
134.2	153.0	HEMARUKA YZ		YARD	

Rules 41 and 44 applicable
Rule 105A not applicable
Special Instruction 2 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
Sidings and Other tracks	-----	10

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

NORTHWARD TRAINS				CAMROSE SUBDIVISION		SOUTHWARD TRAINS				
FIRST CLASS		Miles from Bretville Jct.	Yard Limits	STATIONS	Office Signals	Siding	Car Capacity	FIRST CLASS		FOURTH CLASS
695 Passenger Railiner Daily	693 Passenger Railiner Daily							694 Passenger Railiner	692 Passenger Railiner	888 Freight
		1027	95.1	MIRROR CKPWYZ	MR	YARD		s 1933		2040
		1030	92.5	LAMERTON				1930		2035
	s 1038	1038	84.3	BASHAW P		40		s 1922		2021
		1046	75.8	DORENLEE		47		1913		2008
	s 1051	1051	70.6	FERINTOSH P		44		s 1907		2000
	s 1059	1059	63.1	NEW NORWAY P		44		s 1858		1948
From Stettler Sub.		1102	59.8	DUHAMEL		44		To Stettler Sub. 1853		1943
		1108	54.3	FERLOW JCT. PYZ				1856	1846	1933
			55.2	Jct. with Stettler Sub.						
			54.3	ALLIANCE JCT. PZ						
			48.4	Jct. with Alliance Sub.						
s 1059	s 1118		48.1	CAMROSE BPWZ	CO	55		1846 s 1830	1836	1920
1128			47.4	CAMROSE JCT. PYZ				1829		
1129			46.5	Jct. with Demay Sub.						
		1131	45.5	BARLEE JCT. P				1827		1914
				Jct. with Kingman Sub.						
		1137	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.				Daily	Daily	Daily
				CTC between mileage 48.4 and Ferlow Jct. controlled by Operator at Camrose.						
695	693							694	692	888

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, Dorenee, 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

Between Mileages	Miles per Hour		
	Railiner	Passenger except	Other Move-ments
0.0 and 95.1	75	60	40
Northward trains passing approach signal Mileage 54.9	55	35	
On Curves	60		
Sidings and Other tracks	10		

12. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Mileage	Miles per Hour		
	Railiner	Passenger except	Other Move-ments
5.3 to 5.6	55	50	--
9.6 to 9.8	55	55	--

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

2.3 (Highway 16A)
Northward movements approaching within 1150 feet of crossing and until crossing occupied 35 35 35

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

11.9 (North-South County Road)
Northward movements approaching within 3900 feet of crossing and until crossing occupied 55 -- --

48.1 (48th Avenue)
Northward movements approaching within 230 feet of crossing and until crossing occupied 5 5 5

Southward movements approaching within 1200 feet of crossing and until crossing occupied 30 30 30

84.9 (Highway 21)
Approaching within 2300 feet of crossing and until crossing occupied 70 -- --
Trains handling ore or ballast must not exceed 25 miles per hour between mileages 0.0 and 95.1. Trains handling open top carloads of pipe must not exceed 5 miles per hour less than the speed specified for Other Movements on all curves between mileages 0.0 and 95.1.

*Advance speed restriction sign governing northward movements approaching the permanent slow order between mileages 58.6 and 59.2, located to left of main track.

13. EQUIPMENT RESTRICTIONS

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

At Mirror, except for yard tracks, 1, 2, 3, 4, Extension Pass and Wye, diesel units in 5000-5199 series must not use other tracks.

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

Mileage	Capacity	Points Face
Gulf Oil Canada Ltd. 0.8	133 cars	S
Alchem Co. Ltd. 1.3	7 cars	S
Knightsbridge Industrial Lead 1.8	46 cars	N
The Steel Co. of Canada Ltd. 2.7	70 cars	N

	Mileage	Capacity	Points Face
Industrial Spur	3.1	43 cars	N
A.I.M. Steel Ltd.	3.1	45 cars	N
Team track	4.4	5 cars	S
Strathcona Line incl. Gainer's Line	4.5	9.1 miles	N
Interchange track with C.P. Rly.	47.5	25 cars	N
The Steel Co. of Canada Ltd.	47.6	139 cars	S
Ferintosh Pit	71.2	52 cars	N
Lamerton	92.5	17 cars	S

ALLIANCE SUBDIVISION FOOTNOTES

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

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

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

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

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

4. MAXIMUM SPEED

Mileage	Miles per Hour All Movements
0.0 to 59.2	25
Engines other than Inspection Cars, Test Cars and Series 1000-1077	20
Movements handling loaded or empty hopper cars having a load limit of 95 tons or over	15
Sidings and Other tracks	10

5. PUBLIC CROSSING AT GRADE

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

WESTWARD TRAINS



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

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

6. OTHER TRACKS

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

EDMONTON EAST TERMINAL SUBDIVISION									
WESTWARD TRAINS					Miles from Edmonton	Miles from North Edmonton	Yard Limits	STATIONS	Office Signals
FIRST CLASS									
1	695	691	697	----					
Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner	----					
Daily	Daily	Daily	Daily	----					
----	----	----	----	----	0.0	0.4	Two Tracks	NORTH EDMONTON .PXZ Interlocked with Vegreville and Wainwright Subs. 3.5	----
----	----	----	----	----	1.2	1.2		CALDER .CKPWZ	CD
1353	1219	1144	1124	----	3.3	----	CTC	NORTH EDMONTON .P Interlocked with Vegreville and Wainwright Subs. 3.3	----
s1405	s1230	s1155	s1135	----	0.0	----		EDMONTON .CKPWZ	MO
1	695	691	697	----	On Edmonton-North Edmonton Line, main track commences at west boundary 96th Street mileage 0.4.				

EDMONTON WEST TERMINAL SUBDIVISION									
WESTWARD TRAINS					Miles from Edmonton	Yard Limits	STATIONS	Office Signals	
FIRST CLASS									
1	----	----	----	----					
Passenger	----	----	----	----					
Daily	----	----	----	----					
1435	----	----	----	----	0.0	↓	CTC TWO TRACKS	EDMONTON .CKPWXZ 4.2	MO
----	----	----	----	----	4.2	4.2		WEST JCT. .PXYZ 0.7	----
----	----	----	----	----	4.9	----		N.A. RLY. .PX 1.1	----
----	----	----	----	----	6.0	----		UNION JCT. .PX Jct. with Sangudo Sub. 1.2	----
1450	----	----	----	----	7.2	----		BISSELL .P	----
1	----	----	----	----	Main track commences at the east boundary of 105th Street overpass mileage 0.4.				

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 O4 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	----	694	696	690	
				Passenger	----	Passenger Railiner	Passenger Railiner	Passenger Railiner	
----	0.0	Two Tracks	CD	----	----	----	----	----	----
----	1.2			NORTH EDMONTON .PXZ Interlocked with Vegreville and Wainwright Subs. 3.5	----	----	----	----	----
----	3.5	CALDER .CKPWZ		----	----	----	----	----	----
3.3	----	CTC	MO	1530	----	1730	1740	1750	
0.0	----			NORTH EDMONTON .P Interlocked with Vegreville and Wainwright Subs. 3.3	1520	----	1720	1730	1740
		EDMONTON .CKPWZ		Daily	----	Daily	Daily	Daily	
On Edmonton-North Edmonton Line, main track commences at west boundary 96th Street mileage 0.4.				2	----	694	696	690	

EDMONTON WEST TERMINAL SUBDIVISION									
Mile from Edmonton	STATIONS	Office Signals	EASTWARD TRAINS						
			FIRST CLASS						
			2	----	----	----	----		
			Passenger	----	----	----	----	----	
0.0	CTC Two Tracks	MO	s1450	----	----	----	----	----	----
4.2			EDMONTON .CKPWXZ 4.2	1440	----	----	----	----	----
4.9			WEST JCT. .PXYZ 0.7	----	----	----	----	----	----
6.0			N.A. RLY. .PX 1.1	----	----	----	----	----	----
7.2			UNION JCT. .PX Jct. with Sangudo Sub. 1.2	1430	----	----	----	----	----
			Daily	----	----	----	----	----	
Main track commences at the east boundary of 105th Street overpass mileage 0.4.			2	----	----	----	----	----	

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 east boundary 105th Street overpass mileage 0.4.

(Continued on Page 4)

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES—Continued

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

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

The limits of the City of Edmonton are:— Mileage 260.2 Wainwright Sub., West Boundary of the public crossing at grade mileage 123.4 Vegreville Sub., Mileage 5.9 Edmonton - Bissell Line and the North Boundary of 63rd Avenue mileage 5.2 Strathcona Line.

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

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

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

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

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

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

10. Edmonton—(a) Mileages shown for the Edmonton-North Edmonton and Edmonton-Bissell Line commence at the station at Edmonton.

(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) East yard limit sign governing movements on the Two Tracks between Edmonton and West Jct. is located adjacent to track short 6 at 105th Street overpass.

(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.

(Continued on Page 15 of Timetable No. 20)

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES—Concluded

17. MAXIMUM SPEED

Table with 3 columns: Between, Miles per Hour Passenger and Railiner, Other Move-ments. Rows include West Jct. and Mileage 6.2, Mileage 6.2 and Bissell, West Jct. and North Edmonton, Spurs and Other tracks.

18. PERMANENT SLOW ORDER AND SPEED RESTRICTION

Table with 2 columns: Mileage, Miles per Hour All Movements. Rows include 1.5 to 1.7 Edmonton West Terminal Sub., Eastward movements on eastward track through spring switch, Public Crossings at Grade, Mileage 0.4 Edmonton - North Edmonton Line, Mileage 3.87 Edmonton - Bissell Line.

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	STATIONS	Office Signals	Siding Car Capacity	FOURTH CLASS	
515						516					
Freight						Freight					
Daily											
0930	*0.0	2.3 ↓	UNION JCT. Z			0925					
			Jct. with Edmonton West Terminal Sub.								
0935	1.7		CANNELL Z		20	0919					
0943	5.0		ST. ALBERT		28	0909					
0955	13.0		VILLENEUVE		32	0845					
1006	19.4		CALAHOO		32	0825					
1022	29.4		ONOWAY		65	0755					
1033	36.0		GUNN		31	0737					
1047	44.4		GLENEVIS		31	0720					
1058	51.5		CHERRILL		21	0704					
1110	57.0		LISBURN		31	0652					
1120	62.5		SANGUDO		34	0640					
1135	68.9		ROCHFORD BRIDGE		32	0620					
1147	74.2		MAYERTHORPE		66	0603					
1200	79.8		GREENCOURT		29	0545					
1222	89.7	BLUE RIDGE		30	0515						
1250	103.3	WHITECOURT RYZ WO YARD			0430						
	105.6	HURDY		86							
	121.8	SILVER CREEK		84							
	132.7	KNIGHT		84							
	142.9	PASS CREEK		94							
	158.2	KAYBOB Z									
	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.

515

516

SANGUDO SUBDIVISION FOOTNOTES

- RULE MODIFICATIONS**
 - 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.
 - 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.
 - Other Modifications**—
 Main track switch at mileage 120.5, when not in use, is to be left in the reverse position for movement to and from Texas Gulf Sulphur spur and against through movements on Sangudo Sub. Second and third paragraphs of Rule 104 amended accordingly.
- GENERAL FOOTNOTES**
 - *2.1 Mileage between Union Jct. and Whitecourt commences 0.2 miles west of Junction switch.
 - Kaybob—Jumbo LPG tanks must not be moved on Loop track.

(Continued on Page 7)

SANGUDO SUBDIVISION

- SPEEDS**

Miles per Hour All Movements

3.1 Mileage

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 120.5		20
120.5 to 128.0		40
128.0 to 128.3		35
128.3 to 146.7		40
146.7 to 148.5		30
148.5 to 157.5		40
157.5 to 167.6		30
158.7 Turnout		15
Sidings		10
Tracks and Spurs not otherwise covered		10

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 must not exceed:
 5 miles per hour over the following bridges:

Mileage 69.8	Mileage 76.9
71.4	94.8

10 miles per hour over the following bridges:

Mileage 22.8	Mileage 88.7
27.1	90.4
63.5	92.1
63.8	93.2
67.8	93.3
72.4	93.6
73.0	93.9
73.2	93.95

20 miles per hour over all other bridges between mileage 0.0 and mileage 103.3.
- CONDITIONAL SPEEDS**

Mileage

0.0 (156th Street)

Approaching within 250 feet of crossing until crossing occupied 5
- 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.

FOOTNOTES—Continued

- 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. Refer to System Special Instruction 10(a). Due to heavy ascending grade and sharp curvature, forward pushing movements at any point between the run-around track and the end of track, with a diesel unit consist which includes SD-40 type units must isolate side thrust and possible derailment. Maximum permissible speed: 15 miles per hour.

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

5.4 **Grizzly Sulphur**—Extends 14.6 miles westward from mileage 158.7, 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. The following speeds apply on this Spur:

Mileage	Miles per Hour All Movements
0.0 to 2.2	30
1.6	bridge 10
2.2 to 13.0	40
13.0 to 14.6	30
- 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
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
Meunier Spur	166.5	9 cars	E

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

128.7 (Highway 16)

Eastward movements approaching within 2000 feet of crossing and until crossing occupied ----- 60

184.4 (Old Highway 16)

Eastward movements proceeding at less than 30 miles per hour within 3100 feet of crossing, until crossing occupied ----- 30 30

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

Advance speed restriction sign governing westward movements approaching the permanent slow order between mileages 66.9 and 68.3 is located to left of main track.

16. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

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

109.8 (Highway 32)

Push button will not function if main track is occupied within 50 feet of the crossing. STOP signs erected on other than the main track.

120.74 (Highway 544Y)

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

17. OTHER TRACKS

	Mileage	Capacity	Points Face
Edmonton Potato Growers	7.7	20 cars	W
Winterburn	10.7	11 cars	E W
Canadian Natural Gas and Liquids	12.7	8 cars	E
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 (Off Calgary Power Ltd.)	44.8	42 cars	E
Alberta Concrete Products 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

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	92.3		Y		
93.1		ATHABASCA RZ			YARD
RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 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 81.0	20
81.0 to 93.1	15
Sidings and Other tracks	10

5. PERMANENT SLOW ORDER

Mileage	Miles per Hour
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	↓	BICKERDIKE PR			
0.4	1.2	5.5 Y			
5.5		McLEOD RIVER P		43	
		5.2			
10.7		ERITH P		51	
		5.6			
16.3		WEALD		42	
		8.9			
25.2		EMBARRAS P		51	
		5.3			
30.5		OKE		28	
		3.5			
34.0		ROBB P			
		2.1			
36.1	35.5	PARKHILL JCT. Z			
		Jct. with Mountain Park Sub.			
		0.5			
36.6		COALSPUR PYZ		YARD	
		6.6			
43.2	37.1	DISS		31	
		4.0			
47.2		STERCO		33	
48.1		1.3 Y			
48.5		COAL VALLEY			
		1.4			
49.9		FOOTHILLS			

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

On Down Grade		Miles per Hour
Between Mileages		All Movements
36.1 to 47.2	-----	10
Sidings and Other tracks	-----	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

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.

WESTWARD TRAINS		MOUNTAIN PARK SUBDIVISION		EASTWARD TRAINS	
Miles from Parkhill Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	
0.0	↓	PARKHILL JCT. Z			
		Jct. with Foothills Sub.			
		0.5			
0.5	1.5	COALSPUR PYZ		YARD	
		6.4			
6.9		MERCOAL		24	
		1.3			
8.2		STEEPER		33	
		3.6			
11.8		SHAW		33	
		6.2			
18.0		FIDLER Y		30	
		4.5			
22.4	20.6	LEYLAND PRZ	AN	50	
22.5		1.2			
23.7	24.7	CADOMIN Z		55	
		7.9			
31.6		MOUNTAIN PARK Y		YARD	

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

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
Sidings and Other tracks	-----	10

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		STATIONS	Office Signals	Siding Car Capacity	SOUTHWARD TRAINS							
	Miles from Haight Jct.	Yard Limits				Miles from Haight Jct.	Yard Limits						
	<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> <table border="0"> <tr> <td>Mileage</td> <td>Miles per Hour</td> </tr> <tr> <td>0.0 to 21.8</td> <td>15</td> </tr> <tr> <td>Sidings and Other tracks</td> <td>10</td> </tr> </table> <p>3. Unless authorized by Supt. Transportation, movements must not be operated between mileage 0.0 and mileage 13.0.</p>	Mileage	Miles per Hour	0.0 to 21.8	15	Sidings and Other tracks	10	0.0		HAIGHT JCT. P Jct. with Wainwright Sub. 6.5			
Mileage	Miles per Hour												
0.0 to 21.8	15												
Sidings and Other tracks	10												
	6.5		HAIGHT 7.4		34								
	13.9		INLAND 7.9		32								
	21.8	20.7	VEGREVILLE JCT. PYZ Jct. with Vegreville Sub.										
<p>RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable</p>													

DEMAY SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		STATIONS	Office Signals	Siding Car Capacity	SOUTHWARD TRAINS											
	Miles from Camrose Jct.	Yard Limits				Miles from Camrose Jct.	Yard Limits										
	<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> <table border="0"> <tr> <td>Mileage</td> <td>Miles per Hour</td> </tr> <tr> <td>0.0 to 25.0</td> <td>15</td> </tr> <tr> <td>13.0 (First Street)</td> <td></td> </tr> <tr> <td>Approaching within 500 feet of crossing and until crossing occupied</td> <td>10</td> </tr> <tr> <td>Sidings and Other tracks</td> <td>10</td> </tr> </table>	Mileage	Miles per Hour	0.0 to 25.0	15	13.0 (First Street)		Approaching within 500 feet of crossing and until crossing occupied	10	Sidings and Other tracks	10	0.0		CAMROSE JCT. PYZ Jct. with Camrose Sub. 7.4			
Mileage	Miles per Hour																
0.0 to 25.0	15																
13.0 (First Street)																	
Approaching within 500 feet of crossing and until crossing occupied	10																
Sidings and Other tracks	10																
	7.4	1.3	DEMAY 5.5		33												
	12.9		ROUNDHILL 5.9		32												
	18.8		DODDS 6.2		31												
	25.0		RYLEY P														
<p>RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable</p>																	

4. Unless authorized by Supt. Transportation, movements must not be operated between mileage 0.0 and mileage 12.0.

KINGMAN SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		STATIONS	Office Signals	Siding Car Capacity	SOUTHWARD TRAINS							
	Miles from Tofield	Yard Limits				Miles from Tofield	Yard Limits						
	<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> <table border="0"> <tr> <td>Mileage</td> <td>Miles per Hour</td> </tr> <tr> <td>0.0 to 23.7</td> <td>10</td> </tr> <tr> <td>Sidings and Other tracks</td> <td>10</td> </tr> </table> <p>4. Unless authorized by Supt. Transportation, movements must not be operated between mileage 13.0 and mileage 23.7.</p>	Mileage	Miles per Hour	0.0 to 23.7	10	Sidings and Other tracks	10	23.7		BARLEE JCT. P Jct. with Camrose Sub. 5.3			
Mileage	Miles per Hour												
0.0 to 23.7	10												
Sidings and Other tracks	10												
	23.4		DINANT 6.4		43								
	18.4		KINGMAN 6.4		44								
	12.0		BARDO 5.6		44								
	5.6		TOFIELD PY										
	0.0												
<p>RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable</p>													

WESTWARD TRAINS			Miles from North Battleford	Yard Limits	BLACKFOOT SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS							
FOURTH CLASS	THIRD CLASS	FIRST CLASS			MOUNTAIN STANDARD TIME				FIRST CLASS	FOURTH CLASS						
94 C.P. Rly. Freight	709 Freight	691 Passenger Railiner			MOUNTAIN STANDARD TIME				690 Passenger Railiner	508 Freight	884 Freight	93 C.P. Rly. Freight				
Tuesday, Thursday, Sunday	Daily except Sunday	Daily			STATIONS											
1820	0720	0700	0.0		NORTH BATTLEFORD CKPWYZ Jct. with Turtleford Sub.				FD	40	s 2245	1125	1630	1720		
			0.3		6.1											
			0.4	0.8	BATTLEFORD JCT. PZ Jct. with Battleford Sub.							2234	1110	1615	1658	
1840	0735	0708	6.1	5.5	4.7							2226	1100	1605	From Battleford Sub.	
To Battleford Sub.	0745	0714	10.8	6.7	8.1							33	2226	1100	1605	
	0756	s 0724	18.9		7.3							34	s 2217	1049	1554	
	0805	0731	26.2		7.7							35	2209	1037	1542	
	0815	s 0739	33.9		9.5							AN	33	s 2201	1025	1530
	0828	0748	43.4		6.5							35	2151	1010	1516	
	0837	s 0755	49.9		7.7							OD	47	s 2145	1000	1508
	0847	s 0803	57.6		6.7							SA	33	s 2136	0948	1459
	0857	s 0811	64.3		8.3							RS	33	s 2128	0935	1451
	0918	s 0821	72.6		11.8							MR	34	s 2118	0918	1440
	0940	s 0838	82.9	82.2	7.0							YD	53	s 2105	0838	1420
	0950	f 0845	84.4	86.8	7.9								32	f 2054	0707	1400
	1000	s 0853	99.3		10.3								42	s 2045	0654	1350
	1013	s 0904	109.6		7.7								33	s 2034	0640	1335
	1023	0912	117.3		7.1								34	2026	0627	1323
	1035	s 0920	124.4	122.9	7.1								30	2018	0605	1310
					VERMILION. KPWYZ							VN	30	2018	0605	1310
94	709	691											690	508	884	93
													Daily	Tuesday, Friday	Daily except Sunday	Tuesday, Thursday, Sunday

BLACKFOOT SUBDIVISION FOOTNOTES

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

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

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

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

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

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

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

First class trains may register by register ticket.

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

6. MAXIMUM SPEED

Mileage	Railiner	Passenger except Railiner	Other Movements
0.0 to 12.0	45	40	30
12.0 to 116.0	70	50	50
116.0 to 124.4	55	50	45
On Curves	60	--	--
Sidings and Other tracks	--	10	10

7. PERMANENT SLOW ORDERS

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

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

9. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

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

10. OTHER TRACKS

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

NORTHWARD TRAINS				BATTLEFORD SUBDIVISION				SOUTHWARD TRAINS						
FOURTH CLASS	Miles from Battleford	Yard Limits	Office Signals	Siding Car Capacity	FOURTH CLASS	Miles from Battleford	Yard Limits	Office Signals	Siding Car Capacity	FOURTH CLASS	Miles from Battleford	Yard Limits	Office Signals	Siding Car Capacity
93 C.P. Rly. Freight Tuesday, Thursday, Sunday					94 C.P. Rly. Freight					94 C.P. Rly. Freight				
From Cut Knife Sub.	0.0	↓		YARD	To Cut Knife Sub.		↑			To Cut Knife Sub.				
1633	2.2	2.3			1905					1905				
1658	7.8	7.3			1840					1840				
93					94					94				

RULES 41 and 44 APPLICABLE

BATTLEFORD SUBDIVISION FOOTNOTES

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

2. Battleford Jct.—No. 94 will wait for No. 93. Telephone in register office Battleford Jct., connected with yard office North Battleford.

3. MAXIMUM SPEED

Mileage	Miles per Hour
0.0 to 7.8	15

WESTWARD TRAINS				CUT KNIFE SUBDIVISION				EASTWARD TRAINS						
FOURTH CLASS	Miles from Cut Knife Jct.	Yard Limits	Office Signals	Siding Car Capacity	FOURTH CLASS	Miles from Cut Knife Jct.	Yard Limits	Office Signals	Siding Car Capacity	FOURTH CLASS	Miles from Cut Knife Jct.	Yard Limits	Office Signals	Siding Car Capacity
94 C.P. Rly. Freight Tuesday, Thursday, Sunday					93 C.P. Rly. Freight					93 C.P. Rly. Freight				
1905	0.0				1633					1633				
1920	3.4				1621					1621				
1945	9.5				1602					1602				
2025	23.0				1521					1521				
2040	26.8				1510					1510				
	38.0													
	43.8	↑		YARD										
94					93					93				

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

CUT KNIFE SUBDIVISION FOOTNOTES

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

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

3. SPEEDS

Mileage	Zone	Miles per Hour
0.0 to 26.8		20
1.8 to 2.1		10
26.8 to 43.8		15
Sidings and Other tracks		10

4. OTHER TRACKS

	Mileage	Capacity	Points Face
Newby	34.8	19 cars	E

WESTWARD TRAINS						VEGREVILLE SUBDIVISION						EASTWARD TRAINS			
FOURTH CLASS	FIRST CLASS		Miles from Vermilion	Yard Limits	Office Signals	Siding Car Capacity	FIRST CLASS			FOURTH CLASS	Office Signals	Siding Car Capacity			
709 Freight	697 Passenger Railiner	691 Passenger Railiner					696 Passenger Railiner	690 Passenger Railiner	884 Freight						
Daily ex. Sun.	Daily	Daily													
1045	-----	0924	0.0	↓			VERMILION	---KPWYZ	VN	30	-----	s 2014	0915		
1100	-----	0932	7.4	0.8			7.4 CLAYSMORE	-----		32	-----	2006	0902		
1110	-----	s 0940	14.6				7.2 MANNVILLE	-----P		33	-----	s 1958	0850		
1122	-----	s 0949	22.9				8.3 MINBURN	-----P		32	-----	s 1947	0837		
1139	-----	s 0959	31.6				8.7 INNISFREE	-----P		25	-----	s 1936	0824		
1150	-----	s 1006	39.2				7.6 RANFURLY	-----P		36	-----	s 1927	0813		
1203	-----	s 1015	48.2				9.0 LAVOY	-----P		33	-----	s 1916	0800		
1215	-----	s 1025	57.1	56.1			8.9 VEGREVILLE	---PWZ	RG	64	-----	s 1906	0747		
1217	-----	1026	58.0	59.1			0.9 VEGREVILLE JCT.	---PYZ			-----	1904	0745		
1225	-----	1032	64.0				Jct. with Haight Sub. 6.0 ROYAL PARK	-----		33	-----	1859	0737		
1235	-----	s 1040	70.9				6.9 MUNDARE	-----P		51	-----	s 1852	0726		
1246	-----	1047	77.6				6.7 HILLIARD	-----		36	-----	1845	0715		
1257	-----	s 1055	85.1				7.5 CHIPMAN	-----P		37	-----	s 1837	0704		
1309	-----	s 1103	92.4				7.3 LAMONT	-----P		41	-----	s 1829	0654		
1321	-----	s 1110	99.2				6.8 BRUDERHEIM	-----P		34	-----	s 1822	0644		
1332	-----	1117	106.2				7.0 SCOTFORD	-----		34	-----	1815	0635		
1342	-----	s 1125	112.7	110.4			6.5 FORT SASKATCHEWAN	---PZ	FS	63	-----	s 1807	0626		
1352	-----	1131	118.0	115.0			5.3 RIVER BEND	-----		33	-----	To Coronado Sub. 1801	0616		
1359	-----	1135	121.7				3.7 OLIVER	-----		33	-----	1758	0610		
1405	-----	1138	122.9				1.2 ST. PAUL JCT.	---PR			-----	1746	1756		
	-----	1124	126.4				Jct. with Coronado Sub. 3.5 NORTH EDMONTON	---P			-----	1740	1750		
							Interlocked with Wainwright and Edmonton East Terminal Subs.								
709	697	691					CTC between St. Paul Jct. and North Edmonton controlled by Train Dispatcher at Edmonton.						696	690	884

VEGREVILLE SUBDIVISION FOOTNOTES

1. Clearances—Unless otherwise provided No. 884 must obtain clearance at Calder or Edmonton and may then leave St. Paul Jct. without obtaining clearance. Extra trains created at North Edmonton must obtain clearance at Calder or Edmonton and may then leave North Edmonton without obtaining clearance.

2. Tonnage Rating — for yard switchers between North Edmonton and Fort Saskatchewan is 2565 tons westward and 3410 tons eastward with car factor of 10 in both directions.

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

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

First class trains may register by register ticket.

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

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

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

(Continued on Page 30)

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		Other Movements
	Railiner	Passenger except Railiner	
0.0 to 126.4	70	50	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
Sidings and Other tracks	--	10	10

13. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Mileage	Railiner	Passenger except Railiner	Other Movements
2.1 to 3.2	50	--	40
9.6 to 10.2	55	--	45
11.5 to 11.8	55	--	45
19.2 to 20.0	55	--	45
21.0 to 21.3	55	--	45
26.8 to 27.0	55	--	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	--	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	--	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	--	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.

15. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

Mileage 57.0 (49th Street)—Automatic protection equipped with push button or other appliance. Movements over the crossing from elevator track which are to return westward on main track must not restore main track switch until entire movement is taken 50 feet east of the crossing.

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

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

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

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

NORTHWARD TRAINS		Miles from Oban Jct.	Yard Limits	PORTER SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
				STATIONS					
		0.0		OBAN JCT. R					
				Jct. with Wainwright Sub.					
		5.8		LETT			46		
				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					

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	Miles per Hour All Movements
0.0 to 48.2	15
Sidings and Other tracks	10

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	↓	HEINSBURG ..BPYZ		YARD				1715
0629			149.4	159.5	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	0655	1505
	To Bonnyville Sub.	s 0908	104.7	107.6	Jct. with Bonnyville Sub. 3.4 ASHMONT ..P		34	From Bonnyville Sub.	s 1950	0644	1455
		s 0915	98.2		6.5 SPEDDEN ..P				s 1942	0632	1430
		s 0924	89.8		8.4 VILNA ..P		36		s 1931	0616	1405
		s 0935	80.0		9.8 BELLIS ..P		36		s 1919	0557	1335
	F 0941		74.7		5.3 EDWARD ..P		33		F 1913	0547	1315
		s 0957	64.6		10.1 SMOKY LAKE ..PW	SM	25		s 1900	0527	1250
		s 1007	57.0		7.6 WARSPITE ..P		32		s 1851	0513	1215
		s 1016	50.1		6.9 WASKATENU ..P		32		s 1843	0500	1150
		s 1024	43.1		7.0 RADWAY ..P		37		s 1835	0446	1125
		1034	34.9		8.2 KERENSKY ..P		35		1825	0430	1055
	s 1041		29.6		5.3 REDWATER ..P	R	45		s 1818	0420	1041
	F 1051		20.6		9.0 CORONADO ..P		28		F 1808	0400	0940
	F 1058		15.6		5.0 GIBBONS ..P		49		F 1803	0352	0930
		1108	7.2		8.4 DUAGH ..P		32		1754	0335	0910
		1118	0.0		7.2 ST. PAUL JCT. ..PR				1746	0320	0847
					Jct. with Vegreville Sub.						
				Rule 41 applicable between St. Paul and Heinsburg Special Instruction 2 applicable between Elk Point and Heinsburg							
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	--	--
Sidings and Other tracks	--	10	10

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	--	--
Mileage 120.1 (51st Street)			
Westward movements approaching within 400 feet of crossing and until crossing occupied	10	10	10

10. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

Mileage
29.5 (Main Street)—Automatically protected. Push button governing westward movements 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	28.8	7 cars	E
Imperial Oil Ltd.	29.8	138 cars	E
Canadian Salt Co.	151.5	33 cars	E W
Run Around Track	151.5	6 cars	E W

WESTWARD TRAINS			Miles from Hanna	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	EASTWARD TRAINS			
FOURTH CLASS	FIRST CLASS							FIRST CLASS		FOURTH CLASS	
707 Freight	692 Passenger Railer	694 Passenger Railer						695 Passenger Railer	693 Passenger Railer	844 Freight	
1730			0.0	1.6	HANNA CKPWZ	HN	YARD			2025	
			0.8		ENDIANG JCT. PYZ						
1740			7.7		WATTS P		51				2016
1749			14.5		CRAIGMYLE P		50				2007
1758			21.9		DELIA P		55				1958
1808			29.9		MICHICHI P		44				1948
1813		From Stettler Sub.	32.9		GARTLY P		44		To Stettler Sub.		1943
1825		2121	40.3		DINOSAUR PRYZ		49		0810		1931
1827		2124	41.1		MUNSON PZ		50		0807		1929
1859		s2140	52.4		DRUMHELLER CKPWZ	YD	68		0750		1859
1909			56.8	ROSDALE P		75				1849	
1910			57.0	JCT. WITH JOINT SECTION PR						1848	
1917			60.4	WAYNE P		25				1841	
1949			76.4	ROSEBUD P		53				1809	
1955			79.0	REDLAND P		30				1803	
2011			87.1	ROCKYFORD P	RK	61				1747	
2020			93.5	BAINTREE P		32				1738	
2032			102.9	ARDENODE P		32				1726	
2042			111.1	LYALTA P		45				1716	
2051			118.4	NORFOLK P		33				1707	
2101			126.6	JANET P		38				1657	
2110		From Three Hills Sub.	131.9	SARCEE YARD CKPWYZ	SJ	YARD		To Three Hills Sub.		1650	
	2201		132.4	SARCEE JCT. PZ				0757			
	2205		134.2	McLEOD JCT. PZ		YARD		0754			
	2207		135.6	MCKEE PZ		YARD		0752			
	s2210		136.8	CALGARY KPWZ	B	YARD		0750			
707	692	694						Daily	Daily	Daily ex. Saturday, Sunday	
707	692	694						695	693	844	

DRUMHELLER SUBDIVISION FOOTNOTES

- Dinosaur**—The time of Nos. 695 and 694 applies at the Jct. switch.
- Dinosaur**—Register station for Nos. 695 and 694 only.
- Mileage 49.4**—Account sharp curvature, road engines must use at least 10 reachers when switching shale pit track.
- Drumheller**—Siding is located on Track 1 between crossover at mileage 51.4 and switch mileage 52.12. The time of Nos. 695 and 694 applies at the station. Drumheller is a register station for trains originating and terminating only, and other trains will register when so directed by train order. Other trains, except Fast Freight

Trains Nos. 315 and 316, must advise operator at Drumheller by message, loads, empties and tonnage arriving and leaving Drumheller.
C.P. Rly. Langdon Sub. (Kneehill) connects with Track 1 at Drumheller. The connecting switch is in normal position when lined for movements to and from Track 1 and against through movements on C.P. Rly. Langdon Sub. C.P. Rly. movements will use Track 1 between this connection and main track switch mileage 52.12.

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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
Sidings and Other tracks	10	10

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 Mileage 1.3 CN Industrial Lead off Mileage 134.1 (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					
		16.2	ARNESON		31				
		23.7	ACADIA VALLEY RY		YARD				
RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 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	Zone	20
6.5	over bridge	10
Trains handling loaded Jumbo tank cars		15
Sidings and Other tracks		10

WESTWARD TRAINS		Miles from Glidden	Yard Limits	MANTARIO SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
				STATIONS					
↕		0.0	↓ 0.9	GLIDDEN RYZ Jct. with Elrose Sub.				↕	
		0.3		5.3					
		5.3	DANKIN		32				
		10.1	EATONIA		AN 27				
		16.4	LAPORTE		28				
		25.6	MANTARIO		MA 33				
		31.5	31.5	EYRE RZ		33			
		32.1	↑ 32.9	EYRE JCT. YZ Jct. with Acadia Valley Sub.					
		38.2		11.7 Y					
		43.8	↑ 43.1	Jct. with Oyen Sub. Y		SK			
		44.1		ALSASK PRZ					
		RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 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
Trains handling loaded Jumbo tank cars	15
Sidings and Other tracks	10

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 Railiner						692 Passenger Railiner	551 Freight	834 Freight		
Daily ex. Saturday	Daily										
	0757	126.2	↓ 122.9	Jct. with Drumheller Sub. SARCEE JCT. ----- PZ			2201				
1810	0758	125.7		0.5 WYE NORTH SWITCH --- PRYZ			2159		2105		
1814	0802	123.3	2.4 HUBALTA ----- Z	42		2157		2101			
1822	0807	117.6	5.7 CONRICH -----	42		2152		2052			
1830	0812	111.9	5.7 DELACOUR ----- P	42		2146		2043			
1838	0817	106.4	5.5 KATHYRN -----	42		2140		2035			
1850	0825	97.5	8.9 IRRICANA ----- P	42		2132		2023			
1858	s 0830	91.9	5.6 BEISEKER ----- P	43		s 2126		2015			
1901	0832	90.2	1.7 BILLHARTE ----- P	96		2123		2012			
1908	0837	85.1	5.1 BIRCHAM -----	42		2119		2005			
1916	0843	79.4	5.7 GRAINGER -----	41		2112		1957			
1924	F 0853	73.2	6.2 SWALWELL ----- P	110		F 2104		1949			
1941	0901	66.9	6.3 TWINING -----	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		1826			
	1009	11.3	5.0 HEATBURG -----			1950	To Brazeau Sub.				
2118		7.9	3.4 ALIX SOUTH JCT. ----- P				0550	1813			
			Jct. with Brazeau Sub. 1.8 ALIX ----- PRZ	41		s 1944	0545	1810			
2122	s 1016	6.1	6.1 MIRROR ----- CKPYZ	MR	YARD	1936	0530	1800			
2130	s 1024	0.0									

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

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.

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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	Movements except Railiner
0.0 to 126.1 (except as below) --	80	50
Movements handling ore or ballast --	--	35
Sidings and Other tracks -----	--	10

12. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

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

Miles per Hour All Movements except Railiner

Mileage	Railiner	All Movements except Railiner
54.3 to 55.1 -----	60	--
56.3 to 56.7 -----	55	45
57.6 to 60.0 --- On Curves ---	45	40
60.0 to 61.6 --- On Curves ---	45	30
*61.6 to 65.0 --- On Curves ---	60	45
65.0 to 69.9 --- On Curves ---	45	40
71.5 to 71.7 -----	60	--
73.6 to 83.9 --- On Curves ---	45	40
94.0 to 95.1 --- On Curves ---	55	45
97.3 to 97.4 -----	60	--
101.1 to 101.2 -----	65	--
102.6 to 102.8 -----	60	--
104.0 to 104.2 -----	50	45
107.7 to 107.9 -----	50	45
110.4 to 110.9 -----	55	45
126.1 to 126.2 -----	15	15
0.16 (Highway 5C) 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 mile-
age 2.68 or spur mileage 2.78,
2.72 (17th Ave. S.E.) Special Instruction M-15(c) is
2.74 (Access Road) applicable at all three crossings.

15. OTHER TRACKS

	Mileage	Capacity	Points Face
Gravel Pit	95.9	120 cars	S
Western Rolling Mills	123.6	17 cars	N
Western Rolling Mills	124.2	50 cars	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
Trains handling loaded Jumbo tank cars	--	15
Sidings and Other tracks	--	10
ON CURVES		
Mileage		
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
0.5 to 1.3	35	20
17.3 to 17.6 On Curves	50	--
20.3 to 20.8 On Curves	50	--
24.5 to 24.8	50	--
25.5 to 25.7	50	--
27.1 to 27.8 On Curves	50	--
29.7 to 30.2	50	--
35.5 to 35.7	50	--
40.4 to 40.6	50	--
49.2 to 49.6	50	--
52.4 to 52.8	50	--
57.1 to 57.4	50	--
60.4 to 62.2 On Curves	50	--
64.4 to 65.3	40	--
67.1 to 67.4	50	--
81.0 to 82.3	50	--
94.6 to 95.5 On Curves	40	--

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

8. OTHER TRACKS

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

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

WESTWARD TRAINS		Miles from Alix South Jct.	Yard Limits	BRAZEAU SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
FOURTH CLASS	551			STATIONS					
Freight	Monday, Wednesday, Friday								
	0550	0.0		ALIX SOUTH JCT. P Jct. with Three Hills Sub.					
	0615	10.0		HAYNES			33		
	0630	17.2		JOFFRE			32		
	0640	22.4		PRENTISS			32		
	0715	36.5	35.7 ↓ 37.3	RED DEER JCT. RYZ 15.0			31		
	0750	51.5		SYLVAN LAKE			33		
	0805	57.6		ELSPETH					
	0825	65.7		ECKVILLE	KI		34		
	0840	72.7		WITHROW			32		
	0855	77.0		LESLIEVILLE			32		
	0915	85.5		CODNER			32		
	0929	90.9	90.5 ↑ Joint Track with C.P. Rly.	OTWAY Z Jct. with C.P. Rly.			11		
	0930	91.2		ROCKY MT. HOUSE RYZ			37		
		93.9	95.3 ↑	LOCHEARN Z			41		
		95.4		ULLIN End of Joint Section					
		108.6		HORBURG			32		
		126.5		ANCONA			32		
		131.7		SAUNDERS			21		
		142.5		HARLECH			32		
		149.6	148.0 ↑	BRAZEAU RYZ			YARD		
		RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable between Brazeau and Red Deer Jct.							
		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 108.6 and mileage 149.6.
- MAXIMUM SPEED**
Mileage Miles per Hour All Movements
0.0 to 25.0 ----- 40
25.0 to 95.4 ----- 20
Trains handling liquid petroleum gas or loaded Jumbo tank cars ----- 15
Engines of 1000-1077 series ----- 30
95.4 to 111.0 ----- 20
111.0 to 149.6 ----- 10

- PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)**
Red Deer South Industrial Spur—
Mileage 0.1 (52nd Avenue)
All movements must stop and then be preceded by a flagman.
- OTHER TRACKS**
Mileage Capacity Points Face
Red Deer North Industrial Spur ----- 36.5 5.3 miles E
connected to east leg of wye at Red Deer Jct.
Spur ----- 37.1 8 cars E W
Hudson Bay Oil & Gas ----- 57.6 37 cars E W
Texaco Exploration ----- 64.5 18 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 10 cars N
Track No. 1 (outgoing) ----- 8 cars S
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

- PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS**
Over Bridge
Mileage 6.5 ----- 15
Engines of 1000-1077 series ----- 30

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

(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
DEMAY-HAIGHT SUBDIVISIONS Camrose Jct. and Vegreville Jct.	----	----	----	----	----	2200	12
KINGMAN SUBDIVISION Barlee Jct. and Tofield	----	----	----	----	----	1690	8
BODO SUBDIVISION Unity and Bodo	----	----	----	----	----	2350	12
CAMROSE SUBDIVISION Mirror and Camrose	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
	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 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
	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:

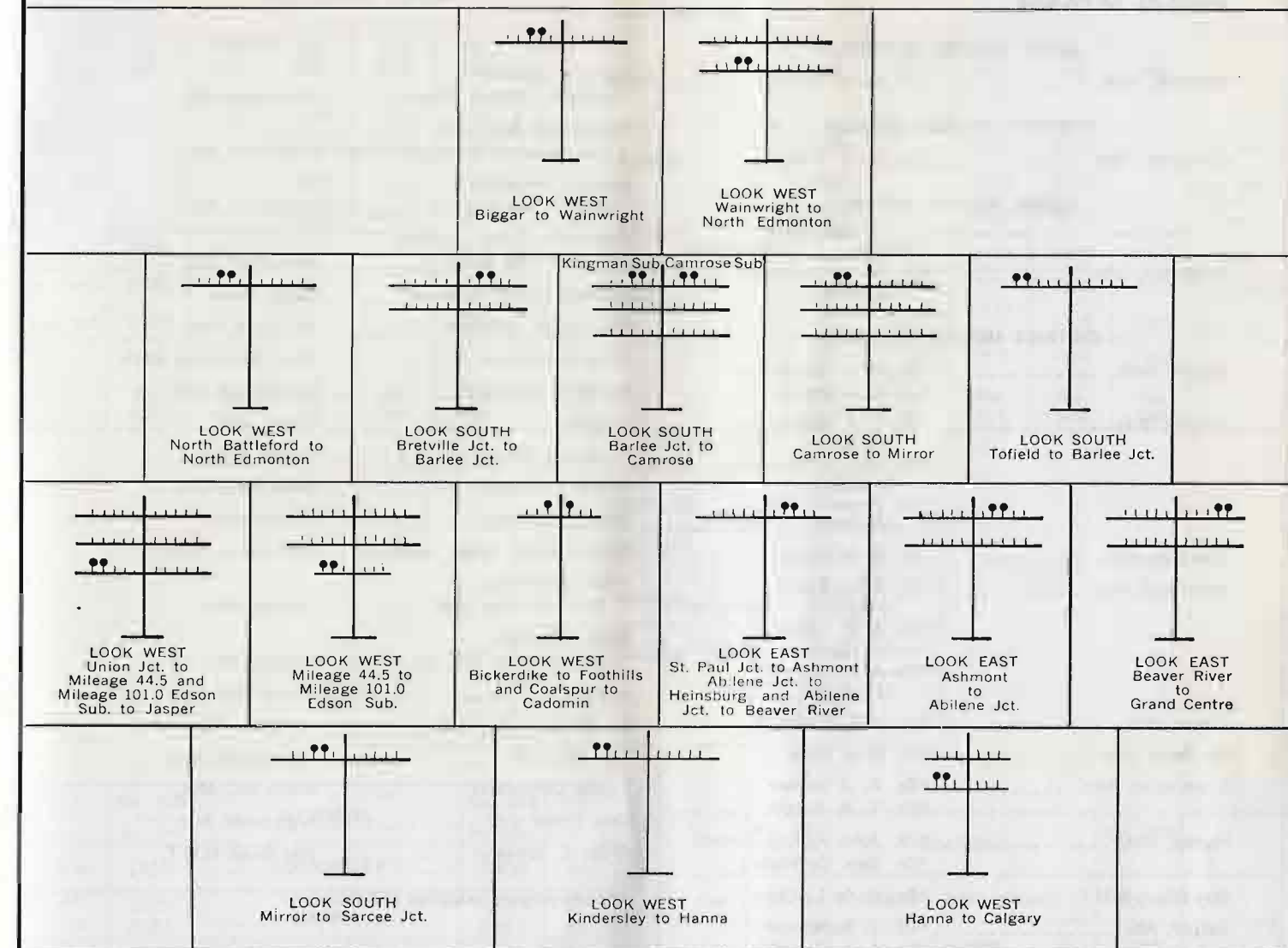
- (a) Montreal Locomotive Works or Alco Units Except Units in 2000 series:
One or two motors cut out: reduce rating 50%.
- (b) Montreal Locomotive Works or Alco Units in 2000 series:
Three motors cut out (one or two motors cannot be cut out): reduce rating 50%.
- (c) General Motors Diesel or E.M.D. Units 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 ----- Fibreglas Building -----	Pipes Canopy Machinery between 2 tracks inside bldg.	Overhead South Both	142nd Street Industrial Area Haliburton Oilwell Cementing Co. Ltd. ---	Warehouse	East
NORTH EDMONTON- EDMONTON Swift Canadian Co. On Spur West of Engine Room ----- P. Burns and Co. Two East Tracks ----- Hayward Lumber Co. -----	All Structures Each Other Gate Platform	Both Between North West	Universal Construction Co. ----- McLeod's Ltd. ----- A.L.C. Board ----- Inland Cement Co. Tracks 1 and 2 ----- Unloading Track -----	Platform Warehouse Inside Warehouse Plant Interior Car Puller	South South South Overhead North
Capital City Box Co. Track No. 3 -----	Narrow Gauge Railway Chute at Sawdust Shed Fence	West East	STRATHCONA LINE Lead to Alta. Oil Tool Co. --- Alta. Oil Tool Co. ----- Gainers' Ltd. -----	Conveyor Belt Platform Chute and Dock	West West West
O.K. Construction Ltd. Consolidated Warehousing Ltd. Service Track -----	50 Foot Cars When Spotted at Warehouse Shed Platform and Doors Permanent Ladder	South South Both East	FORESTBURG Forestburg Collieries Ltd. Track 5 -----	Loading Ramp	West
Old Freight Shed ----- Mail Forwarding Spur ----- Canada Packers East Dock---			VERMILION East Elevator Track ----- Elevator Track -----	Elevator Spout Elevator Spouts	North North
EDMONTON-BISSELL New Freight Shed Track 1 ----- Track 5 ----- Track 6 -----	Shed Ramp Ramp	South North South	SANGUDO SUB. Texas Gulf Sulphur Co. -----	Stairs and Building	Both
Lane 102½ Street T. Eaton Co. Ltd. ----- Service Station ----- Parking Lot ----- Ogilvie Flour Mills ----- Halford Hide and Fur Co. --- Western Salvage Ltd. -----	Platform and Gate Incinerator Gate Posts Power House Building Building Down Pipe and Fence	Both West West Both North North	BISSELL Inland Cement Co. Tracks 1 and 2 -----	Plant Interior	Both and Overhead
Lane 103½ Street Marshall Wells Co. ----- Allis Chalmers Ltd. ----- Revillon Building ----- J. H. Ashdown Ltd. -----	Floodlight Platform Platform Warehouse Corner	East East West East	SPRUCE GROVE Industrial Track ----- Platform Track -----	Shed Shed	South South
Lane 104½ Street Alley Spur -----	Pole Line	West	WABAMUN C. Huebert Spur -----	Wood Piles	Both
Lane 106½ Street N.A.D. Pool Spur ----- General Steel Wares -----	Crossing Sign 103 Ave. Pole	East East	CADOMIN Inland Cement Co. Ltd. ---	New Tipple	Overhead
Lane 107½ Street Alberta Poultry Products Spur ----- D. H. Bain Spur ----- D. H. Bain Warehouse ----- Tees and Persse Co. -----	Pole Line Pole Line Platform Roof Platform	East West West East	HINTON Northwest Pulp and Power Co. Ltd. Track 4 ----- Track 6 ----- Track 7 -----	Shed Doors Shed and Stand Pipe Stand Pipe	Both Both North
Lane 108½ Street Alley Spur -----	Power Pole Line	West	CALGARY Freight Shed Track -----	Massey-Harris -----	North
Lane 109½ Street W. H. Clark Lumber Co. City Yard Scale Track ----- Stores Track -----	Cement Shed Scale House Platform	East North South	BRAZEAU Brazeau Collieries Tracks -----	Track 1—Tipple Tracks 2 and 3— Tipple	South Both
			ROSEDALE Subway Coal Co. -----	Storage track—Ramp Storage track—Tipple	North North
			HUBALTA Western Rolling Mills Mileage 124.2 -----	Overhead Crane	Overhead

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES



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

Train Phone Wires Marked ●

MEDICAL OFFICERS

CHIEF MEDICAL OFFICER
 Montreal, Que. ----- Dr. Peter Vaughan

REGIONAL MEDICAL OFFICER
 Edmonton, Alta. ----- *Dr. G. C. Pretty

CLINIC MEDICAL OFFICE
 Telephones
 Office Residence
 Edmonton, Alta. ----- *Dr. R. V. Johnston
 429-8783

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.
Ed Galenza 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			2130	1350	1550	----- BIGGAR -----	0800		0140	1500		Lve. CST
Lve. MST			2040	1400	1505		0630		0010	1330		Arr. MST
Arr.			0330	2300	2125	----- CALDER -----	0001		1630	0600		Lve.
Lve.	2330	1100			0200			1230		2359	0900	Arr.
Arr. MST	0830	2000			0815	----- JASPER -----		0530		1845	0045	Lve. MST
Lve. PST	1500	2115			0755			0345		1715	2245	Arr. PST
							Daily	Daily ex. Mon., Tues.	Daily	Daily	Daily	
	No. 487	No. 413	No. 303	No. 301	No. 309		No. 304	No. 314	No. 314	No. 302	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.		Daily ex. Sat.	
	No. 485		No. 484	

	No. 315	STATIONS	No. 316	
	Daily ex. Sat.		Daily ex. Mon.	
Lve.	1810	----- KINDERSLEY -----	0450	Arr.
Arr.	2025	----- HANNA -----	0130	Lve.
Lve.	2050		0050	Arr.
Arr.	0100	----- CALGARY ----- (Sarcee Yard)	2100	Lve.
	Daily ex. Sun.		Daily ex. Sun.	
	No. 315		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	0150	--- BIGGAR ---		1050	Lve. CST
Lve. MST	0100			0940	Arr. MST
Arr.	0710	--- CALDER ---		0400	Lve.
Lve.	0830		0125		Arr.
Arr. MST	1420	--- JASPER ---	2025		Lve. MST
Lve. PST	1350		1900		Arr. PST
			Daily ex. Mon.	Daily	
	No. 217		No. 218	No. 218	

Notes

$$\begin{array}{r} 3650 \\ 6100 \\ \hline 9750 \end{array}$$

$$\begin{array}{r} 3950 \\ 4200 \\ \hline 8150 \\ 5643 \\ \hline 2507 \end{array}$$

OFFICERS

J. M. Prevost	Terminal Superintendent	Edmonton
J. W. Cameron	Asst. Supt. Transportation	Edmonton
G. H. Graham	Trainmaster - Road Foreman	Edmonton
W. H. Kwallak	Trainmaster - Road Foreman	Edmonton
J. W. Gorrie	Trainmaster	Edmonton
C. J. Loader	Master Mechanic	Edmonton
R. J. Robinson	Trainmaster - Road Foreman	Jasper
H. G. Shuttleworth	Trainmaster - Road Foreman	Biggar
D. A. Bradley	Master Mechanic	Calgary
W. G. Curran	Trainmaster - Road Foreman	Calgary

 TRAIN DISPATCHERS' OFFICE AT EDMONTON
 TELEGRAPH CALL "DK"

J. Kolodrubsky	Chief Train Dispatcher
K. H. McIntyre	Asst. Chief Train Dispatcher
J. Daniluck	Asst. Chief Train Dispatcher
F. E. Meunier	Asst. Chief Train Dispatcher

Train Dispatchers:

W. A. Footz	H. F. Kary	K. O. McAmmond
W. F. Fowler	A. N. Krauter	D. G. McMinn
E. A. Frissell	E. Kunkel	W. G. Owens
W. R. Harmon	M. S. Marcoff	K. D. Roche
J. W. Hill	F. A. Matwychuk	W. Sherstenko
W. Jwászko		

 TRAIN DISPATCHERS' OFFICE AT CALGARY
 TELEGRAPH CALL "K"

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

Train Dispatchers:

W. A. Burgess	H. L. Tilley
W. M. Sanders	T. H. Webster
W. B. Smathers	

1971 02 01 CNR Supplement 1 to ETT 20
Mountain Region Alberta effective 1971 02 01
pages were stapled into the 1970 10 25 CNR ETT
20 original document. The following pages
scanned here are the original pages (covered by
Supplement pages)

1971 02 01 CNR Supplement 1 to ETT 20
Mountain Region Alberta effective 1971 02 01 can
be found under separate title

WESTWARD TRAINS			Miles from Biggar	Yard Limits	WAINWRIGHT SUBDIVISION	Office Signals	Siding Car Capacity	EASTWARD TRAINS		
FIRST CLASS								FIRST CLASS		
695	1	----						2	----	694
Passenger Ralliner	Passenger	----						Passenger	----	Passenger Ralliner
Daily	Daily	----	MOUNTAIN STANDARD TIME							
			STATIONS							
----	0955	----	0.0		----- BIGGAR --- CKPWY	BI	219	s2100	----	
----		----	8.6		8.6 ----- OBAN ----- P		117	2048	----	
----		----	8.8		0.2 ----- OBAN JCT. ----- P Jct. with Porter Sub.				----	
----		----	16.3		7.5 ----- PALO ----- P		118		----	
----		----	30.0		13.7 ----- CAVELL ----- P		117		----	
----		----	42.7		12.7 ----- SCOTT ----- P		115		----	
----		----	51.2		8.5 ----- TAKO ----- P		117		----	
----	s 1055	----	57.9		6.7 ----- UNITY ----- PW		123	s1945	----	
----		----	68.5		10.6 ----- VERA ----- P		117		----	
----		----	77.3		8.8 ----- WINTER ----- B		117		----	
----		----	84.5		7.2 ----- YONKER ----- P		117		----	
----		----	96.5		12.0 ----- ARTLAND ----- P		117		----	
----	1140	----	106.9		10.4 ----- CHAUVIN ----- P		115	1855	----	
----		----	116.8		0.9 ----- DUNIN ----- P		117		----	
----		----	127.8		11.0 ----- HEATH ----- P		117		----	
----		----	135.3		5 ----- GREENSHIELDS ----- P		117		----	
----	s 1210 1215	----	140.1	CTC	4.8 ----- WAINWRIGHT --- KPWY	GN	124	1825 s 1820	----	
----		----	146.6		6.5 ----- FABYAN ----- P		115		----	
----		----	157.7		11.1 ----- IRMA ----- P		115		----	
----		----	172.1		14.4 ----- KINSELLA ----- P		117		----	
----	1300	----	184.5		12.4 ----- VIKING ----- P		117	1732	----	
----		----	196.7		12.2 ----- BRUCE ----- P		117		----	
----		----	205.9		9.2 ----- HOLDEN ----- PW		117		----	
----	1325	----	214.7		8.8 ----- RYLEY ----- P		122	1705	----	
----		----	215.6		0.9 ----- HAIGHT JCT. ----- P Jct. with Haight Sub.				----	
----		----	226.2		10.6 ----- TOFIELD ----- PY		119		----	
----		----	232.4		6.2 ----- LINDBROOK ----- P		117		----	
----		----	243.8		11.4 ----- UNCAS ----- P		115		----	
From Camrose Sub.	1355	----	250.0		6.2 ----- ARDROSSAN ----- P		116	1632	----	To Camrose Sub.
1214		----	259.1		9.1 ----- CLOVER BAR ----- P		104		----	
1219	1413	----	260.2		1.1 ----- BRETVILLE JCT. ----- P Jct. with Camrose Sub.				----	1735
		----	263.4		3.2 ----- NORTH EDMONTON --- P Interlocked with Edmonton East Terminal and Vegreville Subs.		64	1610	----	1730
		----						Daily	----	Daily
695	1	----						2	----	694

EDMONTON EAST TERMINAL SUBDIVISION									
WESTWARD TRAINS					Miles from Edmonton	Miles from North Edmonton	Yard Limits	STATIONS	Office Signals
FIRST CLASS									
1	695	691	697	---					
Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner	---					
Daily	Daily	Daily	Daily	---					
---	---	---	---	---	0.0	0.4	Two Tracks Interlocked with Vegreville and Wainwright Subs. 3.5	NORTH EDMONTON ...PXZ	---
---	---	---	---	---	1.2	1.2		CALDER ...CKPWZ	CD
1413	1219	1144	1124	---	3.3	---	CTC Interlocked with Vegreville and Wainwright Subs. 3.3	NORTH EDMONTON ...P	---
s 1425	s 1230	s 1155	s 1135	---	0.0	0.4		EDMONTON ...CKPWZ	MO
1	695	691	697	---					

EDMONTON WEST TERMINAL SUBDIVISION									
WESTWARD TRAINS					Miles from Edmonton	Yard Limits	STATIONS	Office Signals	
FIRST CLASS									
1	---	---	---	---					
Passenger	---	---	---	---					
Daily	---	---	---	---					
1455	---	---	---	---	0.0	↓	CTC TWO TRACKS Jct. with Sangudo Sub.	EDMONTON ...CKPWZ	MO
---	---	---	---	---	4.2	4.2		WEST JCT. ...PXYZ	---
---	---	---	---	---	4.9	---		N.A. RLY. ...PX	---
---	---	---	---	---	6.0	---		UNION JCT. ...PX	---
1512	---	---	---	---	7.2	---		BISELL ...P	---
1	---	---	---	---					

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

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

2. **CTC Features**—
 (a) CTC in service between North Edmonton and eastward block signals 04 and D04 at Mileage 0.4 North Edmonton-Calder Line. Approach signal for eastward movements on eastward track is located at Mileage 0.8. There is no approach signal on the westward track and eastward movements on the westward track must approach signal D04 prepared to stop and there be governed by indication displayed.
 (b) CTC, governing movement in both directions on each of the Two Tracks, in service between westward block Signals 41ND, 41SD, 39BD, 39 and 39AD at West Jct. and

Bissell. There is no approach signal on westward track between Edmonton and West Jct. and westward movements must approach block signal 39 prepared to stop and there be governed by indication displayed. There is no approach signal on Sangudo Sub. and eastward movements must approach eastward dwarf signal 62D prepared to stop and there be governed by indication displayed.
 (c) CTC in service between eastward block signal D02 located at west boundary of 96th Street public crossing at grade mileage 0.4 Edmonton - North Edmonton Line and North Edmonton. There is no approach signal to signal D02 and eastward movements must approach eastward block signal D02 prepared to stop and there be governed by indication displayed.

EDMONTON EAST TERMINAL SUBDIVISION									
EASTWARD TRAINS					Miles from Edmonton	Miles from North Edmonton	STATIONS	Office Signals	
FIRST CLASS									
2	---	694	696	690					
Passenger	---	Passenger Railiner	Passenger Railiner	Passenger Railiner					
Daily	---	Daily	Daily	Daily					
---	---	---	---	---	0.0	0.4	Two Tracks Interlocked with Vegreville and Wainwright Subs. 3.5	NORTH EDMONTON ...PXZ	---
---	---	---	---	---	1.2	1.2		CALDER ...CKPWZ	CD
3.3	---	1610	1730	1740	3.3	---	CTC Interlocked with Vegreville and Wainwright Subs. 3.3	NORTH EDMONTON ...P	---
0.0	---	1600	1720	1730	0.0	0.4		EDMONTON ...CKPWZ	MO
Daily	---	Daily	Daily	Daily					
2	---	694	696	690					

EDMONTON WEST TERMINAL SUBDIVISION									
EASTWARD TRAINS					Miles from Edmonton	Yard Limits	STATIONS	Office Signals	
FIRST CLASS									
2	---	---	---	---					
Passenger	---	---	---	---					
Daily	---	---	---	---					
s 1530	---	---	---	---	0.0	↓	CTC TWO TRACKS Jct. with Sangudo Sub.	EDMONTON ...CKPWZ	MO
1520	---	---	---	---	4.2	4.2		WEST JCT. ...PXYZ	---
---	---	---	---	---	4.9	---		N.A. RLY. ...PX	---
---	---	---	---	---	6.0	---		UNION JCT. ...PX	---
1510	---	---	---	---	7.2	---		BISELL ...P	---
Daily	---	---	---	---					
2	---	---	---	---					

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:

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

The limits of the City of Edmonton are:—
Mileage 260.2 Wainwright Sub., West Boundary of the public crossing at grade mileage 123.4 Vegreville Sub., Mileage 5.9 Edmonton - Bissell Line and the North Boundary of 63rd Avenue mileage 5.2 Strathcona Line.

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

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

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

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

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

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

10. Edmonton—(a) At Edmonton, the time of Edmonton East Terminal Sub. trains applies at the west boundary of 96th Street mileage 0.4 and the time of Edmonton West Terminal Sub. trains applies at the east boundary of 105th Street overpass mileage 0.4.

(b) Trains registering at Edmonton, except those scheduled at Edmonton must show in the train register, their designation arriving or leaving Edmonton East Terminal Sub. or Edmonton West Terminal Sub.

(c) Westward yard limit sign governing movements on the Two Tracks between Edmonton and West Jct. is located on north side of the North Service Track opposite eastward block signal DO2 at 96th Street public crossing at grade.

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

(e) Switchtenders are assigned 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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WESTWARD TRAINS			SANGUDO SUBDIVISION				EASTWARD TRAINS		
FOURTH CLASS	Miles from Union Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FOURTH CLASS	Office Signals	Siding Car Capacity	FOURTH CLASS
515						516			
Freight							Freight		
Daily							Daily		
0930	*0.0	2.3	UNION JCT. ----- Z Jct. with Edmonton West Terminal Sub.			0925			
0935	1.7		CANNELL ----- Z		20	0919			
0943	5.0		ST. ALBERT -----		28	0909			
0955	13.0		VILLENEUVE -----		32	0845			
1006	19.4		CALAHOO -----		32	0825			
1022	29.4		ONOWAY -----		65	0755			
1033	36.0		GUNN -----		31	0737			
1047	44.4		GLENEVIS -----		31	0720			
1058	51.5		CHERHILL -----		21	0704			
1110	57.0		LISBURN -----		31	0652			
1120	62.5		SANGUDO -----		34	0640			
1135	68.9		ROCHFORD BRIDGE -----		32	0620			
1147	74.2		MAYERTHORPE -----		66	0603			
1200	79.8		GREENCOURT -----		29	0545			
1222	89.7		BLUE RIDGE -----		30	0515			
1250	103.3	Manual Block System	WHITECOURT ----- RYZ WO YARD			0430			
	105.6		HURDY -----		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			
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.

1.3 Other Modifications—

Main track switch at mileage 120.5, when not in use, is to be left in the reverse position for movement to and from Texas Gulf Sulphur spur and against through movements on Sangudo Sub. Second and third paragraphs of Rule 104 amended accordingly.

2. GENERAL FOOTNOTES

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

2.2 Kaybob—Jumbo LPG tanks must not be moved on Loop track.

(Continued on Page 17)

SANGUDO SUBDIVISION FOOTNOTES—Continued

3. SPEEDS

Mileage	Zone	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 120.5		20
120.5 to 128.0		40
128.0 to 128.3		35
128.3 to 146.7		40
146.7 to 148.5		30
148.5 to 157.5		40
157.5 to 167.6		30
158.7 Turnout		15
Kaybob Loop		5

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) 10

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. Refer to System Special Instruction 10(a). Due to heavy ascending grade and sharp curvature, forward pushing movements at any point between the run-around track and the end of track, with a diesel unit consist which includes SD-40 type units must isolate all but the leading (west) units to prevent excessive side thrust and possible derailment.

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
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
Meunier Spur	166.5	9 cars	E

WESTWARD TRAINS		Miles from Edmonton	EDSON SUBDIVISION		Office Signals	Siding, Car Capacity	EASTWARD TRAINS	
FIRST CLASS			MOUNTAIN STANDARD TIME				FIRST CLASS	
1 Passenger	----						2 Passenger	----
Daily	----		STATIONS					
1512	----	7.2	BISSELL	P	YARD	1510	----	
		19.7	12.5					
			SPRUCE GROVE	P	110			
			12.8					
1538	----	32.5	CARVEL	P	108	1445	----	
			11.8					
		44.3	WABAMUN	P	121			
			13.8					
		58.1	GAINFORD	P	110			
			8.2					
		66.3	ENTWISTLE	P	111			
			1.8					
1620	----	68.1	EVANSBURG	P		1410	----	
			9.4					
		77.5	WILDWOOD	PW	112			
			10.6					
		88.1	LEAMAN	P	108			
			11.6					
1650	----	99.7	NITON	P	111	1340	----	
			10.1					
		109.8	PEERS	P	110			
			11.0					
		120.8	WOLF CREEK	P	110			
			8.8					
s1720	----	129.6	EDSON	CKPWY	FY	145	1310	
1725	----		9.3				s1305	
			BICKERDIKE	P	116			
		138.9	10.2	Y				
		139.4	GALLOWAY	P	120			
		149.1	6.7					
1753	----	155.8	MEDICINE LODGE	P	110	1235	----	
			9.4					
		165.2	OBED	P	106			
			11.8					
		177.0	PEDLEY	PW	112			
			7.6					
s1830	----	184.6	HINTON	P	120	s1205	----	
			11.6					
		196.2	SOLOMON	P	113			
			3.2					
		199.4	SWAN LANDING	P	160			
			8.8					
1900	----	208.2	MIETTE	P	123	1135	----	
			6.4					
		214.6	DEVONA	P	123			
			5.9					
		220.5	SNARING	P	123			
			7.1					
1925	----	227.6	HENRY HOUSE	P	123			
			8.1					
s1940	----	235.7	JASPER	CKPWY	GH	53	1105	
						Daily	----	
1	----					2	----	

EDSON SUBDIVISION FOOTNOTES

1.

CLEARANCES

(a) West Jct.—Unless otherwise provided, westward extra trains created at West Jct. and destined Edson Sub. must obtain clearance at Edmonton or Calder and may then leave West Jct. without obtaining clearance.

(b) Edson—All trains must obtain clearance.

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

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