



MOUNTAIN REGION

# ALBERTA AREA

## EMPLOYEES' OPERATING TIMETABLE

# 21

TAKING EFFECT AT 0001 SUNDAY, APRIL 25th, 1971

ALL TIMES SHOWN ARE MOUNTAIN STANDARD

*Be Careful — A Single Accident Is One Too Many*

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.

## SUBDIVISION INDEX

Subdivision	Page	From	To
Acadia Valley	41	Eyre Jct.	Acadia Valley
Alliance	11	Alliance Jct.	Alliance
Athabasca	21	Morin Jct.	Athabasca
Battleford	26	Battleford Jct.	Battleford
Blackfoot	27-28	North Battleford	Vermilion
Bodo	34	Unity	Bodo
Bonnyville	34	Abilene Jct.	Grand Centre
Brazeau	46-47	Alix South Jct.	Brazeau
Camrose	9-10-11	Bretville Jct.	Mirror
Coronado	32-33	St. Paul Jct.	Heinsburg
Cut Knife	28	Cut Knife Jct.	Carruthers
Dentay	26	Camrose Jct.	Ryley
Dodsland	8	Biggar	Hemanuka
Drumheller	38-39-40	Hanna	Calgary
Edmonton East Terminal and Edmonton West Terminal	12-13-14-15	North Edmonton	Bissell
Edson	18-19-20	Bissell	Jasper
Endiang	37	Endiang Jct.	Nevis
Foothills	22	Bickerdike	Foothills
Grande Cache	24-25	Swan Landing	Grande Prairie
Haight	26	Haight Jct.	Vegreville Jct.
Kingman	26	Tofield	Barlee Jct.
Mantario	41	Glidden	Atsask
Mountain Park	23	Parkhill Jct.	Mountain Park
Oyen	36-37	Kindersley	Hanna
Porter	31	Oban Jct.	Battleford
Sangudo	16-17	Union Jct.	Kaybob
Shearness	35	Batter Jct.	Wardlaw
Spondin	35	Scapa	End of Track
Stettler	44-45	Ferlow Jct.	Dinosaur
Three Hills	42-43-44	Mirror	Sarcee Jct.
Vegreville	29-30-31	Vermilion	North Edmonton
Wainwright	5-6-7	Biggar	North Edmonton

Total Mileage—2963.4

## GENERAL INDEX

	Page
Equated Tonnage Ratings	48-49-50-51
Fast Freight Train Schedules	55
Manual Block System Instructions	4
Medical Officers	54
Officers	Inside back cover
Restricted Clearances	52
Special Instructions	1-2-3-4
Train Dispatchers	Inside back cover
Train Phone Wires	53
Watch Inspectors	54

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

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.

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.

## 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 50368, 50369, 50400, 50401, 50402, 50403, 50417, and American type 50372, 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.

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 or descending grades on any of the tracks to be used.

27. When a hot box or dragging equipment detector system indicates a possible abnormal situation, immediate contact will be made with the train involved, by radio or other means, to advise of one or the other of the following conditions:

**WARNING:** There is evidence of a possible overheated journal on the train. While temperature indication is not sufficiently high to make immediate stop necessary, the car must be kept under close observation and must be inspected should train be stopped for any other reason. At crew change points, inbound crew will advise outbound crew that a warning has been received at the last detector.

**TRAIN MUST BE STOPPED:** There is evidence of dragging equipment or of extreme journal temperature which requires that the train be stopped immediately to permit inspection of the car involved.

In all cases crew will be properly informed as to location of car in the train and, where appropriate, the suspect journal. If the journals on the car identified appear to be normal, inspection must be made of at least two cars ahead and behind.

Where there has been a dragging equipment indication, the car involved as well as two cars ahead and behind must also be inspected for possible overheated journals.

Results of such inspections made must be reported promptly to the Train Dispatcher.

M-5. Outfit cars equipped with arch bar trucks must be marshalled as close to the rear of the train as practical, except when handled in way freight, mixed or work trains those with steel underframe may be placed near the engine. Speed must at no time exceed 30 miles per hour.

M-6. When conditions permit, movements handling hopper cars of 95 ton capacity or more whether loaded or empty, should not be operated in the speed range between 15 and 25 miles per hour, and must not exceed 10 miles per hour through sidings.

M-7. Trains handling more than 8000 tons must never exceed 50 miles per hour. When loaded covered hoppers make up 50 percent or more of the number of cars in any train consist, a speed of 45 miles per hour must not be exceeded.

M-8. At certain public crossings at grade, main track switches, except dual control and spring switches, located within 50 feet of the crossing, may or may not be equipped with safety switch point lock and employees concerned must familiarize themselves therewith. Where in service, safety switch point lock must be secured with switch lock when switch is in normal position.

(Continued on Page 3)

## Regional Special Instructions (Continued)

M-9. To reduce fire hazard, when setting off occupied outfit cars on other tracks, they must be left as far away as possible from grain elevators and industrial structures. If necessary and when practicable, occupied outfits must be separated so that no occupied car is adjacent to a grain elevator.

M-10. Where special instructions require speed restriction and/or special handling of cars or commodities, yardmasters or those performing his duties, must advise conductors when same are placed in their train. At stations where close crew connections are made, inbound crews must notify the outbound crew of the presence of such cars and commodities in the train.

M-11. When defective cars are set out on line, conductors must wire the following information to the chief train dispatcher as soon as possible:

- |                     |                                   |
|---------------------|-----------------------------------|
| A. Date             | G. Where waybill left             |
| B. Where set out    | H. Who detected defect            |
| C. Car number       | I. Time defect detected           |
| D. Contents         | J. Train speed                    |
| E. Destination      | K. Weather, including temperature |
| F. Nature of defect | L. Visibility                     |

M-12. When information is received of a defective car in their train, the crew must immediately take action to stop the train and where possible before passing over any switch or interlocking. Car must then be examined and if found defective, prepared for safe movement to the next point where it can be set off or repaired. If after examination and corrective action, it is doubtful that the car can be moved safely in the train, it must be detached from the portion of the train behind it and moved with caution to the point where it can be set off and if necessary, brakes cut out. Good judgment must be used to prevent derailment of the defective car or others in the train.

M-13. Reference Item 3 under heading "Accidents", General Instructions (Form 696). V.C. report (Form 691) to be submitted only when accident not attended with personal injury and then, by each member of the crew involved.

M-14. Educational Bulletin Book for enginemen is located in every engineman's booking-in room and rest house and enginemen must be familiar with its contents.

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 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 a speed of 20 miles per hour must not be exceeded in sidings where a maximum speed through sidings is 25 miles per hour. When necessary to switch other tracks with diesel units in 2000 or 5000 series, reachers should be used where possible.



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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

12. CONDITIONAL PASSENGER STOPS

At Viking, 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 Passenger trains do not exceed 45 miles per hour and Freight trains do not exceed 25 miles per hour while passing the governing approach signal. Interlocking signals are not controlled by the train dispatcher and Rules 264 or 265 do not apply. If necessary to pass an interlocking signal indicating STOP, the requirements of Rule 672 must be observed, after which, movement may proceed at Restricted Speed to the next signal.

(Continued on Page 7)

WAINWRIGHT SUBDIVISION FOOTNOTES—Concluded

INTERLOCKINGS

Railway Crossings at Grade:

C.P. Rly. Mileage 257.8 Controlled  
If necessary to pass an interlocking signal indicating STOP in accordance with Rules 264 or 265, the requirements of Rule 672 must also be observed.

Vegreville Sub., Wainwright Sub. and Edmonton East Terminal Sub. North Edmonton Controlled

Includes a connecting track between Wainwright Sub. and Edmonton - North Edmonton Line; also between Vegreville Sub. and Calder - North Edmonton Line. Rule 672 not applicable.

Junctions:

Bretville Jct. Mileage 260.2 Controlled

Includes hand operated switch connecting Clover Bar service lead with Camrose Sub. Westward dwarf signal D2601 will display a proceed indication only after route is lined for movement through to Wainwright Sub. Movement from Wainwright Sub. to Clover Bar service lead must stop at eastward interlocking signal 2602, reverse hand operated switch and advise train dispatcher accordingly. Train dispatcher must then line the Jct. switch and the Siding north switch East Edmonton for movement from Wainwright Sub. to siding before signal 2602 can be made to display the proper indication.

14. MAXIMUM SPEED

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

0.7 (Highway 4-14)

Eastward movements approaching within 2050 feet of crossing and until crossing occupied 65 --  
Westward movements proceeding at less than 15 miles per hour within 1100 feet of crossing and until crossing occupied 15 15

58.36 (First Avenue)

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

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

Miles per Hour Passenger Other Movements

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		46	
12.2		DUPEROW		46	
18.5		SPRINGWATER		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		42	
66.4	65.8	COLEVILLE	Z	CO	39
69.0		DRIVER	Y		39
72.6	69.5	SMILEY	MY		42
78.5		DEWAR LAKE		43	
85.9		HOOSIER		45	
90.4		GREENE		43	
96.5	102.7	LOVERNA	RYZ	VO	41
103.5		ESTHER		27	
115.8	104.6	NEW BRIGDEN		37	
126.1		SEDALIA		37	
134.2	153.0	HEMARUKA	YZ	YARD	
154.0					

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

**DODSLAND SUBDIVISION FOOTNOTES**

- 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.
- Westward yard limit sign at Biggar, located to left of main track.
- 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. <b>MAXIMUM SPEED</b>	
Mileage	Miles per Hour
0.0 to 103.5	All Movements 30
103.5 to 154.0	20
Sidings and Other tracks	10
5. <b>PERMANENT SLOW ORDER</b>	
Mileage	Miles per Hour
34.0 Westward trains (on curve)	All Movements 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	854 Freight	888 Freight	
	1027	95.1	93.7	MIRROR - CKPWYZ	MR	YARD	s 1933	1540	2305		
	1030	92.5		LAMERTON			1930				
	s 1038	84.3		BASHAW - P		40	s 1922	1521	2246		
	1046	75.8		DOREENLEE		47	1913	1508	2233		
	s 1051	70.6		FERINTOSH - P		44	s 1907	1500	2225		
	s 1059	63.1		NEW NORWAY - P		44	s 1858	1448	2213		
From Stettler Sub.	1102	59.8		DUHAMEL		44	To Stettler Sub. 1853	1443	2208		
1049	1108	54.3	55.2	FERLOW JCT. - PYZ			1856	1846	1433	2158	
		48.6	54.3	Jct. with Stettler Sub.							
			48.4	ALLIANCE JCT. - PZ							
				Jct. with Alliance Sub.							
s 1059	s 1118	48.1		CAMROSE - BPWZ	CO	55	1846	1836	1420	2145	
1128				CAMROSE JCT. - PYZ			s 1830				
1129		47.4		Jct. with Demay Sub.			1829				
1131		45.5	46.5	BARLEE JCT. - P			1827		1414	2139	
				Jct. with Kingman Sub.							
1137		38.3		ARMENA		32	1821		1402	2127	
F 1144		31.3		HAY LAKES - P		40	s 1814		1350	2115	
F 1150		24.7		NEW SAREPTA		31	F 1806		1339	2104	
1157		17.0		LOOMA		31	1757		1328	2053	
1203		9.9		BRETONA - P			1750				
1208		4.5		STRATHCONA - P			1744		1305	2030	
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	Daily	
				CTC between mileage 48.4 and Ferlow Jct. controlled by Operator at Camrose.							
695	693						694	692	854	888	

**CAMROSE SUBDIVISION FOOTNOTES**

- Clearances**—Unless otherwise provided, No. 854 and No. 888, southward extra trains and work extra trains created at Strathcona must obtain clearance at Calder and may then leave Strathcona without obtaining clearance.  
All trains must obtain clearance at Camrose.
- 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.

- 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.
- 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.

**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.

**5. 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.

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

**7. 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.

**8. 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.

**9. MAXIMUM SPEED**

Between Mileages	Miles per Hour		
	Railiner	Passenger except Railiner	Other Movements
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	10

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

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

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Other Movements
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.

**11. 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.

**12. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)**

**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	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

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

**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**

**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.

Miles from Alliance Jct.	Yard Limits	ALLIANCE SUBDIVISION STATIONS		Office Signals	Siding Car Capacity	EASTWARD TRAINS
		STATIONS	Office Signals			
59.2	58.3	ALLIANCE YWZ	---	YARD		
51.2	45.4	GALAHAD	---		31	
45.0	42.9	FORESTBURG Y RZ	---		53	
43.6		HEISLER	---		53	
34.7		ANKERTON	---		34	
28.5		ROSALIND	---		53	
22.2		KELSEY	---		39	
16.4		KIRON	---			
8.2		ALLIANCE JCT. PZ	---			
0.0	0.6	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
1358	---	1219	1144	1124	---	3.3	---	CTC	NORTH EDMONTON _P Interlocked with Vegreville and Wainwright Subs. 3.3	---
s1410	---	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. Rule 105 applies between mileages 0.0 and 0.4.				

EDMONTON WEST TERMINAL SUBDIVISION										
WESTWARD TRAINS						Miles from Edmonton	Yard Limits	STATIONS	Office Signals	
FIRST CLASS										
---	1	---	---	---	---					
---	Passenger	---	---	---	---					
---	Daily	---	---	---	---					
---	1440	---	---	---	---	0.0	↓	CTC TWO TRACKS	EDMONTON _CKPWZ	MO
---	---	---	---	---	---	4.2	4.2		WEST JCT. _PXYZ	---
---	---	---	---	---	---	4.9	---		N.A. RLY. _PX	---
---	---	---	---	---	---	6.0	---		UNION JCT. _PX Jct. with Sangudo Sub.	---
---	1500	---	---	---	---	7.2	---		BISSELL _P	---
---	1	---	---	---	---	Main track commences at the east boundary of 105th Street overpass mileage 0.4. Rule 105 applies between mileages 0.0 and 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 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										
WESTWARD TRAINS						Miles from Edmonton	Miles from North Edmonton	Yard Limits	STATIONS	Office Signals
EASTWARD TRAINS										
FIRST CLASS										
---	2	---	694	696	690					
---	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
3.3	---	1600	---	1730	1740	3.3	---	CTC	NORTH EDMONTON _P Interlocked with Vegreville and Wainwright Subs. 3.3	---
0.0	---	1550	---	1720	1730	0.0	---		EDMONTON _CKPWZ	MO
---	Daily	---	Daily	Daily	Daily	On Edmonton-North Edmonton Line, main track commences at west boundary 96th Street mileage 0.4. Rule 105 applies between mileages 0.0 and 0.4.				
---	2	---	694	696	690					

EDMONTON WEST TERMINAL SUBDIVISION										
WESTWARD TRAINS						Miles from Edmonton	Yard Limits	STATIONS	Office Signals	
EASTWARD TRAINS										
FIRST CLASS										
---	2	---	---	---	---					
---	Passenger	---	---	---	---					
---	Daily	---	---	---	---					
0.0	---	s1520	---	---	---	0.0	↓	CTC TWO TRACKS	EDMONTON _CKPWZ	MO
4.2	---	1510	---	---	---	4.2	4.2		WEST JCT. _PXYZ	---
4.9	---	---	---	---	---	4.9	---		N.A. RLY. _PX	---
6.0	---	---	---	---	---	6.0	---		UNION JCT. _PX Jct. with Sangudo Sub.	---
7.2	---	1459	---	---	---	7.2	---		BISSELL _P	---
---	Daily	---	---	---	---	Main track commences at the east boundary of 105th Street overpass mileage 0.4. Rule 105 applies between mileages 0.0 and 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 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, Calder Rip Track and Calder Yard.

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) West 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—West 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)

## EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES—Concluded

## 17. MAXIMUM SPEED

Between	Miles per Hour	
	Passenger and Railiner	Other Movements
West Jct. and Mileage 6.2 -----	70	50
Mileage 6.2 and Bissell -----	80	60
West Jct. and North Edmonton -----	30	30
Spurs and Other tracks -----	10	10

## 18. PERMANENT SLOW ORDER AND SPEED RESTRICTION

Mileage	Miles per Hour All Movements
1.5 to 1.7 Edmonton West Terminal Sub. -- Eastward movements on eastward track through spring switch mileage 0.4 North Edmonton - Calder Line, until leading wheels have passed through the switch--	20
Public Crossings at Grade Mileage 0.4 Edmonton - North Edmonton Line (96th Street) Eastward movements approaching within 600 feet of crossing and until crossing occupied -----	10
Mileage 3.87 Edmonton - Bissell Line (125th Avenue) Westward movements on eastward track proceeding at less than 10 miles per hour within 1150 feet of the crossing, until crossing occupied -----	10

## 19. EQUIPMENT RESTRICTIONS

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

## 20. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

(a) In the application of Special Instruction M-15(a) at all public crossings at grade between and including 66th Street mileage 3.1 and 96th Street mileage 0.4 North Edmonton-Edmonton Line the crossing must not be obstructed until protection has been in operation for 35 seconds. Special Instruction M-15(b) applicable to westward movements at 115th Avenue mileage 1.74 North Edmonton-Edmonton Line.

(b) Westward movements on south service track over the public crossing at grade 66th Street mileage 3.1 Edmonton-North Edmonton Line must start crossing protection by operating push button.

(c) Movements on south service track or City Waterworks Spur over the public crossing at grade 95th Street mileage 0.5 Edmonton - North Edmonton Line must not exceed 5 miles per hour until crossing occupied.

(d) Automatic protected public crossings at grade equipped with push button or other appliance, located as follows:

96th Street mileage 0.4 Edmonton-North Edmonton Line.  
104th Avenue Interchange Tracks Edmonton-Bissell Line.  
125th Avenue mileage 3.87 Edmonton-Bissell Line for westward movements on westward main track only.

156th Street mileage 6.42 Edmonton-Bissell Line for eastward movements on either main track only. When protection stopped by operating push button, crossing must 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.

STOP signs erected on other than the main track at the following public crossing at grade on North Edmonton-Calder line:

Wye at 127th Ave. between 102nd St. and 103rd St.

STOP sign governing northward movements on east leg of wye located to the left of this track.

(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		
515						516					
Freight							Freight				
Daily							Daily				
0930	*0.0	↓ 2.3	UNION JCT. ----- Z			0925					
				Jct. with Edmonton West Terminal Sub. 1.7							
0935	1.7			CANNELL ----- Z		20	0919				
				3.3							
0943	5.0			ST. ALBERT -----		28	0909				
				8.0							
0955	13.0			VILLENEUVE -----		32	0845				
				6.4							
1006	19.4			CALAHOO -----		32	0825				
				10.0							
1022	29.4			ONOWAY -----		65	0755				
				6.6							
1033	36.0			GUNN -----		31	0737				
				8.4							
1047	44.4			GLENEVIS -----		31	0720				
			7.1								
1058	51.5		CHERHILL -----		21	0704					
			5.5								
1110	57.0		LISBURN -----		31	0652					
			5.5								
1120	62.5		SANGUDO -----		34	0640					
			6.4								
1135	68.9		ROCHFORD BRIDGE -----		32	0620					
			5.3								
1147	74.2		MAYERTHORPE -----		66	0603					
			5.6								
1200	79.8		GREENCOURT -----		29	0545					
			9.9								
1222	89.7		BLUE RIDGE -----		30	0515					
			13.6								
1250	103.3	↑ 99.5 105.6	WHITECOURT ----- RYZ	WO	YARD	0430					
	105.6			18.5							
	121.8		Manual Block System	HURDY -----		84					
					10.9						
	132.7				SILVER CREEK -----		82				
					10.2						
	142.9				KNIGHT -----		82				
					15.3						
	158.2				PASS CREEK -----		92				
	165.4				9.4						
	167.6		KAYBOB ----- Z		YARD						
			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							Daily except Sunday			516	

SANGUDO SUBDIVISION FOOTNOTES

- RULE MODIFICATIONS**
  - 1.1 Clearances—Unless otherwise provided, No. 515 and extra trains created at Union Jct. must obtain clearance at 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.
- 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.
  - 2.3 Texas Gulf Sulphur and Kaybob—Due to the danger of starting fires in and around the bulk sulphur loading sites, crews are to refrain from smoking in this area. Wheel slip on diesel units must be curtailed as much as possible in this area as flying sparks will also ignite powdered sulphur.

(Continued on Page 17)

SANGUDO SUBDIVISION FOOTNOTES—Continued

- SPEEDS**
  - 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.
- 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 W
Socony Mobil Oil Co. ....	102.4	44 cars	E W
Meunier Spur -----	166.5	9 cars	E
- SPURS**
  - 5.1 Pro-Western Plastics 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) unit to prevent excessive side thrust and possible derailment.
    - Maximum permissible speed on this spur: 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

WESTWARD TRAINS			Miles from Edmonton	EDSON SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS		
FIRST CLASS				MOUNTAIN STANDARD TIME	STATIONS			FIRST CLASS		
---	1	---						---	2	---
---	Passenger	---						---	Passenger	---
---	Daily	---								
---	1500	---	7.2	Two Tracks	BISELL	P	YARD	---	1459	---
---	---	---	7.8		SPRUCE GROVE	P	110	---	---	---
---	1528	---	19.7	12.8	CARVEL	P	108	---	1432	---
---	---	---	32.5	11.8	WABAMUN	P	121	---	---	---
---	---	---	44.3	13.8	GAINFORD	P	110	---	---	---
---	---	---	58.1	8.2	ENTWISTLE	P	111	---	---	---
---	1610	---	66.3	1.8	EVANSBURG	P	---	---	---	---
---	---	---	68.1	9.4	WILDWOOD	PW	112	---	1348	---
---	---	---	77.5	10.6	LEAMAN	P	108	---	---	---
---	1642	---	88.1	11.6	NITON	P	111	---	---	---
---	---	---	99.7	10.1	PEERS	P	110	---	1313	---
---	---	---	109.8	11.0	WOLF CREEK	P	110	---	---	---
---	\$1720	---	120.8	8.8	EDSON	CKPWY	FY	145	---	---
---	1725	---	129.6	9.3	BICKERDIKE	P	116	---	\$1235	---
---	---	---	138.9	10.2	GALLOWAY	P	120	---	---	---
---	---	---	139.4	6.7	MEDICINE LODGE	P	110	---	---	---
---	1755	---	149.1	9.4	OBED	P	106	---	1157	---
---	---	---	155.8	11.8	PEDLEY	PW	112	---	---	---
---	---	---	165.2	7.6	HINTON	P	120	---	---	---
---	\$1835	---	177.0	11.6	SOLOMON	P	113	---	\$1125	---
---	---	---	184.6	3.2	SWAN LANDING	P	160	---	---	---
---	---	---	196.2	8.8	MIETTE	P	123	---	---	---
---	1907	---	199.4	6.4	DEVONA	P	123	---	1048	---
---	---	---	208.2	5.9	SNARING	P	123	---	---	---
---	---	---	214.6	7.1	HENRY HOUSE	P	123	---	---	---
---	---	---	220.5	8.1	JASPER	CKPWY	GH	53	---	---
---	\$1950	---	227.6						1015	---
---	---	---	235.7							---
---	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) Swan Landing—Trains from Grande Cache Sub. to Edson Sub. need not obtain clearance at Swan Landing

unless so directed by Train Dispatcher.

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

(Continued on Page 19)

EDSON SUBDIVISION FOOTNOTES—Continued

2. CTC Features—

(a) Trains and engines must not clear the main track at the following switches (BTC 115337 - 117866): East and west switches mileage 10.7

Mileage 12.7	Mileage 67.3	Mileage 134.6
24.0	71.4	143.5
24.4	92.0	160.0
38.8	115.7	184.5
44.8	130.6	231.4
51.8		

(b) Rule 264—Authority to pass westward block signals 03—03AD—03BD—03CD or 03DD at Jasper will be issued by train dispatcher Edmonton after approval of and acknowledgement by train dispatcher Kamloops.

(c) Movements entering the main track from siding Wabamun through crossover mileage 45.1, from siding Hinton through crossover mileage 185.1 and from Jasper yard through crossover mileage 234.4 must comply with Rule 268 before reversing the switch upon which the movement is standing.

(d) Rule 268 is not applicable at the four manually operated switches between westward block signal 2345 and eastward block signal 04 at Jasper. When entering the main track at these switches, care must be exercised to ensure that STOP indication is not suddenly displayed on block signals 2345 and 04 in front of an approaching movement. Judgment is to be used to avoid delay to important trains and when necessary, the train dispatcher should be consulted to ascertain the location of such trains.

(e) Westward movements receiving a TAKE SIDING indication on block signal 2345 at Jasper will take siding at the Passenger Siding east switch.

(f) Field Control panel and instructions to operate same located in box attached to instrument bungalow at west end of Jasper Yard.

3. Rules 287 and 288 Modified—

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

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

5. Mileage 45.1—Safety spur 820 feet from main track switch on Alberta Concrete Products Co. Ltd. Spur mileage 45.1. Cars must not be left between the main track and the safety spur.

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

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

Switch connecting west end of House Track with Stub track is in normal position when lined for movement to and from the main track and against movement to and from the Stub track.

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

At Hudson Bay Oil and Gas Co. trackage, switch to first spur north of main track must be left in reverse position after having been used and when switching on this spur, use south plant track as lead, account restricted side clearance on north plant track.

8. Bickerdike—The Foothills Sub. connects with siding at Bickerdike. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Foothills Sub. Trains from Foothills Sub. must obtain train dispatcher's permission before entering Bickerdike siding.

9. Hinton—At Northwestern Pulp and Power Co. Ltd., cars other than tank cars must not be moved under the overhead ramp on Track 2 Tall Oil loading ramp.

10. Swan Landing—Grande Cache Sub. connects with siding at Swan Landing. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Grande Cache Sub. Trains from Grande Cache Sub must obtain train dispatcher's permission before entering Swan Landing siding.

Trains setting out cars at Swan Landing must ensure cars are placed in the ARR yard and not left on siding. Cars are to be set out north of derail located on ARR leads.

Trains handling wide loads must not use Swan Landing siding.

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

Dispatcher's telephone located at east end of tunnel.

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

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

13. CONDITIONAL PASSENGER STOPS

At Evansburg, No. 1 will stop to detrain revenue passengers from Saskatoon and beyond and upon advance notice, will stop to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.

At Evansburg, 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.

14. MAXIMUM SPEED

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

Trains handling Hinton, Cadomin or Wabamun rock	---	40
Unit trains handling loaded or empty coal cars	---	50
Sidings	25	25
Tracks and Spurs not otherwise covered	10	10

Zone speed sign governing eastward movements at Jasper located to left of main track at Mileage 235.2.

15. PERMANENT SLOW ORDERS AND SPEED RESTRICTIONS

Mileage	Passenger	Other Movements
33.4 to 33.7	55	45
* 43.4 to 43.8	60	---
48.7 to 49.4	50	45
* 50.0 to 51.5	60	50
52.9 to 53.3	50	45
53.4 to 55.2	60	50
* 57.1 to 57.3	60	50
60.8 to 62.8	60	55
66.9 to 68.3	65	55
73.3 to 73.7	65	50
83.0 to 86.3	60	50

(Continued on Page 20)

EDSON SUBDIVISION FOOTNOTES—Concluded

PERMANENT SLOW ORDERS—Continued

Mileage	Miles per Hour	
	Passenger	Other Movements
106.1 to 106.5	70	--
122.2 to 122.8	50	40
*135.2 to 136.9	50	45
*137.1 to 137.5	75	--
140.8 to 141.1	75	--
144.9 to 145.4	75	--
151.7 to 152.1	55	45
164.3 to 166.1	70	--
166.9 to 167.2	60	50
*167.4 to 169.9	70	--
*174.3 to 176.6	75	--
179.3 to 179.6	60	50
183.9 to 184.4	55	45
187.5 to 188.2	40	35
191.2 to 192.6	55	45
193.3 to 193.7	30	30
*194.9 to 195.3	55	45
196.7 to 197.0	55	45
200.1 to 203.3	55	45
204.1 to 205.6	30	20
206.1 to 206.5	75	--
209.3 to 209.5	70	--
210.6 to 211.0	65	55
*213.6 to 214.0	75	--
215.1 to 215.5	75	--
215.6 to 215.9	45	35
217.4 to 218.0	65	50
221.1 to 221.9	75	--
222.1 to 222.3	60	50
223.7 to 224.2	55	45
231.6 to 232.4	55	45
*232.4 to 233.5	45	35
234.5 to 234.6	30	30

109.8 (Highway 32)  
Push button will not function if main track is occupied within 50 feet of the crossing.  
STOP signs erected on other than the main track.

120.74 (Highway 544Y)  
Pushbutton will not function if main track is occupied within 200 feet on either side of the crossing.

17. OTHER TRACKS

	Mileage	Capacity	Points Face
Edmonton Potato Growers	7.7	20 cars	W
Winterburn	10.7	11 cars	E W
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
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
Bruie	201.2	108 cars	E W

18. SPURS  
18(a) 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.  
18(b) Western Fly Ash—connected on east end off Calgary Power Ltd. spur mileage 44.8. Capacity 42 cars.  
Unless authorized by plant personnel, cars must not be run through or left standing on planked-in portion of spur which extends 60 feet east to 100 feet west of silo at extreme west end of spur.

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

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

16. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)  
The following automatically protected crossings are equipped with push button:  
Mileage  
57.9 (Municipal District Road)  
Push button will not function if main track occupied within 100 feet on either side of crossing.

NORTHWARD TRAINS		ATHABASCA SUBDIVISION		SOUTHWARD TRAINS	
Miles from N.A. Rly.	Yard Limits	STATIONS	Office Signals	Siding	Car Capacity
0.0		N.A. Rly. Jct. with Edmonton West Terminal Sub.			
20.2 Trains between N.A. Rly. and Morin Jct. will be governed by N.A. Rly. Time Table, Rules and Regulations.					
20.2		MORIN JCT. Jct. with N.A. Rly.	Z		
21.1	21.9	MORINVILLE	RZ		32
31.5		LEGAL			39
39.4		VIMY			39
45.2		CLYDE			32
52.1		NESTOW			31
58.6		TAWATINAW			30
64.5		ROCHESTER			26
72.3		PERRYVALE			33
80.7		MEANOOK			32
85.4		COLINTON			25
87.0			Y		
93.1	92.3	ATHABASCA	RZ		YARD
RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable					

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 429-8885 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
Movements handling cars with gross weight of 95 tons or more	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	↓ 1.2	BICKERDIKE	PR		↑
0.4		5.5	Y		
5.5		MCLEOD RIVER		43	
		5.2			
10.7		ERITH		51	
		5.6			
16.3		WEALD		42	
		8.9			
25.2		EMBARRAS		51	
		5.3			
30.5		OKE			
		3.5			
34.0		ROBB			
	↑ 35.5	2.1			
36.1		PARKHILL JCT.	Z		
		Jct. with Mountain Park Sub.			
		0.5			
36.6	↓ 37.1	COALSPUR	YZ	YARD	
		6.6			
43.2		DISS		31	
		4.0			
47.2		STERCO		33	
		1.3	Y		
48.1		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

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.

General Instruction (Form 696) Item 8, page 81: In accordance with the provisions of this item, tonnage for eastward trains between Cadomin and Shaw and between Steeper and Mercoal may exceed the published rating and when so exceeded, the train will be doubled between Shaw and Steeper.

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. Restricted clearance 17 feet 6 inches ATR at the tipple. Snow plows and flangers must not be operated under tipple.

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	↓ 1.5	PARKHILL JCT.	Z		↑
0.5		Jct. with Foothills Sub.			
		0.5			
0.5		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		30	
		4.5			
22.4	↑ 20.6	LEYLAND	Y 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. System Special Instruction 10(a)—In the event that a train is required to back up or make a forward pushing movement and the provisions of this Special Instruction cannot be applied, other arrangements will be made upon advice to the Chief Train Dispatcher.

12. System Special Instruction 10(b) not applicable on Mountain Park Sub.


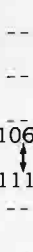

13. Mountain Park—Derail on main track 70 feet east of yard east switch.

14. MAXIMUM SPEED		Miles per Hour
Mileage		All Movements
0.0 to 31.6	-----	20
Sidings and Other tracks	-----	10

15. 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.

16. 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

NORTHWARD TRAINS	Miles from Swan Landing	Yard Limits	<b>GRANDE CACHE SUBDIVISION</b>		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
			STATIONS					
	0.0		SWAN LANDING	Z		YARD		
	2.8		2.8	20.4				
	20.4			WILD HAY				103
	41.0			20.6				140
	73.0			HANLON				
	89.7			32.0				144
	94.6			GREY				
	108.9		106.7	16.7				
	135.4		111.2	DENARD				
	156.7			5.0				101
	175.6			THORDARSON				
	193.6			14.5				171
	212.4			WINNIANDY	KZ			
	230.7			26.2				113
	232.0			BOTTEN				
232.9		21.3			116			
		AMUNDSON						
		18.9			115			
		LATORNELL						
		18.0			112			
		DORSCHIED						
		18.8			117			
		TOLSTAD						
		19.6			YARD			
		GRANDE PRAIRIE	KZ					
		Jct. with N.A. Rly.						

Rule 105A not applicable.  
 Rules 321 to 323 applicable.  
 Rear flag protection in accordance with Rule 99 is not required.

**GRANDE CACHE SUBDIVISION FOOTNOTES**

**1. RULE MODIFICATIONS**

**1.1 CLEARANCES—**

Southward trains originating on Grande Cache Sub. need not obtain clearance as prescribed by Rule 83D and trains to Edson Sub. at Swan Landing need not obtain clearance as prescribed by Rule 83D unless so directed by the train dispatcher.

**1.2 SPECIAL INSTRUCTIONS APPLY—**

SYSTEM 2: applicable over entire sub.

AREA A-1, A-2 and A-3—on entire sub.

MANUAL BLOCK MB-1 to MB-18: applicable between mileage 2.8 and mileage 230.7.

**1.3 OTHER MODIFICATIONS—**

SYSTEM Special Instruction 10(b) not applicable.

**2. GENERAL FOOTNOTES**

**2.1 Swan Landing**—Main track commences at yard north switch. Rule 105 applies between mileage 0.0 and yard north switch.

**Grande Cache Sub.** connects with Edson Sub. siding. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Grande Cache Sub.

**2.2** All movements lookout for fallen rock between mileage 169.7 and mileage 172.5.

**2.3 Grande Prairie**—Main track ends at yard south switch. Rule 105 applies between yard south switch and mileage 232.9.

**3. SPEEDS**

3.1 Mileage	Miles per Hour All Movements
0.0 to 1.8 Zone	15
1.8 to 232.9 Zone	30
172.4 to 172.8 -----	15
Sidings and Other tracks -----	10

3.2 Southward loaded unit trains:	
Mileage	
109.2 to 1.8 -----	20

**3.3 CONDITIONAL SPEEDS**

Mileage	
36.1 (until crossing occupied) -----	20
55.0 (until crossing occupied) -----	20
58.7 (until crossing occupied) -----	20

(Continued on Page 25)

**GRANDE CACHE SUBDIVISION FOOTNOTES—Continued**

**4. OTHER TRACKS**

	Mileage or Location	Capacity	Points Face
Hoff -----	56.8	49 cars	S
Team Track -----	Denard	26 cars	N
Industrial Spur -----	89.8	8 cars	N
McIntyre Porcupine Mines Ltd. -----	Winniandy	240 cars	N S
Canadian Utilities Ltd. (Off McIntyre Porcupine Mines) -----	109.2	19 cars	N
Pit Spur -----	115.7	72 cars	N
Atlantic Richfield Co. (Braaten) -----	198.8	65 cars	N S

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. <b>MAXIMUM SPEED</b></p> <p>Mileage Miles per Hour All Movements</p> <p>0.0 to 21.8 ----- 15</p> <p>Sidings and Other tracks -- 10</p> <p>3. Unless authorized by Supt. Transportation, movements must not be operated between mileage 0.0 and mileage 13.0.</p>	0.0		HAIGHT JCT. P Jct. with Wainwright Sub. 6.5				
	6.5		HAIGHT 7.4		34		
	13.9		INLAND 7.9		32		
	21.8	20.7	VEGREVILLE JCT. PYZ Jct. with Vegreville Sub.				
<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. <b>MAXIMUM SPEED</b></p> <p>Mileage Miles per Hour All Movements</p> <p>0.0 to 25.0 ----- 15</p> <p>13.0 (First Street)</p> <p>Approaching within 500 feet of crossing and until crossing occupied ----- 10</p> <p>Sidings and Other tracks ----- 10</p>	0.0	1.3	CAMROSE JCT. PYZ Jct. with Camrose Sub. 7.4				
	7.4		DEMAY 5.5		33		
	12.9		ROUNDHILL 5.9		32		
	18.8		DODDS 6.2		31		
	25.0		RYLEY P				
	<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. <b>MAXIMUM SPEED</b></p> <p>Mileage Miles per Hour All Movements</p> <p>0.0 to 23.7 ----- 10</p> <p>Sidings and Other tracks ----- 10</p> <p>4. Unless authorized by Supt. Transportation, movements must not be operated between mileage 13.0 and mileage 23.7.</p>	23.7		BARLEE JCT. P Jct. with Camrose Sub. 5.3				
	23.4		DINANT 6.4		43		
	18.4		KINGMAN 6.4		44		
	12.0		BARDO 5.6		44		
	5.6		TOFIELD PY				
<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						FIRST CLASS	FOURTH CLASS			
<b>94</b> C.P. Rly. Freight	<b>709</b> Freight	<b>691</b> Passenger Railiner			MOUNTAIN STANDARD TIME			<b>690</b> Passenger Railiner	<b>508</b> Freight	<b>884</b> Freight	<b>93</b> C.P. Rly. Freight	
Tuesday, Thursday, Sunday	Daily except Sunday	Daily										
1820	0720	0700	0.0	0.3	NORTH BATTLEFORD CKPWYZ Jct. with Turtleford Sub.	FD	40	s 2245	1125	1630	1720	
			0.4	0.8	6.1							
1840	0735	0708	6.1	5.5	BATTLEFORD JCT. PZ Jct. with Battleford Sub.			2234	1110	1615	1658	
To Battleford Sub.	0745	0714	10.8	6.7	4.7			2226	1100	1605	From Battleford Sub.	
	0756	s 0724	18.9		8.1			s 2217	1049	1554		
	0805	0731	26.2		7.3							
	0815	s 0739	33.9		7.7			s 2209	1037	1542		
	0828	0748	43.4		9.5			s 2201	1025	1530		
	0837	s 0755	49.9		7.7			s 2145	1000	1508		
	0847	s 0803	57.6		6.7			s 2136	0948	1459		
	0857	s 0811	64.3		8.3			s 2128	0935	1451		
	0918	s 0821	72.6		11.8			s 2118	0918	1440		
	0940	s 0838	82.9	82.2	7.0			s 2105	0838	1420		
	0950	f 0845	84.4	86.8	7.9			f 2054	0707	1400		
	1000	s 0853	99.3		10.3			s 2045	0654	1350		
	1013	s 0904	109.6		7.7			s 2034	0640	1335		
	1023	0912	117.3		7.1			2026	0627	1323		
	1035	s 0920	124.4	122.9	7.1			2018	0605	1310		
					VERMILION KPWYZ	VN	30					
<b>94</b>	<b>709</b>	<b>691</b>						Daily	Tuesday, Friday	Daily except Sunday	Tuesday, Thursday, Sunday	
									<b>690</b>	<b>508</b>	<b>884</b>	<b>93</b>

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.	6. <b>MAXIMUM SPEED</b>	Miles per Hour Passenger except Railiner Other Movements	
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.	Mileage	Railiner	Railiner
3. North Battleford—Siding is located between the first crossover east of station and west switch.	0.0 to 12.0 -----	45	40
The time of eastward regular trains applies at the siding west switch.	12.0 to 116.0 -----	70	50
4. Lloydminster—Siding is located between first switch east of station and second crossover west of station.	116.0 to 124.4 -----	55	50
When switching at Lloydminster, lookout for cars on industrial spur which may be foul of elevator track.	On Curves -----	60	--
5. Vermilion—Siding is located between first crossover east of station and first switch west of station.	Sidings and Other tracks -----	--	10
First class trains may register by register ticket.			
The time of westward regular trains except first class trains applies at the siding east switch.			
7. <b>PERMANENT SLOW ORDERS</b>	Mileage		
	5.0 to 6.2 -----	30	20
	40.7 to 40.9 -----	55	--
	54.0 to 54.8 -----	55	--
	61.6 to 62.8 -----	55	--
	82.2 to 85.2 -----	50	--
	85.2 to 86.8 -----	45	45
	92.3 to 92.5 -----	55	--
	95.8 to 96.0 -----	55	--
	104.5 to 106.8 -----	50	--
	110.6 to 111.3 -----	55	--
	112.8 to 113.1 -----	55	--

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

BATTLEFORD SUBDIVISION FOOTNOTES

1. Cut Knife Jct.—Junction switch is in normal position when set for Cut Knife Sub.
2. Battleford Jct.—No. 94 will wait for No. 93. Telephone in register office Battleford Jct., connected with yard office North Battleford.

3. MAXIMUM SPEED

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

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

CUT KNIFE SUBDIVISION FOOTNOTES

1. Clearances — No. 93 may leave Rosemound without obtaining clearance.
2. Cut Knife Jct.—Junction switch is in normal position when set for Cut Knife Sub.

3. SPEEDS Miles per Hour All Movements

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			Miles from Vermilion	Yard Limits	VEGREVILLE SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS		
FOURTH CLASS	FIRST CLASS				STATIONS	STATIONS			FIRST CLASS	FOURTH CLASS	
709 Freight	697 Passenger Railiner	691 Passenger Railiner							696 Passenger Railiner	690 Passenger Railiner	884 Freight
1045		0924	0.0	↓	VERMILION ..KPWYZ	VN	30		\$ 2014		0915
1100		0932	7.4	0.8	CLAYSMORE		32			2006	0902
1110		\$ 0940	14.6		MANNVILLE ..P		33		\$ 1958		0850
1122		\$ 0949	22.9		MINBURN ..P		32		\$ 1947		0837
1139		\$ 0959	31.6		INNISFREE ..P		25		\$ 1936		0824
1150		\$ 1006	39.2		RANFURLY ..P		36		\$ 1927		0813
1203		\$ 1015	48.2		LAVOY ..P		33		\$ 1916		0800
1215		\$ 1025	57.1	56.1	VEGREVILLE ..PWZ	RG	64		\$ 1906		0747
1217		1026	58.0	59.1	VEGREVILLE JCT. ..PYZ Jct. with Haight Sub.					1904	0745
1225		1032	64.0		ROYAL PARK		33			1859	0737
1235		\$ 1040	70.9		MUNDARE ..P		51		\$ 1852		0726
1246		1047	77.6		HILLIARD		36			1845	0715
1257		\$ 1055	85.1		CHIPMAN ..P		37		\$ 1837		0704
1309		\$ 1103	92.4		LAMONT ..P		41		\$ 1829		0654
1321		\$ 1110	99.2		BRUDERHEIM ..P		34		\$ 1822		0644
1332		1117	106.2		SCOTTFORD		34			1815	0635
1342		\$ 1125	112.7	110.4	FORT SASKATCHEWAN ..PZ	FS	63		\$ 1807		0626
1352		1131	118.0	115.0	RIVER BEND		33		To Coronado Sub.	1801	0616
1359	From Coronado Sub.	1135	121.7		OLIVER		33		1758		0610
1405		1118	122.9		ST. PAUL JCT. ..PR Jct. with Coronado Sub.				1746	1756	0605
		1124	126.4		NORTH EDMONTON ..P Interlocked with Wainwright and Edmonton East Terminal Subs.				1740	1750	
<b>709</b>	<b>697</b>	<b>691</b>							Daily	Daily	Daily except Sunday
									<b>696</b>	<b>690</b>	<b>884</b>

VEGREVILLE SUBDIVISION FOOTNOTES

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

2. Tonnage Rating — for yard switches 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. Road crossing inside Plant Area must not be blocked by standing equipment. All movements over this crossing must be protected. Cars must not be "kicked" or running switches made on this trackage.

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. Cars must not be "kicked" or running switches made on this trackage.

(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).

Cars must not be "kicked" or running switches made on Sherritt Gordon Mines Ltd. trackage.

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. Only the locomotive and caboose are to be allowed to pass the administration building which is located on the west side of the Plant trackage near the Guard House gate.

The cupola of a caboose will not clear the loading rack catwalks on tracks 68 and 69 in the Anhydrous Ammonia loading area at Beamer.

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. SPEEDS

Mileage	Zone	Railiner	Passenger except Railiner	Other Movements
0.0 to 126.4		70	50	50
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
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
0.0 to 126.4 on curves		60	--	--
Sidings and Other tracks		--	10	10

Mileage	Railiner	Passenger except Railiner	Other Movements
43.9 to 120.9			
Trains handling loaded Jumbo tank cars	--	--	30
If Jumbo tank cars are coupled together or with other heavily loaded cars	--	--	20
SD-40 units	--	20	20

13. CONDITIONAL SPEEDS

Mileage 0.13 (Oliver Avenue) Westward movements approaching within 450 feet of crossing and until crossing occupied	15	15	15
Mileage 44.7 (Highway 36) Approaching within 1950 feet of crossing and until crossing occupied	65	--	--
Mileage 57.0 (49th Street) Westward movements approaching within 1450 feet of crossing and until crossing occupied	45	45	45
Eastward movements approaching within 720 feet of crossing and until crossing occupied	20	20	20
Mileage 57.1 (50th Street) Approaching within 350 feet of crossing and until crossing occupied	10	10	10
Mileage 111.4 (Forrest Road) Westward movements approaching within 2100 feet of crossing and until crossing occupied	55	--	--
Eastward movements proceeding at less than 15 miles per hour within 1500 feet of crossing until crossing occupied	10	10	10
Mileage 111.7 (Municipal Road) Westward movements proceeding at less than 15 miles per hour within 1500 feet of crossing until crossing occupied	10	10	10
Mileage 112.3 (108th Street)			
Mileage 112.4 (106th Street)			
Mileage 112.5 (104th Street)			
Mileage 112.55 (103rd Street)			
Mileage 112.6 (102nd Street)			
Mileage 112.7 (101st Street) Approaching within 500 feet of crossing and until crossing occupied	10	10	10
Mileage 125.0 (50th Street) Eastward movements approaching within 1400 feet of crossing and until crossing occupied	40	40	40
Mileage 126.0 (129th Avenue) Approaching within 500 feet of crossing and until crossing occupied	10	10	10

14. EQUIPMENT RESTRICTIONS

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

(Continued on Page 31)

VEGREVILLE SUBDIVISION FOOTNOTES—Concluded

15. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)

Mileage  
57.0 (49th Street)—Automatic protection equipped with push button or other appliance. Movements over the crossing from elevator track which are to return westward on main track must not restore main track switch until entire movement is taken 50 feet east of the crossing.  
57.1 (50th Street)—Automatic protection equipped with push button or other appliance. STOP sign located on other than the main track.  
70.9 (Main Street)—Automatic protection equipped with push button or other appliance. STOP sign located on other than the main track.  
99.0 (Highway 45)—Automatic protection equipped with push button or other appliance. Movements over the crossing on elevator spur must be protected by a flagman.

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

16. OTHER TRACKS

	Mileage	Capacity	Points Face
Dow Chemical Co.	110.8	168 cars	W
Thio-Pet. Chemicals Ltd.	110.9	18 cars	E W
Sherritt Gordon Mines Ltd.	111.0	161 cars	W
Inland Chemical Co. (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
Gordon Rowswell	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. Jct. with Wainwright Sub.					
		5.8		LETT			46		
		11.4		SALTER			44		
		17.5		CANDO			44		
		23.6		RED PHEASANT			46		
		31.9		IBSTONE			44		
		36.4		PORTER			46		
		43.0		DACER			46		
		47.3		BATTLEFORD .PRYZ BF			YARD		
		48.2							
				RULES 41 and 44 APPLICABLE					
				Rule 105A not applicable					
				Special Instruction 2 applicable					

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			Miles from St. Paul Jct.	Yard Limits	CORONADO SUBDIVISION	Office Signals	Siding Car Capacity	EASTWARD TRAINS				
FOURTH CLASS	FIRST CLASS							FIRST CLASS		FOURTH CLASS		
583 Freight	698 Passenger Railiner	697 Passenger Railiner						699 Passenger Railiner	696 Passenger Railiner	836 Freight	584 Freight	
Monday, Wednesday, Friday	Daily	Daily			STATIONS							
0600	-----	-----	160.0	↓ 159.5	HEINSBURG --BPYZ	YARD					1715	
0629	-----	-----	149.4		10.6 LINDBERGH ----P						1655	
0650	-----	-----	139.6		9.8 ELK POINT ----P						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 EDWAND ----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 WARSPIE ----P		32		s 1851	0513	1215	
-----		s 1016	50.1		6.9 WASKATENAU --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							Sunday, Tuesday, Thursday
583	698	697						Daily	Daily	Daily		
								699	696	836	584	

CORONADO SUBDIVISION FOOTNOTES ON PAGE 33

CORONADO SUBDIVISION FOOTNOTES

1. Clearances—St. Paul Jct.—Unless otherwise provided, No. 836 and No. 584 must obtain clearance at Calder 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

BONNYVILLE SUBDIVISION FOOTNOTES				WESTWARD TRAINS		BONNYVILLE SUBDIVISION		EASTWARD TRAINS																																																																																													
<p>1. Trains handling—one or more cars with gross weight of 90 tons or more must not exceed 20 miles per hour over the following bridges: Mileage 51.8 Mileage 53.2 Mileage 57.8</p> <p>2. Mileage 37.0—Switch to Tor American Oil Co. Ltd. spur spiked and cannot be used.</p> <p>3. Mileage 59.6—Switch to RCAF spur spiked and cannot be used.</p> <p>4. <b>MAXIMUM SPEED</b></p> <table border="1"> <tr> <th>Mileage</th> <th>Railiner</th> <th>Passenger except Railiner</th> <th>Other Move-ments</th> </tr> <tr> <td>0.0 to 61.1 (See Item 1)</td> <td>65</td> <td>40</td> <td>30</td> </tr> <tr> <td>On Curves</td> <td>60</td> <td>--</td> <td>--</td> </tr> <tr> <td>Trains handling loaded Jumbo tank cars or other loads in excess 220,000 lbs. gross</td> <td>--</td> <td>--</td> <td>20</td> </tr> <tr> <td>Sidings and Other tracks</td> <td>--</td> <td>10</td> <td>10</td> </tr> </table> <p>5. <b>PERMANENT SLOW ORDERS</b></p> <table border="1"> <tr> <th>Mileage</th> <th>0.0 to</th> <th>25</th> <th>25</th> <th>20</th> </tr> <tr> <td>0.0 to 0.3</td> <td>25</td> <td>25</td> <td>20</td> <td></td> </tr> <tr> <td>2.8 to 3.0</td> <td>55</td> <td>--</td> <td>--</td> <td></td> </tr> <tr> <td>3.7 to 4.0</td> <td>45</td> <td>--</td> <td>--</td> <td></td> </tr> <tr> <td>5.1 to 8.0 on curves</td> <td>50</td> <td>--</td> <td>--</td> <td></td> </tr> <tr> <td>22.0 to 22.2</td> <td>50</td> <td>--</td> <td>--</td> <td></td> </tr> <tr> <td>27.2 to 27.5</td> <td>55</td> <td>--</td> <td>--</td> <td></td> </tr> <tr> <td>31.3 to 32.4</td> <td>45</td> <td>--</td> <td>--</td> <td></td> </tr> <tr> <td>37.1 to 37.4</td> <td>55</td> <td>--</td> <td>--</td> <td></td> </tr> <tr> <td>40.7 to 40.9</td> <td>55</td> <td>--</td> <td>--</td> <td></td> </tr> <tr> <td>57.2 to 57.4</td> <td>45</td> <td>--</td> <td>--</td> <td></td> </tr> <tr> <td>57.7 to 57.8</td> <td>10</td> <td>10</td> <td>10</td> <td></td> </tr> <tr> <td>58.0 to 58.1</td> <td>45</td> <td>--</td> <td>--</td> <td></td> </tr> <tr> <td>60.5 to 60.8</td> <td>40</td> <td>--</td> <td>--</td> <td></td> </tr> </table>				Mileage	Railiner	Passenger except Railiner	Other Move-ments	0.0 to 61.1 (See Item 1)	65	40	30	On Curves	60	--	--	Trains handling loaded Jumbo tank cars or other loads in excess 220,000 lbs. gross	--	--	20	Sidings and Other tracks	--	10	10	Mileage	0.0 to	25	25	20	0.0 to 0.3	25	25	20		2.8 to 3.0	55	--	--		3.7 to 4.0	45	--	--		5.1 to 8.0 on curves	50	--	--		22.0 to 22.2	50	--	--		27.2 to 27.5	55	--	--		31.3 to 32.4	45	--	--		37.1 to 37.4	55	--	--		40.7 to 40.9	55	--	--		57.2 to 57.4	45	--	--		57.7 to 57.8	10	10	10		58.0 to 58.1	45	--	--		60.5 to 60.8	40	--	--		FIRST CLASS	Miles from Abilene Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FIRST CLASS	FOURTH CLASS
				Mileage	Railiner	Passenger except Railiner	Other Move-ments																																																																																														
				0.0 to 61.1 (See Item 1)	65	40	30																																																																																														
On Curves	60	--	--																																																																																																		
Trains handling loaded Jumbo tank cars or other loads in excess 220,000 lbs. gross	--	--	20																																																																																																		
Sidings and Other tracks	--	10	10																																																																																																		
Mileage	0.0 to	25	25	20																																																																																																	
0.0 to 0.3	25	25	20																																																																																																		
2.8 to 3.0	55	--	--																																																																																																		
3.7 to 4.0	45	--	--																																																																																																		
5.1 to 8.0 on curves	50	--	--																																																																																																		
22.0 to 22.2	50	--	--																																																																																																		
27.2 to 27.5	55	--	--																																																																																																		
31.3 to 32.4	45	--	--																																																																																																		
37.1 to 37.4	55	--	--																																																																																																		
40.7 to 40.9	55	--	--																																																																																																		
57.2 to 57.4	45	--	--																																																																																																		
57.7 to 57.8	10	10	10																																																																																																		
58.0 to 58.1	45	--	--																																																																																																		
60.5 to 60.8	40	--	--																																																																																																		
	699						698	836																																																																																													
	Passenger Railiner						Passenger Railiner	Freight																																																																																													
	Daily																																																																																																				
	0710	61.1	↓	GRAND CENTRE PRYZ 3.9	NC	YARD	s 2150	0935																																																																																													
	0715	57.2	59.5	BEAVER RIVER P			2142	0925																																																																																													
	F 0726	48.2		ARDMORE P			F 2131	0906																																																																																													
	F 0732	42.9		FORT KENT P			F 2125	0854																																																																																													
	s 0740	36.6		BONNYVILLE PW	N	40	s 2117	0840																																																																																													
	0754	24.1		FRANCHERE			2103	0812																																																																																													
	s 0800	18.8		GLENDON P		32	s 2057	0800																																																																																													
	s 0805	14.7		THERIEN		35	s 2052	0725																																																																																													
	s 0811	9.8		MALLAIG P		31	s 2046	0715																																																																																													
	0823	0.0	↑	ABILENE JCT. PRYZ Jct. with Coronado Sub.			2035	0655																																																																																													
			0.6																																																																																																		
							Daily	Daily																																																																																													
	699						698	836																																																																																													
<p>6. <b>OTHER TRACKS</b></p> <table border="1"> <tr> <th>Mileage</th> <th>Capacity</th> <th>Points Face</th> </tr> <tr> <td>Tor American Oil Co. Ltd.</td> <td>37.0</td> <td>22 cars E</td> </tr> <tr> <td>RCAF Spur</td> <td>59.6</td> <td>135 cars E</td> </tr> <tr> <td>RCAF Airport Trackage</td> <td>60.4</td> <td>325 cars connected to Tail of Wye</td> </tr> </table>										Mileage	Capacity	Points Face	Tor American Oil Co. Ltd.	37.0	22 cars E	RCAF Spur	59.6	135 cars E	RCAF Airport Trackage	60.4	325 cars connected to Tail of Wye																																																																																
Mileage	Capacity	Points Face																																																																																																			
Tor American Oil Co. Ltd.	37.0	22 cars E																																																																																																			
RCAF Spur	59.6	135 cars E																																																																																																			
RCAF Airport Trackage	60.4	325 cars connected to Tail of Wye																																																																																																			

BODO SUBDIVISION FOOTNOTES				WESTWARD TRAINS		BODO SUBDIVISION		EASTWARD TRAINS										
<p>1. Unity—Bodo Sub. connects with siding at Unity. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Bodo Sub.</p> <p>♦Mileage commences at the switch connecting the siding with Bodo Sub. 0.4 miles west of station Unity.</p> <p>2. <b>MAXIMUM SPEED</b></p> <table border="1"> <tr> <th>Mileage</th> <th>Miles per Hour All Move-ments</th> </tr> <tr> <td>0.0 to 26.0</td> <td>15</td> </tr> <tr> <td>26.0 to 51.5</td> <td>20</td> </tr> <tr> <td>Sidings and Other tracks</td> <td>10</td> </tr> </table> <p>3. <b>PUBLIC CROSSING AT GRADE</b></p> <p>Mileage 58.36 (First Avenue) Wainwright Sub. Approaching within 150 feet of crossing and until crossing occupied ----- 5</p>				Mileage	Miles per Hour All Move-ments	0.0 to 26.0	15	26.0 to 51.5	20	Sidings and Other tracks	10	Miles from Connecting switch	Yard Limits	STATIONS	Office Signals	Siding Car Capacity		
				Mileage	Miles per Hour All Move-ments													
				0.0 to 26.0	15													
26.0 to 51.5	20																	
Sidings and Other tracks	10																	
	0.0	↓	UNITY PWZ	NI														
	11.2	0.9	SUNNYGLEN		32													
	14.6		REWARD		34													
	20.7		DONEGAL															
	26.3		SALVADOR															
	31.6		HEARTS HILL		35													
	39.5		CACTUS LAKE		36													
	44.8		COSINE		35													
	51.1	↑																
	51.5		BODO Y Z		YARD													
<p>RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable</p>																		

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

SHEERNESS SUBDIVISION FOOTNOTES			
1. Unless authorized by Superintendent of Transportation, movements must not be operated beyond mileage 46.8.	5. <b>OTHER TRACKS</b>	Mileage	Capacity Points Face
2. Batter Jct.—Trains will register only when so directed by train order.	Western Dominion Coal Co. Ltd.	12.7	195 cars N S
3. Pollockville—Siding is located between south switch and crossover north of station.	Ballast Pit	39.8	88 cars N
	Murphy Oil Co. Ltd.	46.0	20 cars S
4. <b>MAXIMUM SPEED</b>	Miles per Hour All Movements		
Mileage	0.0 to 53.7	25	
Sidings and Other tracks		10	

NORTHWARD TRAINS		SPONDIN SUBDIVISION				SOUTHWARD TRAINS	
		Miles from Scapa	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	
		0.0		SCAPA Y Jct. with Endiang Sub.			
		8.6		GARDEN PLAIN		38	
		17.4		SPONDIN		32	
		17.7		End of Operated Track			
<p>RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable</p>							

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

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

OYEN SUBDIVISION FOOTNOTES

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

Miles per Hour  
All Movements

Mileage	MAXIMUM SPEED	Miles per Hour
0.0 to 5.2	-----	50
5.2 to 8.1	-----	40
8.1 to 30.9	-----	55
30.9 to 43.7	-----	40
43.7 to 59.5	-----	55
59.5 to 66.6	-----	50
*66.6 to 75.2	-----	55
75.2 to 84.5	-----	50
84.5 to 136.4	-----	55
Movements handling ballast	-----	40
Movements handling cars with gross weight of 95 tons or more between mileage 15.0 and mileage 18.0	-----	30

Sidings and Other tracks ----- 10  
\*Zone speed sign governing westward movements between mileages 66.6 and 75.2 located to left of main track.

Mileage	PERMANENT SLOW ORDERS	Miles per Hour
49.0 to 49.3	-----	50
79.2 to 79.7	-----	40

**PUBLIC CROSSINGS AT GRADE—SPEED RESTRICTIONS**  
Mileage 0.91 (Highway 30)  
Approaching within 1050 feet of crossing and until crossing occupied ----- 25

(Continued on Page 37)

OYEN SUBDIVISION FOOTNOTES—Concluded

Miles per Hour  
All Movements

Westward movements proceeding at less than 10 miles per hour within 1050 feet of crossing, until crossing occupied ----- 10  
Mileage 22.36 (Highway 7)  
Approaching within 1600 feet of crossing and until crossing occupied ----- 50  
Mileage 132.89 (Highway 36)  
Approaching within 1650 feet of crossing and until crossing occupied ----- 50  
Mileage 136.07 (Highway 36)  
Approaching within 1500 feet of crossing and until crossing occupied ----- 50

5. Alsask } Trains will register only when so directed by train order.  
6. Batter Jct. }

7. **OTHER TRACKS**  
Mileage Capacity Points  
Imperial Oil Spur ----- 101.9 7 cars E

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

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

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

ENDIANG SUBDIVISION FOOTNOTES

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

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

Mileage	MAXIMUM SPEED	Miles per Hour
0.0 to 25.1	-----	25
25.1 to 75.2	-----	20
Engines of 1000-1077 series	-----	25
Trains handling loaded Jumbo tank cars	-----	15
Sidings and Other tracks	-----	10

4. **OTHER TRACKS**  
Mileage Capacity Points  
Gulf Oil Canada Ltd. ----- 65.4 5 cars S

WESTWARD TRAINS			Miles from Hanna	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	EASTWARD TRAINS			
FOURTH CLASS	FIRST CLASS							FIRST CLASS		FOURTH CLASS	
707 Freight	692 Passenger Railiner	694 Passenger Railiner						695 Passenger Railiner	693 Passenger Railiner	844 Freight	
1730			0.0	1.6 ↓ 39.2 ↑ 41.8 51.1 ↓ 54.2 ↑ 130.0	HANNA CKPWZ	HN	YARD			2315	
			0.8		ENDIANG JCT. PYZ <small>Jct. with Endiang Sub.</small>						
1740			7.7		WATTS P		51				2303
1749			14.5		CRAIGMYLE P		50				2255
1758			21.9		DELIA P		55				2247
1808			29.9		MICHICHI P		44				2236
1813		From Stettler Sub.	32.9		GARTLY P		44		To Stettler Sub.		2231
1825		2121	40.3		DINOSAUR PRYZ <small>Jct. with Stettler Sub.</small>		49		0810		2220
1827		2124	41.1		MUNSON PZ		50		0807		2218
1849		s2140	52.4		DRUMHELLER BCPWZ	YD	68		0750		2155
1858			56.8		ROSEDALE P		75				2148
1900			57.0		JCT. WITH JOINT SECTION PR						2147
1907			60.4		WAYNE P		25				2142
1939			76.4		ROSEBUD P		53				2110
1945			79.0	REDLAND P		30				2105	
2000			87.1	ROCKYFORD P	RK	61				2052	
2011			93.5	BAINTREE P		32				2044	
2034			102.9	ARDENODE P		32				2034	
2045			111.1	LYALTA P		45				2025	
2055			118.4	NORFOLK P		33				2016	
2105			126.6	JANET P		38				2007	
2115		From Three Hills Sub.	131.9	SARCEE YARD CKPWYZ	SJ	YARD		To Three Hills Sub.		2000	
	2201		132.4	SARCEE JCT. PZ <small>Jct. with Three Hills Sub.</small>				0757			
	2205		134.2	McLEOD JCT. PZ		YARD		0754			
	2207		135.6	McKEE PZ		YARD		0752			
	s2210		136.8	CALGARY BPWZ		YARD		0750			
707	692	694						Daily	Daily	Daily ex. Saturday, Sunday	
707	692	694						695	693	844	

DRUMHELLER SUBDIVISION FOOTNOTES

1. Clearances—Crew on equipment assigned to No. 693 must obtain clearance at Sarcee Yard and No. 693 may then leave Calgary without a clearance.  
 2. Dinosaur—The time of Nos. 695 and 694 applies at the Jct. switch. Register station for Nos. 695 and 694 only.  
 3. Mileage 49.4—Account sharp curvature, road engines must use at least 10 reachers when switching shale pit track.  
 4. Drumheller—Siding is located on Track 1 between crossover at mileage 51.4 and switch mileage 52.12.  
 The time of Nos. 695 and 694 applies at the station. Drumheller is a register station for trains originating and

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

(Continued on Page 39)

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—Conductor on No. 692 will register the Calgary arrival time on train register at Sarcee Yard upon arrival of equipment at Sarcee Yard.

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.

Train register located in station baggage room.

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	Railiner	Miles per Hour 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
Movements handling cars with gross weight of 110 tons or more -- (over bridges)	--	20

\*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	Railiner	Miles per Hour 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 Westward movements which have stopped between register booth Dinosaur and the crossing and movements from Stettler Sub., until crossing occupied Eastward movements approaching within 1250 feet of crossing and until crossing occupied	10	10
Mileage 49.9 (Dinosaur Trail) Approaching within 1500 feet of crossing and until crossing occupied	45	45
Mileage 50.3 (Highway 146H) Westward movements approaching within 2300 feet of crossing and until crossing occupied	45	45
Mileage 52.3 (First Street West) Approaching within 500 feet of crossing and until crossing occupied	10	10
Mileage 52.8 (Highway 9) Westward movements approaching within 850 feet of crossing and until crossing occupied	20	20
Mileage 116.7 (Highway 9) Approaching within 1450 feet of crossing and until crossing occupied	--	45
Mileage 119.2 (Trans-Canada) Approaching within 1650 feet of crossing and until crossing occupied	--	45
Mileage 132.3 (Barlow Trail) Westward movements approaching within 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 8.5			31		
		16.2	ARNESON 7.5			31			
		23.7	ACADIA VALLEY _RY			YARD			
RULES 41 and 44 APPLICABLE Rule 105A not applicable Special Instruction 2 applicable									

**ACADIA VALLEY SUBDIVISION FOOTNOTES**

1. Acadia Valley—Trains will register only when so directed by train order.

2. SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 23.7	-----	20
6.5	----- over bridge	10
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 4.8			32			
		10.1	EATONIA 6.3		AN	27			
		16.4	LAPORTE 9.2			28			
		25.6	MANTARIO 5.9		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			
44.1	ALSASK ---PRZ			SK					
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				
2210	0758	125.7		0.5 WYE NORTH SWITCH PRYZ			2159		2105		
2214	0802	123.3		2.4 HUBALTA Z	42		2157		2101		
2221	0807	117.6		5.7 CONRICH	42		2152		2052		
2228	0812	111.9		5.7 DELACOUR P	42		2146		2043		
2235	0817	106.4		5.5 KATHYRN	42		2140		2035		
2246	0825	97.5		8.9 IRRICANA P	42		2132		2023		
2253	s 0830	91.9		5.6 BEISEKER P	43		s 2126		2015		
2255	0832	90.2		1.7 BILLHARTE P	96		2123		2012		
2302	0837	85.1		5.1 BIRCHAM	42		2119		2005		
2310	0843	79.4		5.7 GRAINGER	41		2112		1957		
2318	F 0853	73.2		6.2 SWALWELL P	110		F 2104		1949		
2328	0901	66.9		6.3 TWINING	49		2056		1941		
2337	s 0912	60.2		6.7 THREE HILLS P	WI 74		s 2046		1932		
2345	0920	53.8		6.4 EQUITY	38		2038		1923		
2351	s 0925	50.4		3.4 TROCHU P	40		s 2033		1918		
0001	F 0933	43.4		7.0 HUXLEY P	43		F 2025		1908		
0009	s 0940	37.8		5.6 ELNORA P	45		s 2019		1859		
0020	F 0951	27.9		9.9 LOUSANA P	42		F 2008		1844		
0029	s 0958	21.4		6.5 DELBURNE P	42		s 2001		1834		
0036	1003	16.3	5.1 ARDLEY P	43		1955		1826			
	1009	11.3	5.0 HEATBURG			1950.					
0047		7.9	3.4 ALIX SOUTH JCT. P					0550 1813			
0050	s 1016	6.1	1.8 ALIX PRZ	41		s 1944		0545 1810			
0100	s 1024	0.0	6.1 MIRROR CKPYZ	MR YARD		1936		0530 1800			

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.

(Continued on Page 43)

THREE HILLS SUBDIVISION FOOTNOTES—Continued

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

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

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

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

7. Wye North Switch—Register station for Nos. 692 and 693 only. Trains arriving or leaving Sarcee Yard must register at Sarcee Yard. Conductor No. 693 must call train dispatcher and advise time train arrived.

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

9. Calgary—When switching Calgary Freight Shed tracks, movement must be brought to a stop before cars are detached. All movements on Calgary Freight Shed line must not exceed 10 miles per hour.

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

10. INTERLOCKINGS  
Railway Crossing at Grade:  
C.P. Rly. Mileage 5.7 Automatic  
Trains must not exceed 50 miles per hour while passing the governing approach signal.

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

11. MAXIMUM SPEED

Mileage	Miles per Hour	All Movements except
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	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

Mileage	Railiner	All Movements except Railiner
54.3 to 55.1	60	--
56.3 to 56.7	55	45
57.6 to 60.0	45	40
60.0 to 61.6	45	30
*61.6 to 65.0	60	45
65.0 to 69.9	45	40
71.5 to 71.7	60	--
73.6 to 83.9	45	40
94.0 to 95.1	55	45
97.3 to 97.4	60	--
101.1 to 101.2	65	--
102.6 to 102.8	60	--
104.0 to 104.2	50	45
107.7 to 107.9	50	45
110.4 to 110.9	55	45
126.1 to 126.2	15	15

0.16 (Highway 50)  
Southward movements approaching within 400 feet of crossing and until crossing occupied 10 10

21.1 (Highway 21)  
Northward movements approaching within 2100 feet of crossing and until crossing occupied 70 --  
Northward movements proceeding at less than 10 miles per hour within 2100 feet of crossing, until crossing occupied 10 10

60.2 (Second Street North)  
Approaching within 1900 feet of crossing and until crossing occupied 55 --

120.3 (Highway 1)  
Approaching within 2200 feet of crossing and until crossing occupied 65 --

123.1 (Highway 1A)  
Northward movements approaching within 2400 feet of crossing and until crossing occupied 65 --  
Southward movements approaching within 2200 feet of crossing and until crossing occupied 60 --  
Northward movements proceeding at less than 15 miles per hour within 2400 feet of crossing, until crossing occupied 5 5

126.11 (Barlow Trail)  
Southward movements approaching within 1900 feet of crossing and until crossing occupied 45 45

13. EQUIPMENT RESTRICTIONS

Diesel units in 5000-5199 series or loaded cars of ore must not be operated on the following sidings and other tracks unless necessary to set out bad order equipment.  
Mirror -----All except yard tracks 1, 2, 3, 4, Extension Pass and Wye.  
Alix -----Other tracks.  
Ardley -----Siding.  
Delburne -----Siding.  
Huxley -----Other tracks.  
Twining -----Siding.  
Gravel pit mileage 95.9 -----Other tracks.  
Western Rolling Mills mileage 123.6 -----Other tracks.  
Western Rolling Mills mileage 124.2 -----Other tracks.  
Calgary Freight Shed Line mileage 126.2 -----Other tracks.

(Continued on Page 44)



WESTWARD TRAINS		Miles from Alix South Jct.	Yard Limits	BRAZEAU SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
FOURTH CLASS	STATIONS								
<b>551</b>									
Freight									
Monday, Wednesday, Friday									
0550	0.0			ALIX SOUTH JCT. P Jct. with Three Hills Sub.					
0615	10.0			HAYNES 7.2		33			
0630	17.2			JOFFRE 5.2		32			
0640	22.4			PRENTISS 14.1		32			
0715	36.5	35.7 ↑ 37.3		RED DEER JCT. RYZ 15.0		31			
0750	51.5			SYLVAN LAKE 6.1		33			
0805	57.6			ELSPETH 8.1					
0825	65.7			ECKVILLE 7.0	KI	34			
0840	72.7			WITHROW 4.3		32			
0855	77.0			LESLIEVILLE 8.5		32			
0915	85.5			CODNER 5.4		32			
0929	90.9	90.5 ↑ 95.3		OTWAY Z Jct. with C.P. Rly. 0.3		11			
0930	91.2			ROCKY MT. HOUSE RYZ 2.7		37			
	93.9			LOCHEARN Z 1.5		41			
	95.4			ULLIN End of Joint Section 13.2					
	108.6			HORBURG 17.9		32			
	126.5			ANCONA 5.2		32			
	131.7			SAUNDERS 10.8		21			
	142.5			HARLECH 7.1		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.									
<b>551</b>									

**BRAZEAU SUBDIVISION FOOTNOTES**

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

2. Alix South Jct.—Conductor on No. 551 must call Train Dispatcher and advise time train cleared Three Hills Sub.

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

4. 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.

5. 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**

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

7. 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.

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

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

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

**11. MAXIMUM SPEED**

Mileage	Miles per Hour All Movements
0.0 to 25.0	40
25.0 to 95.4	20
Trains handling LPG, loaded Jumbo tank cars or loaded cars with gross weight of 95 tons or more	15
Engines of 1000-1077 series	30
95.4 to 111.0	20
111.0 to 149.6	10
Sidings and other tracks	10

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

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

**13. PUBLIC CROSSINGS AT GRADE (OTHER RESTRICTIONS)**

Red Deer South Industrial Spur—  
Mileage 0.1 (52nd Avenue)  
All movements must stop and then be preceded by a flagman.

**14. OTHER TRACKS**

	Mileage	Capacity	Points Face
Red Deer North Industrial Spur connected to east leg of wye at Red Deer Jct.	36.5	5.3 miles	E
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
<b>Red Deer North Industrial Spur:</b>			
Fluor Canada Ltd.	1.2	10 cars	S
Canada Packers	3.1	15 cars	N
Canadian General Transit Co. Ltd.	3.4		
Track No. 1 (outgoing)		10 cars	N
Track No. 2 (incoming)		8 cars	S
Red Deer Packers	3.7	21 cars	S
<b>Red Deer South Industrial Spur:</b>			
Interchange track with C.P. Rly.	0.2	7 cars	N S
Macdonalds Consolidated Ltd.	0.3	16 cars	S

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

Car Factor	WESTWARD OR NORTHWARD (Read Down)						BETWEEN	Car Factor
	Single Unit Ratings							
	GR-12	GR-12	----	GFA-B-15 Non-Ballasted GR-17	GFA-15 Ballasted GR-15 and GR-17	SD-40		
1000-99	1200-1399	----	9000-9102 4108-4156 4200-4399	9104-9142 4400-4889	5000-5199			
							<b>WAINWRIGHT SUBDIVISION</b>	
12	2460	3250	----	3500	3750	5800	Biggar and Wainwright	12
12	2510	3330	----	3900	4000	5800	and Calder	
							<b>BLACKFOOT-VEGREVILLE SUBDIVISIONS</b>	
8	1590	2070	----	2200	2375	3800	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
							<b>BONNYVILLE-CORONADO SUBDIVISIONS</b>	
8	1560	2000	----	2400	----	----	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
							<b>ALLANCE SUBDIVISION</b>	
10	2450	2950	----	3200	3600	----	Camrose and Alliance	
							<b>DEMAY-HAIGHT SUBDIVISIONS</b>	
12	2560	----	----	----	----	----	Camrose Jct. and Vegreville Jct.	10
							<b>KINGMAN SUBDIVISION</b>	
8	1780	----	----	----	----	----	Barlee Jct. and Tofield	12
							<b>BODO SUBDIVISION</b>	
12	2350	----	----	----	----	----	Unity and Bodo	8
							<b>CAMROSE SUBDIVISION</b>	
9	1730	2070	----	2480	2700	4250	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
							<b>EDSON SUBDIVISION</b>	
12	2370	3130	----	3650	3800	6100	Calder and Jasper	9
							<b>FOOTHILLS - MOUNTAIN PARK SUBDIVISIONS</b>	
4	720	990	----	1060	1360	2060	Bickerdike and Coalspur	10
4	600	----	----	----	----	----	Coalspur and Diss	10
4	820	----	----	----	----	----	Diss and Foothills	10
2	460	620	----	670	810	1230	Coalspur and Cadomin	5
							<b>ATHABASCA-SANGUDO SUBDIVISIONS</b>	
10	1950	2700	----	----	----	----	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	10
5	1280	1710	----	1950	1950	3280	Windfall and Pass Creek	10
10	1950	2400	----	2850	2850	4900	Pass Creek and Kaybob	5
							<b>GRANDE CACHE SUBDIVISION</b>	
4	----	1000	----	1220	1220	2100	Swan Landing and Mileage 60	5
4	----	2400	----	2950	2950	4900	Mileage 60 and Winniandy	5
4	----	945	----	1160	1160	1925	Winniandy and Latornell	5
4	----	1440	----	1750	1750	2900	Latornell and Grande Prairie	5

(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-12	GR-12	
5000-5199	9104-9142 4400-4889	9000-9102 4108-4156 4200-4399	----	1200-1399	1000-1099		
							<b>WAINWRIGHT SUBDIVISION</b>
Biggar and Calder	6400	4125	3900	----	3700	2810	12
							<b>BLACKFOOT-VEGREVILLE SUBDIVISIONS</b>
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
							<b>BONNYVILLE-CORONADO SUBDIVISIONS</b>
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
							<b>ALLIANCE SUBDIVISION</b>
Camrose and Alliance	----	3600	3200	----	2950	2450	10
							<b>DEMAY-HAIGHT SUBDIVISIONS</b>
Camrose Jct. and Vegreville Jct.	----	----	----	----	----	2200	12
							<b>KINGMAN SUBDIVISION</b>
Barlee Jct. and Tofield	----	----	----	----	----	1690	8
							<b>BODO SUBDIVISION</b>
Unity and Bodo	----	----	----	----	----	2350	12
							<b>CAMROSE SUBDIVISION</b>
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
							<b>EDSON SUBDIVISION</b>
Bissell and Edson	6100	4200	3950	----	3750	2880	12
Edson and Jasper	6000	4125	3900	----	3700	2810	12
							<b>FOOTHILLS - MOUNTAIN PARK SUBDIVISIONS</b>
Bickerdike and Coalspur	5300	3500	2810	----	2630	1950	10
Coalspur and Foothills	----	----	----	----	----	1860	10
Coalspur and Mercoal	5300	3500	2810	----	2630	1950	10
Mercoal and Cadomin	2700	1850	1690	----	1560	1260	5
							<b>ATHABASCA-SANGUDO SUBDIVISIONS</b>
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
							<b>GRANDE CACHE SUBDIVISION</b>
Swan Landing and Hanlon	5500	3300	3300	----	2750	----	5
Hanlon and Winniandy	3100	1820	1820	----	1500	----	5
Winniandy and Latornell	5900	3540	2540	----	2950	----	5
Latornell and Mileage 222	3100	1820	1820	----	1500	----	5
Mileage 222 and Grande Prairie	6250	3720	3720	----	3100	----	5

## EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

Car Factor	WESTWARD OR NORTHWARD (Read Down)					BETWEEN	Car Factor
	Single Unit Ratings						
	GR-12	GR-12	GFA-B-15 Non-Ballasted GR-17	GFA-15 Ballasted GR-15 and GR-17	SD-40		
	1000-99	1200-1399	9000-9102 4108-4156 4200-4399	9104-9142 4400-4899	5000-5199		
	<b>DODSLAND-PORTER-CUTKNIFE and BATTLEFORD SUBDIVISIONS</b>						
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.	
	<b>THREE HILLS SUBDIVISION</b>						
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	
	<b>OYEN-DRUMHELLER SUBDIVISIONS</b>						
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	
	<b>BRAZEAU SUBDIVISION</b>						
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	
	<b>SHEERNESS SUBDIVISION</b>						
7	1500	1940	2240	----	----	Wardlow and Sheerness	
7	1900	2410	2800	----	----	Sheerness and Batter Jct.	
	<b>MANTARIO SUBDIVISION</b>						
10	1960	2480	----	----	----	Glidden and Alsask	
	<b>ACADIA VALLEY SUBDIVISION</b>						
10	1690	1940	----	----	----	Eyre and Acadia Valley	
	<b>ENDIANG SUBDIVISION</b>						
10	2380	3350	----	----	----	Hanna and Endiang	
10	2550	4100	----	----	----	Endiang and Warden	
10	4500	7000	----	----	----	Warden and Nevis	
	<b>SPONDIN SUBDIVISION</b>						
10	2400	----	----	----	----	Spondin and Scapa	
	<b>C.P. RLY. LANGDON SUB.</b>						
10	3100	3600	----	----	----	Rosedale and East Coulee	
	<b>STETTLER SUBDIVISION</b>						
8	1720	2450	----	----	----	Dinosaur and Warden	
8	1590	2000	----	----	----	Warden and Ferlow Jct.	

Note: 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 (4100-07), 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)

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-12	GR-12	
	5000-5199	9104-9142 4400-4899	9000-9102 4108-4156 4200-4399	1200-1399	1000-99	
	<b>DODSLAND-PORTER-CUTKNIFE and BATTLEFORD SUBDIVISIONS</b>					
	----	----	----	----	1755	8
	----	----	----	----	1210	5
	----	----	----	----	2380	10
	----	----	----	----	1750	8
	----	----	----	----	2140	10
	----	----	----	----	2480	10
	----	----	----	----	1080	7
	----	----	----	----	2370	7
	----	----	----	----	2480	10
	<b>THREE HILLS SUBDIVISION</b>					
	3550	2300	2225	2050	1570	8
	4200	2725	2600	2400	1870	8
	<b>OYEN-DRUMHELLER SUBDIVISIONS</b>					
	----	4250	3950	3750	2800	10
	----	3620	3370	3200	2370	10
	----	4300	4050	3620	2800	10
	----	2950	2750	2600	1940	10
	----	1350	1225	1200	850	4
	----	4950	4600	4400	3250	10
	----	3900	3700	3470	2560	10
	<b>BRAZEAU SUBDIVISIONS</b>					
	----	2900	2800	2880	2070	8
	----	----	----	----	2070	8
	----	----	----	----	1460	8
	<b>SHEERNESS SUBDIVISION</b>					
	----	----	2400	2080	1700	7
	<b>MANTARIO SUBDIVISION</b>					
	----	----	----	2750	2480	10
	<b>ACADIA VALLEY SUBDIVISION</b>					
	----	----	----	2360	1740	10
	<b>ENDIANG SUBDIVISION</b>					
	----	----	----	4400	2700	12
	<b>SPONDIN SUBDIVISION</b>					
	----	----	----	----	2400	10
	<b>C.P. RLY LANGDON SUB.</b>					
	----	----	----	3200	2560	10
	<b>STETTLER SUBDIVISION</b>					
	----	----	----	2500	1760	8
	----	----	----	2100	1650	8

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:

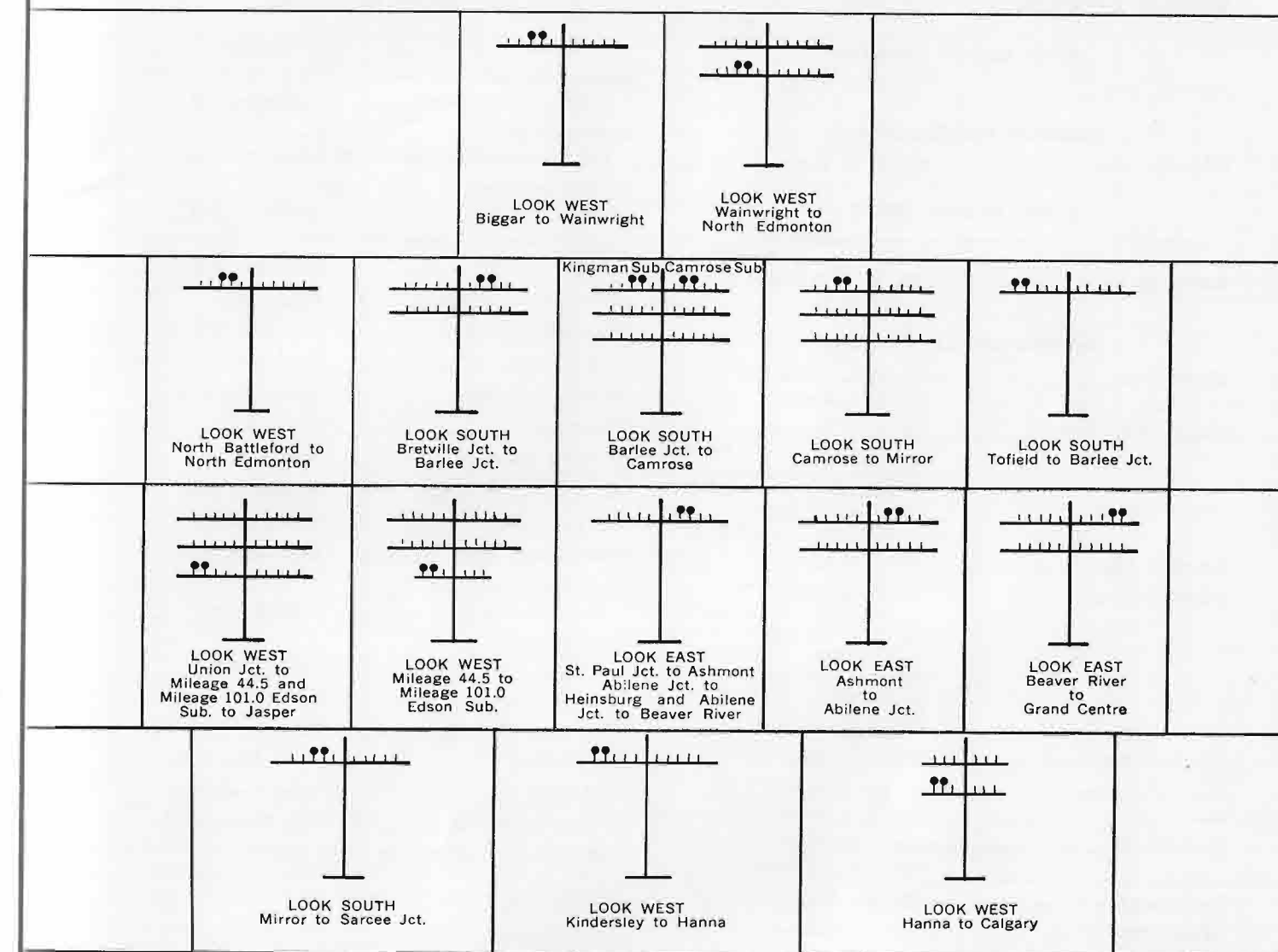
- Montreal Locomotive Works or Alco Units Except Units in 2000 series:  
One or two motors cut out: reduce rating 50%.
- Montreal Locomotive Works or Alco Units in 2000 series:  
Three motors cut out (one or two motors cannot be cut out): reduce rating 50%.
- General Motors Diesel or E.M.D. Units Except Units in 5000 series:  
One motor cut out: reduce rating 50%. Two motors cut out: Isolate unit.
- 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
<b>WAINWRIGHT</b> Elevator Track -----	Pioneer Elevator Pioneer Annex U.G.G. Elevator	North North North	Lane 121½ Street A.L.C. Board Spur -----	Gate Post Ladder Support	East East
<b>CLOVER BAR</b> Chemcell Track 2 ----- Track 6 ----- Fiberglas Building -----	Pipes Canopy Machinery between 2 tracks inside bldg.	Overhead South Both	142nd Street Industrial Area Haliburton Oilwell Cementing Co. Ltd. ....	Warehouse	East
<b>NORTH EDMONTON-EDMONTON</b> Swift Canadian Co. On Spur West of Engine Room ----- P. Burns and Co. Two East Tracks ----- Hayward Lumber Co. -----	All Structures Each Other Gate Platform	Both Between North West	Universal Construction Co. ----- McLeod's Ltd. ----- A.L.C. Board Inland Cement Co. Tracks 1 and 2 ----- 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	<b>STRATHCONA LINE</b> Lead to Alta. Oil Tool Co. --- Alta. Oil Tool Co. ----- Gainers' Ltd. -----	Conveyor Belt Platform Chute and Dock	West West West
O.K. Construction Ltd. Consolidated Warehousing Ltd. Service Track -----	50 Foot Cars When Spotted at Warehouse Shed Platform and Doors Permanent Ladder	South South Both East	<b>FORESTBURG</b> Forestburg Collieries Ltd. Track 5 -----	Loading Ramp	West
Old Freight Shed ----- Mail Forwarding Spur ----- Canada Packers East Dock -----			<b>VERMILION</b> East Elevator Track ----- Elevator Track -----	Elevator Spout Elevator Spouts	North North
<b>EDMONTON-BISELL</b> New Freight Shed Track 1 ----- Track 5 ----- Track 6 -----	Shed Ramp Ramp	South North South	<b>SANGUDO SUB.</b> Texas Gulf Sulphur Co. ....	Stairs and Building	Both
Lane 102½ Street T. Eaton Co. Ltd. ----- Service Station ----- Parking Lot -----	Platform and Gate Incinerator Gate Posts Power House Building Building Down Pipe and Fence	Both West West Both North North	<b>BISELL</b> Inland Cement Co. Tracks 1 and 2 -----	Plant Interior	Both and Overhead
Lane 103½ Street Marshall Wells Co. ----- Allis Chalmers Ltd. ----- Revillon Building ----- J. H. Ashdown Ltd. -----	Floodlight Platform Platform Warehouse Corner	East East West East	<b>SPRUCE GROVE</b> Industrial Track ----- Platform Track -----	Shed Shed	South South
Lane 104½ Street Alley Spur -----	Pole Line	West	<b>WABAMUN</b> C. Huebert Spur -----	Wood Piles	Both
Lane 106½ Street N.A.D. Pool Spur ----- General Steel Wares -----	Crossing Sign 103 Ave. Pole	East East	<b>CADOMIN</b> Inland Cement Co. Ltd. ....	New Tipple	Overhead
Lane 107½ Street Alberta Poultry Products Spur ----- D. H. Bain Spur ----- D. H. Bain Warehouse ----- Tees and Persse Co. -----	Pole Line Pole Line Platform Roof Platform	East West West East	<b>HINTON</b> Northwest Pulp and Power Co. Ltd. Track 4 ----- Track 6 ----- Track 7 -----	Shed Doors Shed and Stand Pipe Stand Pipe	Both Both North
Lane 108½ Street Alley Spur -----	Power Pole Line	West	<b>CALGARY</b> Freight Shed Track -----	Massey-Harris -----	North
Lane 109½ Street W. H. Clark Lumber Co. City Yard Scale Track ----- Stores Track -----	Cement Shed Scale House Platform	East North South	<b>BRAZEAU</b> Brazeau Collieries Tracks -----	Track 1—Tipple Tracks 2 and 3— Tipple	South Both
			<b>ROSEDALE</b> Subway Coal Co. -----	Storage track—Ramp Storage track—Tipple	North North
			<b>HUBALTA</b> Western Rolling Mills Mileage 124.2 -----	Overhead Crane	Overhead

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**

Edmonton, Alta. ----- \*Dr. R. V. Johnston  
 Telephones Office Residence  
 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.
Yard Agent	High Level, Alta.
Terminal Supervisor	Hay River, N.W.T.

\*For employees assigned at Edson only

**FAST FREIGHT TRAINS**

For Information Only

	No. 487 Daily	No. 413 Daily ex. Fri., Sat.	No. 303 Daily	No. 301 Daily	No. 309 Daily	STATIONS	No. 304	No. 314	No. 314	No. 302	No. 486	
Arr. CST			0715	1325	1605	BIGGAR	0800		0140	1510		Lve. CST
Lve. MST			0655	1235	1520		0630		0010	1310		Arr. MST
Arr.			1435	1935	2145	CALDER	0001		1630	0600		Lve.
Lve.	2330	1100			0200			1230		0100	0900	
Arr. MST	0830	2000			0810	JASPER		0430		1935	0045	Lve. MST
Lve. PST	1500	2115			0730			0245		1805	2245	
	No. 487	No. 413	No. 303	No. 301	No. 309		Daily No. 304	Daily ex. Mon., Tues. No. 314	Daily No. 314	Daily No. 302	Daily No. 486	

	No. 485 Daily ex. Sat.	STATIONS	No. 484 Daily ex. Sun.	
Lve.	2300	CALGARY (Sarcee Yard)	0140	Arr.
Arr. Lve.	0245 0315	MIRROR	2130 2100	Lve. Arr.
Arr.	0705	CALDER	1700	Lve.
	Daily ex. Sun. No. 485		Daily ex. Sat. No. 484	

	No. 315 Daily ex. Sat.	STATIONS	No. 316 Daily ex. Mon.	
Lve.	1710	KINDERSLEY	0450	Arr.
Arr. Lve.	2000 2030	HANNA	0130 0050	Lve. Arr.
Arr.	0030	CALGARY (Sarcee Yard)	2100	Lve.
	Daily ex. Sun. No. 315		Daily ex. Sun. No. 316	

	No. 357 Daily ex. Sunday	STATIONS	No. 356	
Lve.	0600	NORTH BATTLEFORD	1900	Arr.
Arr.	1600	CALDER	0930	Lve.
	No. 357		Daily ex. Sunday No. 356	

**EXPRESS and PIGGYBACK TRAIN**

For Information Only

	No. 217 Daily ex. Wed.	STATIONS	No. 218	No. 218	
Arr. CST Lve. MST	0315 0225	BIGGAR		1300 1150	Lve. CST Arr. MST
Arr. Lve.	0845 1005	CALDER		0540 0325	Lve. Arr.
Arr. MST Lve. PST	1610 1540	JASPER		2205 2050	Lve. MST Arr. PST
	No. 217		Daily ex. Mon. No. 218	Daily No. 218	

## Notes

## OFFICERS

G. D. McMillan	Asst. Operations Manager	Edmonton
	Terminal Superintendent	Edmonton
J. W. Cameron	Asst. Supt. Transportation	Edmonton
G. H. Graham	Trainmaster - Road Foreman	Edmonton
W. H. Kowalik	Trainmaster - Road Foreman	Edmonton
J. W. Gorrie	Trainmaster	Edmonton
J. A. Dixon	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"

Telephone Nos. 429-8885; 429-8886; 429-8887

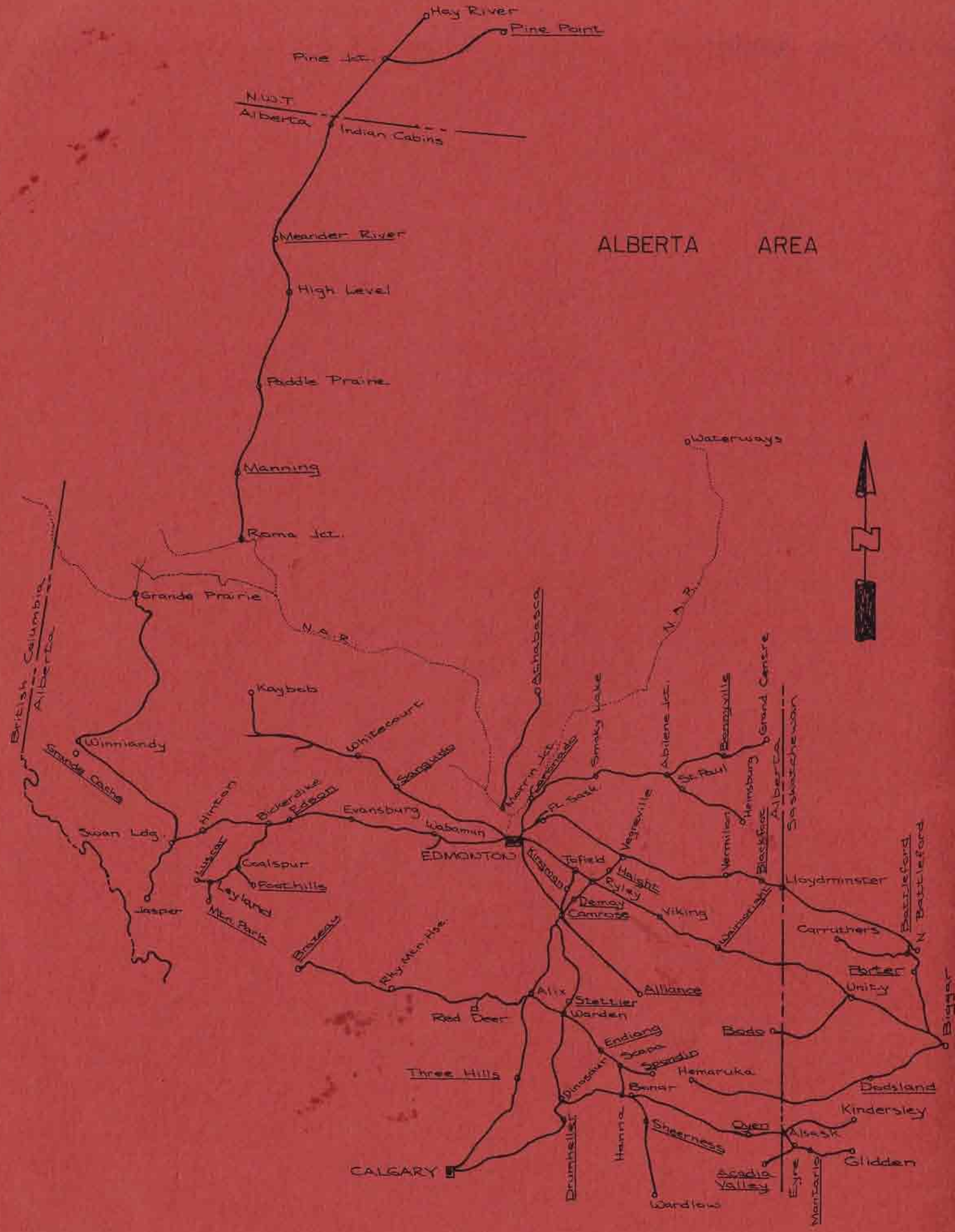
North Branch—429-8877

South Branch—429-8893

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
A. F. MacRae	Asst. Chief Train Dispatcher

## Train Dispatchers:

W. A. Burgess	W. Jwaszko	D. G. McMinn
E. Dembicki	H. F. Kary	W. G. Owens
W. A. Footz	A. N. Krauter	K. D. Roche
W. E. Fowler	E. Kunkel	W. Sherstenko
R. P. Geddis	F. A. Matwychuk	H. L. Tilley
W. R. Harmon	K. O. McAmmond	T. H. Webster
J. W. Hill		W. Zaplitny



ALBERTA AREA



British Columbia  
Alberta

N.W.T.  
Alberta

Indian Cabins

Meander River

High Level

Riddle Prairie

Manning

Roma Jct.

Grande Prairie

Kaybets

Whitecourt

Sangudo

Evansburg

Wabamun

EDMONTON

Red Deer

Three Hills

CALGARY

Waterways

N.W.T.

Athabasca

Smoky Lake

Abilene Jct.

Beaumont

Grand Centre

St. Paul

Hemlock

Blackfoot

Vermilion

Wainwright

Wegreville

Pl. Sault

Manin Jct.

Grande Cache

Winnifandy

Swan Ldg.

Hinton

Bickerton

Edson

Coalspur

Foot Hills

Layland

Jasper

Wainwright

Wainwright

Wainwright

Wainwright

Wainwright

Wainwright

Wainwright

Wainwright

Wainwright

St. Paul

Hemlock

Blackfoot

Vermilion

Wainwright

Wegreville

Pl. Sault

Manin Jct.

Grande Cache

Winnifandy

Swan Ldg.

Hinton

Bickerton

Edson

Coalspur

Foot Hills

Layland

Jasper

Wainwright

Wainwright

Wainwright

Wainwright

Wainwright

Wainwright

Wainwright

Wainwright

Wainwright

Lloydminster

Carrollton

Unity

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton

Carrollton