



MOUNTAIN REGION

ALBERTA AREA

EMPLOYEES' OPERATING TIMETABLE

24

TAKING EFFECT AT 0001 SUNDAY, OCTOBER 29th, 1972

ALL TIMES SHOWN ARE MOUNTAIN STANDARD

Your Personal Safety Comes First — Be Careful

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EDMONTON

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CANADIAN NATIONAL RAILWAYS

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

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SYSTEM SPECIAL INSTRUCTIONS

1.0 UNIFORM CODE OF OPERATING RULES

1.1 Rule G—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 employee 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.

1.2 Rule H—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 discomfort to passengers. The use of cigars or pipes is expressly forbidden.

1.3 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.

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.

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

1.5 Rule 21—White flags and White lights will be displayed in CTC.

1.6 Rule 42—Example (1) of Form "Y"—The "at least 2000" yard requirement of clause (b) is extended to "at least 2200" yards. Example (2) of Form "Y"—When this example is used the working limits must be kept at least 200 yards inside the red signals which are to be located at the mileage stated in the train order.

1.7 Rule 72A.—The Superior direction is East or South.

1.8 Rule 83A—(This special Instruction applies only at locations specified.) When regular trains have not been visually identified and it is not practical for the train crew to obtain a train order addressed to them, or train register information recorded by the Conductor on train register check, Form 736, verbal advice may be received from Train Dispatcher directly to the Conductor concerning actual arrivals and departures of regular trains. Such information must be copied in writing and repeated to the Train Dispatcher who will make a record in the train order book. Information concerning trains operating late must not be handled in this manner.

1.9 Rule 91—The interval requirements of paragraphs 2 and 3 of Rule 91 are further restricted as follows:

A train must not follow another train in less than 20 minutes unless a report is received that the preceding train has left a station ahead or has cleared the main track.

1.10 Rule 93—Yard limit signs may be reflectorized and when this is done they will not be equipped with a yellow light.

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.

When first and second class trains have not been visually identified and it is not practical for a crew to obtain a train order addressed to the Yardmaster or a train register check, Form 736, completed by the Yardmaster, Yard Foreman or Conductor; verbal advice from the Train Dispatcher concerning actual arrivals and departures may be given directly to the Yard Foreman or Conductor. Such information must be copied in writing and repeated to the Train Dispatcher who must make a complete record in the train order book. Information concerning trains operating late must not be handled in this manner.

1.11 Rule 104—Main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights.

1.12 Rule 206—All engines of Canadian National Railways ownership, consisting of CNR, GTW, DW&P and CV, are considered as the same Railway in the application of this rule.

1.13 Rule 211—All clearances must be OK'd by the train dispatcher. Paragraphs 2 and 3 of U.C.O.R. Rule 211 are restricted accordingly.

1.14 Rule 220—In the application of UCOR Rule 220 train orders held by an extra train become void when such extra train arrives at the station to which it was authorized to run or the authority for movement is annulled. This also applies to a work extra when time limits on a work order expire or the work order is annulled. Exception: Train orders annulling a schedule or a section and bulletin or slow orders issued to a Conductor or Engineman continue in effect to them on a continuous trip or tour of duty.

1.15 REQUIREMENTS FOR ENTERING MAIN TRACK IN C.T.C.

Rule 268—When using a hand operated switch not electrically-locked or an electrically-locked hand operated switch on which it has been necessary to break the seal, the permission required from Train Dispatcher must be copied in writing and repeated before being acted on. Before granting such permission the Train Dispatcher must provide protection against movements from all directions until advice received from a member of the crew that the main track is occupied. When the seal on an electric switch lock is broken, restricted speed must be observed to the next signal.

Rule 514—When a train or engine enters the block at an electrically-locked hand operated switch such movement must approach the next signal prepared to stop. The EXCEPTION to Rule 514 is restricted accordingly.

1.16 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.

2.0 GENERAL INSTRUCTIONS—FORM 696

2.1 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.

2.2 Page 32, Item 3, Par. 4 General Speed Restrictions and Special Instructions re handling and marshalling in trains of occupied service equipment are amended (R.T.C. R-14111)

(a) All occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be mar-

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SYSTEM SPECIAL INSTRUCTIONS

- shalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
- (b) Where track configurations require extreme care in set off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than 20 miles, and at no greater speed than 20 mph.
- (c) Over 30 occupied gang cars to be operated as a special train.
- (d) 30 occupied gang cars or less, train to be restricted to 60 cars.
- (e) Trains handling occupied gang cars must operate at 10 mph less than zone and permanent slow order speeds to a minimum of 20 mph at which point zone and permanent slow order speeds apply.
- (f) The above speed restrictions do not apply to occupied cabooses when moved deadhead or occupied passenger equipment, except they must be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
- 2.3 Page 38—B.T.C. General Order 07 has replaced General Order 707 and railways are now exempt from complying with the terms of Paragraph (a) in General Order 707 as shown in Item 4, in respect to all trains, provided all cars of such train are of all steel construction.
- 2.4 Page 43—General Order 361 has been revised by Railway Transport Committee General Order 0-1. Instructions as given in item 9 remain the same, except that 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.
- 2.5 Page 82—Automobile Double Deck Transporter Cars Series 570400-570474 have been renumbered to 730000-730073. Series 570700-570774 have been renumbered to 720000-720069.
- 3.0 RAILWAY RADIO COMMUNICATION SYSTEM**
- 3.1 The following changes are to be made in the "Instructions governing the use of Railway Radio Communication System", as outlined in Form 696.
- 3.2 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."
- 3.3 Page 8, Item 1(b) is changed to read as follows: Channel designations on C.N. radio equipment are progressively being changed from numbers to a combination of letters and numbers for clarification. The most common channel designations and normal assignments are listed below.
- EE (formerly Channel 1)—End to End Standby channel for road locomotives and train crew employees. For communication between train crews, other trains and other parties involved in train operation.
- TW1 (formerly Channel 2) TW2 to TW6 inclusive—Train to Wayside Standby channel for radio base stations in train dispatchers wayside radio systems as specified on special page in employees operating timetables.
- CC1 to CC4 inclusive—Car Control Standby channel for radio base stations controlled by operators, general yardmasters, yardmasters or car controllers as specified on special page in employees operating timetables.
- GT1 General Terminal Standby channel for radio base stations
- controlled by General Yardmasters or yardmasters in Hump yards or major terminals having several separate radio systems. Commonly used for exclusive communication between members of yard crews at other locations.
- HU1, SW1 to SW11 inclusive—Special designations for hump control or separate classifications yard systems.
- During transition period in channel designations and normal assignments, above channels may be used for other purposes as specified on special page in employees operating timetables or by monthly bulletin.
- Radio channels used primarily for communications concerning the movement of trains are coded white.
- Radio channels used primarily for communications concerning yard movements or car movements are coded green.
- Radio channels used primarily for exclusive crew communications during switching operations are coded amber.
- 3.4 Page 9, Item 1(g) is changed to read as follows: Radios are provided with one of two types of channel control—Reverting or Manual. When the Reverting Feature is present the radio will be on standby channel when the handset is in the control head hanger. Road locomotives and Base Stations are of this type. In Manual operation, the radio will remain on the channel indicated by the channel selector switch. Yard locomotives and portables are of this type.
- 3.5 Pages 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. Whenever the words "Channel 2" appear, substitute proper channel designation (EE, TW1, TW2, CC3, etc.) as specified on special page in employees operating timetables. Whenever the words "DISP. 2" appear, substitute the proper tone signalling button (DISP. 1 or 2) as specified on special page in employees operating timetables.
- 3.6 Page 12, Item III para. 2 is cancelled.
- 4.0 HOT BOX AND DRAGGING EQUIPMENT DETECTOR SYSTEM**
- 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. When a warning is received at the last detector prior to arriving at a Terminal, the Train Dispatcher will ensure that an inspection is made immediately on arrival by:
- (a) Equipment Department.
- (b) If no equipment department on duty, by outgoing crew if already on duty.
- (c) If outgoing crew not on duty, inspection will be made by the incoming crew.
- After inspection has been made the Train Dispatcher must be notified and make record of results.
- 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 journals on the car identified appear to be normal, inspection must be made of at least TWO cars ahead and behind.

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SYSTEM SPECIAL INSTRUCTIONS

- When 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 Train Dispatcher.
- 5.0 SPEED RESTRICTIONS**
- 5.1 Single Track:—Where Restricting Speed signs are used, Resume Speed signs are on the reverse side of the Restricting Speed signs governing movements in the opposite direction.
- 5.2 Movements handling system or foreign hopper cars either loaded or empty that have a load limit of 95 tons or over, must not exceed 10 miles per hour while operating on other than main tracks.
- 5.3 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.
- 5.4 Trains handling continuous welded rail are to be restricted to a total of 60 cars with the continuous welded rail marshalled on the head end. There must be an idler on both ends. Speed must not exceed 40 m.p.h. on straight track, 30 m.p.h. on curves, reducing to 10 m.p.h. through all turnouts.
- 5.5 Freight trains with more than 60 cars which have an average gross weight per car exceeding 80 gross tons must not exceed 50 miles per hour. Freight trains with more than 50 percent of the cars consisting of loaded foreign covered hoppers must not exceed 45 miles per hour.
- 6.0 EQUIPMENT RESTRICTIONS**
- 6.1 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. And dead or idling units located between the operating units and the cars must be set off before movement is started.
- 6.2 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.
- 6.3 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.
- 6.4 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.
- 6.5 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.
- 6.6 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.
- 6.7 Cranes handled in a train must be inspected before leaving a terminal and whenever practical enroute to insure all tie-down and locking features are in place to prevent any movement that could foul other tracks or equipment adjacent to the track on which moving.
- 7.0 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 U.C.O.R. Rule 16.
- (b) Green and White lights only will be displayed without flags of the corresponding color, in complying with the requirements of the U.C.O.R. Rules 20 and 21 and special instruction 1.5.
- 8.0 GENERAL INSTRUCTIONS**
- 8.1 On subdivisions, or portions thereof, where this special instruction applies, except on junction switches, lights will not be displayed on switches, train order signals and yard limit signs.
- 8.2 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.)
- 8.3 Employees are prohibited from riding on the top of moving cars and engines other than on the deck of flat cars.
- 8.4 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.
- 8.5 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 reerected by other than an authorized person except if necessary, they may be moved laterally to clear the track.
- 8.6 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.
- 8.7 Conductors and Trainmen of passenger carrying trains will be responsible for protection of traffic while it is being discharged or received at other than scheduled stops, flag stops and conditional stops, unless advice has been received from Train Dispatcher that other trains have been informed of the stop(s) or that other protection has been provided.

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. 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.

M-4. Loaded hart cars equipped with arch bar trucks are to be marshalled together and handled on trains other than fast freight trains and speed restricted to 30 miles per hour where maximum speed is 50 miles per hour or more, and 20 miles per hour where maximum speed is less than 50 miles per hour.

M-5. Movements handling outfit cars equipped with arch bar trucks 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. 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-8. At certain public crossings at grade, main track switches, except dual control and spring switches, located within 50 feet of the crossing, may or may not be equipped with safety switch point lock and employees concerned must familiarize themselves therewith. Where in service, safety switch point lock must be secured with switch lock when switch is in normal position.

M-9. 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-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. Mechanical Instruction 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. 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-17. 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.

AREA SPECIAL INSTRUCTIONS

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

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

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

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

MANUAL BLOCK SYSTEM SPECIAL INSTRUCTIONS

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

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

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

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

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

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

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

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

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

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

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

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

MB-9. A train or engine authorized to proceed from one point to another must move in the direction specified. A train or engine authorized to work may move in either direction between the points named. When a block clearance authorizes a train to proceed, the portion of track will be considered clear up to and including the station at which the train was last reported to have passed.

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

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

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

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

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

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

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

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

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

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

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

WESTWARD TRAINS			Miles from Biggar	Yard Limits	WAINWRIGHT SUBDIVISION			Office Signals	Siding Car Capacity	EASTWARD TRAINS		
FIRST CLASS					MOUNTAIN STANDARD TIME					FIRST CLASS		
---	695	1			STATIONS					2	694	---
---	Passenger Railer	Passenger			---	---	---			Passenger	Passenger Railer	---
---	Daily	Daily	---	---	---	---	---	---				
---	---	1105	0.0	CTC	---	BIGGAR CKPWY	BI	219	\$1815	---	---	
---	---	---	8.6		---	8.6	OBAN P	---	117	---	---	
---	---	---	8.8		---	0.2	OBAN JCT. P	---	---	---	---	
---	---	---	16.3		---	7.5	Jct. with Porter Sub. PALO P	---	118	---	---	
---	---	---	30.0		---	13.7	CAVELL P	---	117	---	---	
---	---	---	42.7		---	12.7	SCOTT P	---	113	---	---	
---	---	---	51.2		---	8.5	TAKO P	---	114	---	---	
---	---	\$1210	57.9		---	6.7	UNITY PW	---	115	\$1705	---	
---	---	---	68.5		---	10.6	VERA P	---	115	---	---	
---	---	---	77.3		---	8.8	WINTER P	---	114	---	---	
---	---	---	84.5		---	7.2	YONKER P	---	115	---	---	
---	---	---	96.5		---	12.0	ARTLAND P	---	115	---	---	
---	---	1300	106.9		---	10.4	CHAUVIN P	---	115	1615	---	
---	---	---	116.8		---	9.9	DUNN P	---	117	---	---	
---	---	---	127.8		---	11.0	HEATH P	---	117	---	---	
---	---	---	135.3		---	7.5	GREENSHIELDS P	---	117	---	---	
---	---	\$1335	140.1		---	4.8	WAINWRIGHT KPWY	GN	124	1540	---	
---	---	1350	146.6		---	6.5	FABYAN P	---	117	\$1525	---	
---	---	---	157.7		---	11.1	IRMA P	---	115	---	---	
---	---	---	172.1		---	14.4	KINSELLA P	---	117	---	---	
---	---	1437	184.5		---	12.4	VIKING P	---	115	1437	---	
---	---	---	196.7		---	12.2	BRUCE P	---	117	---	---	
---	---	---	205.9		---	9.2	HOLDEN P	---	117	---	---	
---	---	1504	214.7		---	8.8	RYLEY P	---	122	1410	---	
---	---	---	215.6		---	0.9	HAIGHT JCT. P	---	---	---	---	
---	---	---	226.2		---	Jct. with Haight Sub. 10.6	TOFIELD PY	---	119	---	---	
---	---	---	232.4	---	6.2	LINDBROOK P	---	117	---	---		
---	---	---	243.8	---	11.4	UNCAS P	---	116	---	---		
---	---	1540	250.0	---	6.2	ARDROSSAN P	---	116	1337	---		
---	From Camrose Sub.	---	259.1	---	9.1	CLOVER BAR P	---	104	---	To Camrose Sub.		
---	---	1131	260.2	---	1.1	BREVILLE JCT. P	---	---	---	1715		
---	---	---	263.4	---	Jct. with Camrose Sub. 3.2	NORTH EDMONTON P	---	64	1315	1710		
---	---	1136	1603	---	Interlocked with Edmonton East Terminal and Vegreville Subs.	---	---	---	---	---		
---	---	---	---	---	---	---	---	---	Daily	Daily		
---	695	1	---	---	---	---	---	---	2	694		

WAINWRIGHT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **CLEARANCES—**
WAINWRIGHT—All trains must obtain clearance.
- 1.2 **TRAIN REGISTER MODIFICATIONS—**
WAINWRIGHT — First class trains may register by register ticket.
- 1.3 **CTC SPECIAL FEATURES—**
No train or engine shall clear the main track at the following locations (BTC 109010-111212):
Mileages 36.5, 55.3, 58.2, 102.9, 106.7, 112.0, 165.9, 210.4, 221.3 and 254.6.
Movements entering the main track from siding through either crossover at Biggar or through crossover east switch at west end of run-around track mileage 259.2 must obtain train dispatcher's permission before reversing switch upon which the movement is standing.
- 1.4 **OTHER MODIFICATIONS—**
Rule 5—North Edmonton — the time of all trains applies at the railway crossing.

2 GENERAL FOOTNOTES

- 2.1 **Biggar—**Dodsland 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 Dodsland 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.
- 2.2 **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. Trains from Bodo Sub. must obtain train dispatcher's permission before entering Unity siding.
- 2.3 **Wainwright—**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.
- 2.4 **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.
- 2.5 **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. Trains from Demay Sub. must obtain permission from train dispatcher before entering Ryley siding.

2.6 **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. Trains from Kingman Sub. must obtain permission from train dispatcher before entering Tofield siding.

2.7 **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.

2.8 **North Edmonton—**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.

3 INTERLOCKINGS

3.1 **Railway Crossing 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.

3.2 **Railway Crossing 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.

3.3 **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 from Page 7)

WAINWRIGHT SUBDIVISION FOOTNOTES

3.4 Junction—
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.

4 EQUIPMENT RESTRICTIONS

- 4.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- 4.2 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.
- 4.3 Engines in 3000 or 5000 series must not be operated on trackage serving Mid-West Chemical Co. at Palo.

5 SPEEDS

5.1 Mileage	Zone	Miles per Hour	
		Passenger	*Other and Movements
0.0 to 0.2	Zone	20	20
0.2 to 84.3	Zone	80	60
4.8 to 6.8		75	--
24.0 to 24.5		65	50
63.7 to 64.2		65	50
74.3 to 76.3		65	50
84.3 to 89.1	Zone	70	60
89.1 to 90.7	Zone	60	50
90.7 to 145.4	Zone	80	60
99.4 to 99.7		65	50
128.2 to 128.6		75	--
145.4 to 148.2	Zone	65	60
148.2 to 150.2	Zone	45	35
150.2 to 154.6	Zone	60	50
154.6 to 256.5	Zone	80	60
244.2 to 244.4		65	55
256.5 to 259.2	Zone	60	60
259.2 to 263.4	Zone	45	40
Sidings		25	25
Tracks and Spurs not otherwise covered		10	10

*EXPRESS TRAINS: Unless otherwise restricted, trains designated as express by timetable schedule or as Express Extra by clearance may run five (5) miles per hour in excess of freight train speeds. They must not exceed 65 m.p.h. or passenger train speed at any point.

CONDITIONAL SPEEDS

- 5.2 Mileage 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
- 5.3 Mileage 58.36 (First Avenue)
Westward movements proceeding at less than 25 miles per hour within 3350 feet of crossing, until crossing occupied -- 25 25

Miles per Hour
Other
Passenger Movements

- Movements to and from Bodo Sub. approaching within 150 feet of crossing and until crossing occupied ----- 5 5
- 5.4 Mileage 140.9 (Camp Road)
Westward movements approaching within 2000 feet of crossing and until crossing occupied -- 60 --
- 5.5 Mileage 259.2 (First Street)
Approaching within 2150 feet of crossing and until crossing occupied ----- 45 45
- 5.6 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. Rule 287 modified accordingly.

6 CONDITIONAL PASSENGER STOPS

- 6.1 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.
- 6.2 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.

7 PUBLIC CROSSINGS AT GRADE

- 7.1 Mileage 42.9 (Highway 380) automatically protected. Westward: Special Instruction M-15(b) applicable and Stop made 150 feet east of crossing.
- 7.2 Mileage 57.07 (Highway 330) automatically protected. Special Instruction M-15(b) applicable to westward movements.
- 7.3 Mileage 57.13 (Highway 14) automatically protected. Special Instruction M-15(b) applicable to westward movements.
- 7.4 Mileage 58.36 (First Avenue) automatically protected. Special Instruction M-15(b) applicable to westward movements in siding.
- 7.5 Mileage 103.05 (Highway 17) automatically protected. Equipped with push button.
- 7.6 Mileage 112.14 (Main Street) automatically protected. Equipped with push button.
- 7.7 Mileage 146.7 (Municipal Road) automatically protected. Equipped with push button.
- 7.8 Mileage 158.0 (Irma Road) automatically protected. Special Instruction M-15(b) applicable to westward movements.

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(Continued from Page 8)

WAINWRIGHT SUBDIVISION FOOTNOTES

- 7.9 Mileage 214.8 (North-South Road) automatically protected. Equipped with push button.
- 7.10 Mileage 226.3 (Queen's Street) automatically protected. Equipped with push button.
- 7.11 Mileage 250.25 (North-South Road) automatically protected. 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.
- 7.12 Mileage 259.2 (First Street) automatically protected. Special Instruction M-15(b) applicable to westward movements and stop made 150 feet east of crossing. 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.
- 7.13 Mileage 3.1 Edmonton East Terminal Sub. (66th Street) automatically protected. In the application of Special Instruction M-15(b), crossing must not be obstructed until protection has been in operation for 35 seconds.

8 HOT BOX SCANNERS AND DRAGGING EQUIPMENT DETECTORS

- 8.1 Located at mileages 33.0, 60.7, 103.1, 176.5 and 221.1.

9 SPURS AND OTHER TRACKS

	Mileage	Car Capacity	Points Face
Landis -----	22.6	152	E W
Reford -----	36.6	28	E
Run-Around Track -----	55.4	7	E W
Butze -----	103.3	28	E
Spur -----	106.7	13	W
Ribstone -----	112.0	63	W
Edgerton -----	121.2	104	E W
Jarrow -----	165.9	29	W
Poe -----	210.1	29	W
Shonts -----	221.2	37	W
Bremner -----	254.5	116	E W
Bremner Spur -----	254.6	30	W

EDMONTON EAST TERMINAL SUBDIVISION									
WESTWARD TRAINS					Miles from Edmonton	Miles from North Edmonton	Yard Limits	STATIONS	Office Signals
FIRST CLASS									
1	691	695	697						
Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner						
Daily	Daily	Daily	Daily						
---	---	---	---	---	0.0	0.4	Two Tracks Interlocked with Vegreville and Wainwright Subs. 3.5	NORTH EDMONTON ---PXZ	---
---	---	---	---	---	1.2	1.2			
---	---	---	---	---	3.5				
1603	1144	1136	1124	3.3	---	---	CTC Interlocked with Vegreville and Wainwright Subs. 3.3	NORTH EDMONTON ---P	---
s 1615	s 1155	s 1145	s 1135	0.4	---				
1	691	695	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	EASTWARD TRAINS				
FIRST CLASS				1					2				
---	---	---	---							Passenger	---		
---	---	---	---	Daily	---	---							
---	1645	0.0	0.4	Two Tracks CTC	EDMONTON ---CKPWZ	MO	4.2	WEST JCT. ---PXYZ	---	s 1235			
---	---	4.2	4.2								0.7		
---	---	4.9	---								1.1	N.A. RLY. ---PX	---
---	---	6.0	---								1.2	UNION JCT. ---PX	---
---	1705	7.2	---								1.2	Jct. with Sangudo Sub. BISSELL ---P	1210
---	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.						Daily	---	2	---		

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES ON PAGE 11

EDMONTON EAST TERMINAL SUBDIVISION									
Miles from Edmonton	Miles from North Edmonton	STATIONS	Office Signals	EASTWARD TRAINS					
				FIRST CLASS					
				2	694	696	690	---	
				Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner	---	---
---	0.0	Two Tracks Interlocked with Vegreville and Wainwright Subs. 3.5	CD	---	---	---	---	---	---
---	1.2			---	---	---	---	---	---
---	3.5			---	---	---	---	---	---
3.3	---	CTC Interlocked with Vegreville and Wainwright Subs. 3.3	MO	1315	1710	1720	1730	---	---
0.4	---			1305	1700	1710	1720	---	---
0.0	---			---	---	---	---	---	---
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.				Daily	Daily	Daily	Daily	---	---
				2	694	696	690	---	---

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

Passenger extra trains must obtain clearance at Edmonton. All other extra trains originating at Edmonton or Calder must obtain clearance at Calder, unless otherwise provided.

1.2 TRAIN SIGNALS—

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.

1.3 CTC SPECIAL FEATURES—

(a) CTC between North Edmonton and eastward block signals 04 and D04 North Edmonton-Calder Line. No train or engine shall clear the main track at switches mileage 0.25 and mileage 0.29.

(b) CTC between Edmonton and North Edmonton. There is no approach signal and eastward movements must approach eastward block signal D02 at Edmonton prepared to stop and there be governed by indication displayed.

Movements entering the main track through crossovers from North service track Mileage 1.38 and south service track Mileage 2.8 must obtain train dispatcher's permission before reversing switch in the track on which the movement is standing.

(c) CTC between West Jct. and Bissell. Two main tracks between West Jct. and Bissell are designated as north track and south track. 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 block signal 62D prepared to stop and there be governed by indication displayed. Movements entering South Track from service track through crossover at

N.A. Rly. must obtain train dispatcher's permission before reversing switch on service track. 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.

1.4 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 1.3 (second paragraph)—Applicable to yard foremen and yard enginemen commencing duty at Calder, North Edmonton, Clover Bar and Edmonton City Interchange.

SYSTEM 8.2—Applies within the limits of the City of Edmonton, except at the crossings listed and areas defined below:

Between Gainer's Packing Plant and North Boundary of 63rd Avenue mileage 5.2 Strathcona Line,

Via Calder Line between Mileage 260.2 Wainwright Sub. and mileage 5.9 Edmonton-Bissell Line,

Between west boundary of public crossing at grade mileage 123.4 and mileage 126.4 Vegreville Sub.,

Main track movements at 121st Street and 125th Avenue public crossing at grade mileage 3.8 Edmonton-Bissell Line,

Main track movements 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.

1.5 OTHER MODIFICATIONS—

RULE 5—North Edmonton — The time of all trains applies at the railway crossing.

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**EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL
SUBDIVISION FOOTNOTES**

2 GENERAL FOOTNOTES

- 2.1 **North Edmonton—**
- (a) Switch leading to 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.
 - (b) 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.
 - (c) AC1 scanner located approximately 200 feet west of eastward block signal 02 on North Edmonton-Calder line. In order to obtain a proper reading of all cars in a train or Yard movement, the following instructions apply:
Eastward movements stopped by a stop indication on eastward signal 02 must stop clear of the AC1 scanner bungalow until permission has been obtained to pass the stop signal or a more favorable indication has been accepted.
Movements from Wainwright Sub. thence to Vegreville Sub. or from Vegreville Sub. thence to Wainwright Sub. must pull clear of AC1 scanner before reversing direction.
- 2.2 **Calder—**Power operated switches in conjunction with route indicator signals are controlled by switch tender in Main Tower. Crews may operate the switches manually by the use of push buttons located in manual control box after receiving permission from switch tender.
When operated manually, the push buttons must not be pressed for alternate route until entire movement has passed over the switch.
- 2.3 **Edmonton—**
- (a) 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.
 - (b) 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 between 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.
 - (c) Two tracks between West Jct. and east boundary 105th Street overpass mileage 0.4.
- 2.4 **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 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.

- 2.5 **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.

3 INTERLOCKING

- 3.1 **Railway Crossing 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.

4 EQUIPMENT RESTRICTIONS

- 4.1 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.
- 4.2 Engines must not be moved over the undertrack unloading pit at O.K. Construction Ltd., 107th Avenue and 92nd Street.
- 4.3 Engines with 6 wheel trucks must not be operated on any track on north side of diesel shops at Calder.
- 4.4 All movements on Loop Track at 121st Street and 125th Avenue on Edmonton-Bissell Line must be headed by an engine and not exceed 5 m.p.h.
- 4.5 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.

5 SPEEDS

	Miles per Hour	
	Passenger and Railiner	Other Movements
5.1 Between West Jct. and Mileage 7.2 Zone	70	50
West. Jct. and North Edmonton Zone	30	30
Mileage 1.5 to 1.7 Edmonton West Terminal Sub.	15	15
Spurs and Other tracks	10	10

CONDITIONAL SPEEDS

5.2 Mileage 0.4 Edmonton - North Edmonton Line (96th Street) Eastward movements approaching within 600 feet of crossing and until crossing occupied	20	20
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(Continued on Page 13)

(Continued from Page 12)

**EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL
SUBDIVISION FOOTNOTES**

	Miles per Hour	
	Passenger and Railiner	Other Movements
5.3 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	20	20
5.4 Movements through crossover between North track and South track at Union Jct.	10	10

6 PUBLIC CROSSING AT GRADE

- Edmonton - North Edmonton Line**
- 6.1 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 the crossing must not be obstructed until protection has been in operation for 35 seconds.
 - 6.2 Mileage 0.4 (96th Street) automatically protected. Equipped with push button. STOP sign governing movements from ramp and shed tracks is located to left of the leads.
 - 6.3 Mileage 0.5 (95th Street) Movements on south service track or City Waterworks Spur must not exceed 5 miles per hour until crossing occupied.
 - 6.4 Mileage 1.5 (82nd Street) automatically protected. One or more STOP signs erected on other than the main track.
 - 6.5 Mileage 1.74 (115th Avenue) automatically protected. Special Instruction M-15(b) applicable to westward movements.

- 6.6 Mileage 3.1 (66th Street) automatically protected. Equipped with push button. Westward movements on south service track must start crossing protection by operating push button. One or more STOP signs erected on other than the main track.
- North Edmonton - Calder Line**
- 6.7 127th Avenue (between 102nd Street and 103rd Street) STOP signs erected on Wye track. STOP sign governing northward movements on east leg of Wye located to left of this track.
- Edmonton - Bissell Line**
- 6.8 Interchange Tracks—104th Avenue (between 110th and 111th Streets). Automatically protected. Equipped with push button. STOP signs erected on other than the main track.
- 6.9 Movements must be protected by a flagman over public crossings at grade on all tracks over 103rd and 104th Avenues between 101st and 111th Streets, except Interchange Tracks between 110th and 111th Streets. Day signals shall be used by day and lighted yellow fuses by night.
- 6.10 Mileage 3.87 (125th Avenue) automatically protected. Equipped with push button for westward movements on westward main track only. Movements other than Passenger and Express trains must not obstruct this crossing between the hours of 0545 to 0600, 0645 to 0700 and 1530 to 1545 Monday to Friday inclusive.
- 6.11 Mileage 6.4 (156th Street) automatically protected. Equipped with push button for eastward movements on either main track. When protection is stopped by operating push button, crossing must then not be obstructed until gates are horizontal.

7 SPRING SWITCH

- 7.1 Eastward movements on eastward track must not exceed 20 m.p.h. through spring switch mileage 0.4 North Edmonton - Calder Line until leading wheels have passed through the switch.

WESTWARD TRAINS			Miles from Edmonton	EDSON SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS		
FIRST CLASS				MOUNTAIN STANDARD TIME	STATIONS			FIRST CLASS		
---	---	1 Passenger						2 Passenger	---	---
---	---	Daily								
---	---	1705	7.2	Two Tracks	BISSELL	P	YARD	1210	---	---
---	---		7.8		12.5					
---	---		19.7	SPRUCE GROVE	P		109	---	---	
---	---	1730	32.5	12.8	CARVEL	P	108	1140	---	
---	---		44.3	11.8	WABAMUN	P	132	---	---	
---	---		58.1	13.8	GAINFORD	P	109	---	---	
---	---		66.3	8.2	ENTWISTLE	P	111	---	---	
---	---	1810	68.1	1.8	EVANSBURG	P		1100	---	
---	---		77.5	9.4	WILDWOOD	PW	111	---	---	
---	---		88.1	10.6	LEAMAN	P	107	---	---	
---	---	1842	99.7	11.6	NITON	P	108	1030	---	
---	---		109.8	10.1	PEERS	P	110	---	---	
---	---		120.8	11.0	WOLF CREEK	P	109	---	---	
---	---	s1920	129.6	8.8	EDSON	CKPWY	FY	145	1000	
---	---	1935		9.3	BICKERDIKE	P	165	s0945	---	
---	---		138.9	10.2	GALLOWAY	P	120	---	---	
---	---		139.4	6.7	MEDICINE LODGE	P	110	0910	---	
---	---	2005	155.8	9.4	OBED	P	104	---	---	
---	---		165.2	11.8	PEDLEY	PW	112	---	---	
---	---		177.0	7.6	HINTON	P	120	s0840	---	
---	---	s2045	184.6	11.6	SOLOMON	P	113	---	---	
---	---		196.2	3.2	SWAN LANDING	P	160	---	---	
---	---		199.4	8.8	MIETTE	P	131	0803	---	
---	---	2117	208.2	6.4	DEVONA	P	133	---	---	
---	---		214.6	5.9	SNARING	P	131	---	---	
---	---		220.5	7.1	HENRY HOUSE	P	131	---	---	
---	---	s2200	227.6	8.1	JASPER	CKPWY	GH	52	0730	
---	---		235.7							
---	---	1						Daily	---	
---	---							2	---	

EDSON SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

Edson—All trains must obtain clearance.
Swan Landing—Trains from Grande Cache Sub. to Edson Sub. will obtain clearance only when so directed by Train Dispatcher.

1.2 TRAIN REGISTER MODIFICATIONS—

Edson — Passenger trains may register by register ticket.

All clearances issued to a train which is to operate on both Edson and Foothills Subs. must be OK'd by both train dispatchers handling the territory.

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EDSON SUBDIVISION FOOTNOTES

1.3 CTC SPECIAL FEATURES

No train or engine shall clear the main track at the following switches (BTC 115337, 117866, R-14022): East and west switches mileage 10.7

Mileage 12.7	Mileage 44.8	Mileage 130.6
23.2	51.8	134.6
23.6	67.3	143.5
24.0	71.4	160.0
24.4	92.0	184.5
38.8	115.7	231.4

Rule 264—Authority to pass westward 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.

Rule 268—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.

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.

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

2 GENERAL FOOTNOTES

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

2.2 Edson—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.

2.3 Bickerdike—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.

2.4 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.

2.5 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.

2.6 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.

2.7 Jasper—Passenger siding is located on station track 1 between first switch east of station and first switch west of station.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

3.2 Engines with six wheel trucks must not enter Calgary Power Ltd. Spur Mileage 41.8.

3.3 Units in 3000 or 5000 series must not be operated on Tracks 4, 5 or 10 in Northwestern Pulp and Power Co. Ltd. trackage at Hinton.

4 SPEEDS

		Miles per Hour	
			*Other
4.1 Mileage		Passenger	Movements

7.2 to 47.0	Zone	75	55
33.4 to 33.7		55	40
43.4 to 43.8		60	--
47.0 to 68.3	Zone	60	50
48.7 to 53.4		50	45
68.3 to 148.0	Zone	75	55
73.3 to 73.7		65	50
83.0 to 86.3		60	50
106.1 to 106.5		70	--
122.0 to 122.8		50	40
135.2 to 136.9		50	40
148.0 to 157.5	Zone	55	45
157.5 to 170.0	Zone	70	55
166.9 to 167.2		60	50
170.0 to 179.3	Zone	75	55
179.3 to 183.9	Zone	60	50
183.9 to 204.1	Zone	55	40
187.5 to 188.2		40	35
193.3 to 193.7		30	30
204.1 to 205.6	Zone	30	20
205.6 to 215.6	Zone	65	55
215.6 to 215.9	Zone	45	30
215.9 to 222.1	Zone	65	50
222.1 to 224.3	Zone	55	40
224.3 to 231.6	Zone	75	55
231.6 to 234.5	Zone	45	30
234.5 to 235.7	Zone	20	20

*EXPRESS TRAINS: (Between Bissell and Hinton). Unless otherwise restricted, trains designated as express by timetable schedule or as Express Extra by clearance may run five (5) miles per hour in excess of freight train speeds. They must not exceed 65 m.p.h. or passenger train speed at any point.

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EDSON SUBDIVISION FOOTNOTES

	CONDITIONAL SPEEDS	
	Miles per Hour	Other Movements
4.2 Mileage 128.7 (Highway 16)	60	--
4.3 Mileage 184.3 (Old Highway 16)	30	30
4.4 Trains handling Hinton, Cadomin or Wabamun rock	--	40
4.5 Except as may be required by Special Instruction M-15	25	25
5.1 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.	10	10
5.2 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.	10	10

5 CONDITIONAL PASSENGER STOPS

5.1 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.

5.2 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.

6 PUBLIC CROSSINGS AT GRADE

6.1 Mileage 7.5 (170th Street) automatically protected. Equipped with push buttons for westward movements on either track. When protection is stopped by operating push button, crossing must then not be obstructed until gates are horizontal.

6.2 Mileage 57.9 (Municipal District Road) automatically protected. Push button will not function if main track occupied within 100 feet on either side of crossing.

6.3 Mileage 109.8 (Highway 32) automatically protected. Push button will not function if main track is occupied within 50 feet of the crossing.

6.4 Mileage 120.7 (Highway 544Y) automatically protected. Push button will not function if main track is occupied within 200 feet on either side of the crossing.

7 HOT BOX SCANNERS AND DRAGGING EQUIPMENT DETECTORS

7.1 Located at mileages 46.7, 92.3, 173.7 and 205.9.

8 TUNNEL
8.1 Mileage 204.8 ----- 745 feet

9 SPURS AND OTHER TRACKS

9.1 **INLAND CEMENT CO. LTD.**
Mileage 7.1—Extends eastward off North track, switch points face west, 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.

9.2 **CALGARY POWER LTD.**
Mileage 41.8—Extends 7.3 miles westward, switch points face east. Maximum speed on this spur: 15 miles per hour.

9.3 **WESTERN FLY ASH**
Mileage 44.8—Connected on east end off Calgary Power Ltd. spur. 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 from 60 feet east to 100 feet west of silo at extreme west end of spur.

9.4 **ALBERTA CONCRETE PRODUCTS CO. LTD.**
Mileage 45.1—Extends westward, switch points face east, capacity 80 cars. Safety Spur 820 feet from main track. Cars must not be left between the main track and the safety spur.

9.5 **HUDSON BAY OIL & GAS CO. LTD.**
Mileage 134.6—Extends westward, switch points face east, capacity 61 cars. 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.

	Mileage	Car Capacity	Points Face
Edmonton Potato Growers	7.7	20	W
Winterburn	10.7	11	E W
Canadian Natural Gas and Liquids	12.7	8	E
Acheson	14.2	113	E W
Imperial Oil Ltd.	23.2	9	W
Temple Industries	23.6	15	W
Stony Plain	24.0	46	W
Stony Plain	24.4	47	W
Duffield	38.4	91	W
Calgary Power Ltd.	44.8	27	E
Fallis	51.8	65	E W
Industrial Spur	67.3	12	W
Evansburg	68.1	121	E W
Banff Mining and Quarrying Ltd.	71.4	10	E
Mackay	92.4	74	E
Rosevear	115.7	50	E
Hett and Sibbald Ltd.	130.6	23	W
Marlboro	143.5	23	E
Hargwen	160.0	38	E
Entrance	189.7	12	W
Brule	201.2	108	E W
Ballast Spur	231.4	36	E

NORTHWARD TRAINS		Miles from Bretville Jct.	Yard Limits	CAMROSE SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS			
FIRST CLASS	695 Passenger Railer Daily			STATIONS	694 Passenger Railer			854 Freight	888 Freight		
		95.1	93.7	MIRROR	CKPYZ	MR	YARD		1250	2305	
		92.5		LAMERTON							
		84.3		BASHAW	P		40		1229	2246	
		75.8		DOREENLEE			47		1215	2233	
		70.6		FERINTOSH	P		44		1207	2225	
		63.1		NEW NORWAY	P		44		1155	2213	
		59.8		DUHAMEL			44		1149	2208	
		55.2		FERLOW JCT.	PYZ				1836	2158	
		54.3		Jct. with Stettler Sub.							
		48.6		ALLIANCE JCT.	PZ						
				Jct. with Alliance Sub.							
		48.1		CAMROSE	BPWZ	CO	55		1826	2145	
		47.4		CAMROSE JCT.	PYZ						
				Jct. with Demay Sub.							
		45.5	45.4	BARLEE JCT.	P				1807	2139	
				Jct. with Kingman Sub.							
		38.3		ARMENA			32		1801	2127	
		31.3		HAY LAKES	P		40		1754	2115	
		24.7		NEW SAREPTA	P		31		1746	2104	
		17.0		LOOMA			31		1737	2053	
		9.9		BRETONA					1729		
		4.5		STRATHCONA	P				1723	2030	
		2.2		EAST EDMONTON	PR	VS	198		1719		
		0.0		BRETVILLE JCT.	P				1715		
				Jct. with Wainwright Sub.							
				CTC between Bretville Jct. and Strathcona controlled by Train Dispatcher at Edmonton.					Daily	Daily	Daily except Saturday
				CTC between mileages 48.4 and Ferlow Jct. controlled by Operator at Camrose.					694	854	888

CAMROSE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **CLEARANCES—**
Strathcona—Unless otherwise provided, Nos. 854 and 888 must obtain clearance at Calder and may then leave Strathcona without obtaining clearance.
Camrose—All trains must obtain clearance.
Mirror—All trains must obtain clearance.

1.2 **TRAIN REGISTER MODIFICATIONS—**
East Edmonton—No. 694 may register by register ticket daily except Saturday and Sunday. Other trains will register only when directed by train order.

Camrose—Trains may register by register ticket.
Mirror—Freight trains operating through Mirror may register by register ticket.

1.3 **CTC SPECIAL FEATURES—**
No train or engine shall clear the main track at the following switches (BTC 111578, R-12464): mileage 1.26, mileage 2.5 and mileage 4.4.

RULE 268—At East Edmonton, movements entering the main track through crossover mileage 1.7 must obtain train dispatcher's permission before reversing crossover south switch.

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CAMROSE SUBDIVISION FOOTNOTES

1.4 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 8.2 — 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.

1.5 OTHER MODIFICATIONS—

RULE 5—Camrose—The time of all trains applies at the station.

2 GENERAL FOOTNOTES

2.1 East Edmonton—Southward one mile sign governing the approach to Interlocked C.P. Rly. crossing at grade mileage 2.6 is located to left of main track.

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.

2.2 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.

3 INTERLOCKINGS

3.1 Junction—
Bretville Jct. Mileage 0.0 Controlled
See Interlockings, Wainwright Sub. footnotes.

3.2 Railway Crossing 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 also be observed.

3.3 Railway Crossing at Grade—
C.P. Rly. Mileage 47.7 Automatic
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.

Movements must not exceed 40 miles per hour while passing the governing approach signals.

4 EQUIPMENT RESTRICTIONS

4.1 Engines in 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.

4.2 Engines in 1000-1077 series, when coupled together, must not enter or use The Steel Co. of Canada Ltd. trackage at Camrose.

4.3 At Mirror, except for yard tracks, 1, 2, 3, 4, Extension Pass and Wye, engines in 5000-5299 series must not use other tracks.

4.4 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

5.1 Mileage	Zone	Miles per Hour		
		Railiner	Passenger except Railiner	Other Movements
0.0 to 54.3	Zone	75	60	40
On curves	Zone	60	50	---
5.3 to 5.6	-----	55	50	---
9.6 to 9.8	-----	55	55	---
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 95.1	Zone	---	60	40
54.3 to 54.6	-----	---	15	15
57.6 to 58.4	-----	---	40	30
*58.6 to 59.2	-----	---	55	---

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

CONDITIONAL SPEEDS

5.2 Mileage 1.6—	Miles per Hour		
	Railiner	Passenger except Railiner	Other Movements
Northward movements while passing block signal 16	---	---	35
5.3 Mileage 2.3 (Highway 16A)	35	35	35
Northward movements approaching within 1150 feet of crossing and until crossing occupied			
Southward movements proceeding at less than 30 miles per hour within 2500 feet of crossing, until crossing occupied	10	10	10
5.4 Mileage 11.9 (North-South County Road)	55	---	---
Northward movements approaching within 3900 feet of crossing and until crossing occupied			
5.5 Mileage 48.1 (48th Avenue)	5	5	5
Northward movements approaching within 250 feet of crossing and until crossing occupied			
Southward movements approaching within 1200 feet of crossing and until crossing occupied	30	30	30
5.6 Mileage 54.9—	10	10	10
Northward movements while passing block signal 549			
5.7 Sidings and other tracks	10	10	10
5.8 Mileages 0.0 to 95.1	---	---	25
Trains handling ore or ballast			
5.9 Mileages 0.0 to 95.1	---	---	---
Trains handling open top carloads of pipe—5 miles per hour less than speed specified for other movements on all curves.			

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CAMROSE SUBDIVISION FOOTNOTES

6 PUBLIC CROSSING AT GRADE

6.1 Mileage 48.1 (48th Avenue)
Automatically protected. Equipped with push button. STOP sign erected on other than the main track.

7 SPURS AND OTHER TRACKS

7.1 STRATHCONA LINE (includes GAINER'S LINE)
Mileage 4.5—Extends 9.1 miles westward, switch points face north.

GENERAL FOOTNOTES—

At South Edmonton, Gainer's Line is used jointly by C.P. Rly. as Willingdon Sub. main track for a distance of 600 feet in vicinity of overpass at 63rd Avenue. 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.

INTERLOCKING—

Railway Crossing at Grade.
C.P. Rly. Strathcona Line Automatic

NON-INTERLOCKED—

Railway Crossing at Grade.
C.P. Rly. South leg of wye Leduc Sub.

CONDITIONAL SPEED—

Mileage 0.3 Gainer's Line (63rd Avenue)—
Movements over crossing must not exceed 5 miles per hour.

PUBLIC CROSSINGS AT GRADE—

Mileage 0.3 Gainer's Line (63rd Avenue)—
Automatically protected. Equipped with push button or other appliance.

Mileage 2.2 Gainer's Line 76th Avenue—
STOP signs erected at crossing. Movements over crossing must be protected by a flagman.

7.2	Mileage	Car Capacity	Points Face
Gulf Oil Canada Ltd.	0.8	133	S
Alchem Co. Ltd.	1.3	7	S
Knightsbridge Industrial Lead	1.8	46	N
Western Gypsum Co. Ltd.	2.5	10	S
The Steel Co. of Canada Ltd.	2.7	70	N
Industrial Spur	3.1	43	N
A.I.M. Steel Ltd.	3.1	45	N
Team track	4.4	5	S
P. E. Ben Trucking	6.9	10	S
Interchange track with C.P. Rly.	47.5	25	N
The Steel Co. of Canada Ltd.	47.6	139	S
Ferintosh Pit	71.2	52	N
Lamerton	92.5	17	S

ALLIANCE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1

2 GENERAL FOOTNOTES

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

3 EQUIPMENT RESTRICTIONS

3.1 Only units in 1000-1077 and 1200-1399 series permitted.
3.2 Heaviest car permitted 177,000 lbs. gross.

4 SPEEDS

4.1 Mileage Miles per Hour
0.0 to 59.2 Zone All Movements 25

CONDITIONAL SPEEDS

4.2 Engines in 1200-1399 series 20
4.3 Movements handling loaded or empty hopper cars having a load limit of 95 tons or over 15
4.4 Tracks and Spurs not otherwise covered 10

5 PUBLIC CROSSING AT GRADE

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

6 SPURS AND OTHER TRACKS

6.1 FORESTBURG COLLIERIES LTD.
Mileage 45.0—Extends 7.4 miles. Connected to Wye switch.

GENERAL FOOTNOTES

When entraining and detraining, lookout for uneven ground and coarse gravel. Not more than 20 cars at one time may be shoved into the west yard and cars or engines must not be moved through the mine tippie.

WESTWARD TRAINS	Miles from Alliance Jct.	Yard Limits	ALLIANCE SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
			STATIONS					
↓	59.2	58.3	ALLIANCE	YWZ	YARD	↑		
	51.2	45.4	GALAHAD					31
	45.0		FORESTBURG	Y				53
	43.6	42.9	HEISLER	Z				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								

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

6.2 MAXIMUM SPEED 20 m.p.h.

	Mileage	Car Capacity	Points Face
Grain Spur	4.4	12	E W
Valentine	10.3	17	W
Dresser Industries Inc.	23.0	17	E W

WESTWARD TRAINS			SANGUDO SUBDIVISION			EASTWARD TRAINS		
FOURTH CLASS	Miles from Union Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FOURTH CLASS	Freight	Daily
515						516		
	*0.0	↓ 2.3	UNION JCT. ----- PRZ <small>Jct. with Edmonton West Terminal Sub.</small>				1100	
0830	1.7		CANNELL ----- Z		20	1054		
0843	5.0		ST. ALBERT -----		28	1044		
0855	13.0		VILLENEUVE -----		32	1020		
0906	19.4		CALAHOO -----		32	1000		
0930	29.4		ONOWAY -----		65	0930		
0941	36.0		GUNN -----		31	0855		
0955	44.4		GLENEVIS -----		31	0835		
1006	51.5		CHERHILL -----		21	0818		
1015	57.0		LISBURN -----		31	0805		
1024	62.5		SANGUDO -----		34	0752		
1037	68.9		ROCHFORD BRIDGE -----		32	0730		
1048	74.2	MAYERTHORPE -----		66	0713			
1100	79.8	GREENCOURT -----		29	0653			
1122	89.7	BLUE RIDGE -----		30	0620			
1200	103.3	Manual Block System	WHITECOURT ----- KYZ	WO	YARD	0530		
	106.6		HURDY -----		84			
	121.8		SILVER CREEK -----		82			
	132.7		KNIGHT -----		82			
	142.9		PASS CREEK -----		92			
	158.2		KAYBOB ----- Z		YARD			
	165.4							
	167.6							
			Rules 41 and 44 applicable between Union Jct. and Whitecourt. Rule 105A not applicable. Rules 321 to 323 applicable between Whitecourt and Kaybob. Rear flag protection in accordance with Rule 99 is not required between Whitecourt and Kaybob.			Daily except Sunday		
515						516		

SANGUDO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 Clearances—Unless otherwise provided, No. 515 must obtain clearance at Calder and may then leave Union Jct. without obtaining clearance.
- 1.2 Train Register Modifications—
Union Jct.—Trains will register only when directed by train order.
- 1.3 Special Instructions Apply—
SYSTEM 8.1
AREA A2 and A-3—between mileage 106.6 and mileage 167.3.
MANUAL BLOCK MB-1 to MB-18—applicable between mileage 106.6 and mileage 165.4.
- 1.4 Other Modifications—
Main track switch at mileage 120.5, when not in use, is to be left in the reverse position for movement to and from Texas Gulf Sulphur spur and against through movements on Sangudo Sub. Second and third paragraphs of Rule 104 amended accordingly.

2 GENERAL FOOTNOTES

- *2.1 Mileage between Union Jct. and Whitecourt commences 0.2 miles west of Junction switch.
- 2.2 Kaybob—Jumbo LPG tanks must not be moved on Loop track. Restricted clearance 17 feet 6 inches ATR at the tipple. Snowplows and flangers must not be operated under tipple.
- 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.

3 EQUIPMENT RESTRICTIONS

- 3.1 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

(Continued on Page 21)

(Continued from Page 20)

SANGUDO SUBDIVISION FOOTNOTES

4

SPEEDS

4.1 Mileage	Miles per Hour All Movements
0.0 to 60.0	Zone 40
* 3.3	bridge 20
* 4.7	bridge 30
60.0 to 91.5	Zone 30
63.0 to 65.0	Zone 20
91.5 to 101.5	Zone 10
101.5 to 103.3	Zone 30
103.3 to 120.5	Zone 20
106.3 to 108.1	Zone 10
115.3 to 116.7	Zone 10
120.5 to 140.0	Zone 40
128.0 to 128.3	Zone 30
140.0 to 157.5	Zone 30
157.5 to 167.6	Zone 20
*158.7	turnout 15
* Not marked with Speed restriction signs.	
4.2 Tracks and Spurs not otherwise covered	10

CONDITIONAL SPEEDS

4.3 Mileage 0.0 (156th Street)— Approaching within 250 feet of crossing until crossing occupied	5
4.4 Units in 5000-5299 series—Maximum Speed over bridges as follows:	
Mileage MPH Mileage MPH Mileage MPH	
10.6 30 52.8 20 82.8 20	
26.4 20 67.8 20 88.7 20	
27.1 10 71.4 10 90.1 20	
31.5 30 72.3 10 90.4 20	
33.4 20 73.0 20 120.6 20	

4.5 Trains handling cars with gross weight over 177,000 lbs. will be governed by the following Maximum speeds:

Mileage	Miles per Hour
0.0 to 34.0	20
34.0 to 60.0	30
60.0 to 63.0	20
63.0 to 65.0	10
65.0 to 91.5	20
91.5 to 101.5	10
101.5 to 103.3	20
103.3 to 167.6	Refer to Item 3.1

Such trains are further restricted over the following bridges:

Mileage MPH Mileage MPH Mileage MPH	
3.3 10 71.4 8 90.4 10	
26.4 10 72.3 8 93.3 8	
27.1 8 73.0 10 93.6 8	
33.4 10 82.8 10 94.8 8	
52.8 10 88.7 10 117.6 10	
67.8 10 90.1 10 120.3 10	
	120.6 10

5 PUBLIC CROSSING AT GRADE

- 5.1 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.

6

SPURS

- 6.1 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.
- 6.2 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 6.1(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 GF-30 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.
- 6.3 Chevron—Extends 4500 feet westward from mileage 143.8, switch points face east.
- 6.4 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	15
1.6	bridge 10
2.2 to 14.6	30

7 OTHER TRACKS

	Mileage	Car Capacity	Points Face
Inland Cement Co. Ltd.	0.1	146	E W
Weldwood of Canada Ltd.	0.4	11	W
Weldwood of Canada Ltd.	0.5	29	W
Consolidated Concrete Ltd.	1.3	37	W
Baroid of Canada Ltd.	28.3	4	E W
Baroid of Canada Ltd.	28.4	16	E
Imperial Oil Ltd.	74.2	8	W
Pit Spur	100.2	46	E W
Mobil Oil Canada Ltd.	102.4	44	E W
Meunier Bros. Construction Ltd.	166.5	9	E

NORTHWARD TRAINS		ATHABASCA SUBDIVISION		SOUTHWARD TRAINS	
Miles from N.A. Rly.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	
0.0		N.A. Rly. Jct. with Edmonton West Terminal Sub.			
20.2 Trains between N.A. Rly. and Morin Jct. will be governed by N.A. Rly. Time Table, Rules and Regulations.					
20.2		MORIN JCT. Z Jct. with N.A. Rly.			
21.1	21.9 ↓	MORINVILLE Z		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 Z		YARD	
RULES 41 and 44 APPLICABLE Rule 105A not applicable					

ATHABASCA SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 Clearances—Unless otherwise provided, extra trains created at Morin Jct. must obtain clearance at Calder and may then leave Morin Jct. without obtaining clearance.

Morinville—N.A. Rly. clearance will be delivered to southward trains by automobile. Clearance will be left in bill box at 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.

1.2 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1

2 GENERAL FOOTNOTES

2.1 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 429-8877 of their expected arrival time at Morin Jct. on southward trip.

2.2 **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.

3 EQUIPMENT RESTRICTIONS

3.1 Only units in 1000-1077 and 1200-1399 series permitted.

3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 81.0	Zone	20
76.6 to 76.8		15
81.0 to 93.1	Zone	15

CONDITIONAL SPEEDS

4.2 Mileage 0.0 to 81.0 Trains handling cars with gross weight over 177,000 lbs.	15
4.3 Sidings and other tracks	10

5 OTHER TRACKS

	Mileage	Car Capacity	Points Face
Peavey	26.9	16	N S
IXL Industries	91.1	12	S

WESTWARD TRAINS		FOOTHILLS SUBDIVISION		EASTWARD TRAINS	
Miles from Bickerdike	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	
0.0	↓	BICKERDIKE PR			
0.4	1.2	5.5	Y		
5.5		MCLEOD RIVER		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			
		2.1			
36.1	35.5 ↑	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	
48.1		1.3	Y		
48.5		COAL VALLEY			
		1.4			
49.9		FOOTHILLS			
RULES 41 and 44 APPLICABLE Rule 105A not applicable					

FOOTHILLS SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 TRAIN REGISTER MODIFICATIONS—

Bickerdike—Trains will register only when directed by train order.

1.2 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 8.1

1.3 OTHER MODIFICATIONS—

General Instruction (Form 696) A-220 applicable to eastward trains between Sterco and Coalspur. Eastward freight trains must comply with General Instruction T-311.

2 GENERAL FOOTNOTES

2.1 Unless authorized by Sup't Transportation, movements must not be operated beyond mileage 37.1.

2.2 **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 1.11 applicable at this switch.

2.3 Parkhill Jct.

Junction switch is in normal position when lined for Mountain Park sub.

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 36.6	Zone	25
32.9 to 33.4		10
36.6 to 49.9	Zone	15
On down grade:		
36.1 to 47.2		10

4.2 Sidings and other tracks 10

5 TUNNEL

5.1 Mileage 33.4 591 feet

6 SPURS AND OTHER TRACKS

6.1 **ERITH TIE CO.**
Mileage 11.5, capacity 9 cars, switch points face east.

6.2 **COALSPUR COLLIERIES LTD.**
Mileage 36.5, capacity 20 cars, switch points face east. Service track 450 feet long connected to both ends of Coalspur Collieries Ltd. trackage. Engines or cars must not use or enter this service track.

MOUNTAIN PARK SUBDIVISION FOOTNOTES	WESTWARD TRAINS		MOUNTAIN PARK SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS
	Miles from Parkhill Jct.	Yard Limits	STATIONS				
<p>1 RULE MODIFICATIONS</p> <p>1.1 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.</p> <p>1.2 SPECIAL INSTRUCTIONS APPLY. SYSTEM 8.1</p> <p>1.3 OTHER MODIFICATIONS— 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.</p> <p>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.</p> <p>System Special Instruction 6.1(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.</p> <p>System Special Instruction 6.1(b) not applicable on Mountain Park Sub.</p>	0.0	↓	PARKHILL JCT. ---Z Jct. with Foothills Sub. 0.5	---	---	---	<p>↑</p>
	0.5	↓	COALSPUR ---PYZ 6.4	---	YARD	---	
	6.9	1.5	MERCOAL 1.3	---	24	---	
	8.2	↓	STEEPER 3.6	---	33	---	
	11.8	↓	SHAW 6.2	---	33	---	
	18.0	↓	FIDLER 4.5	---	30	---	
	22.4	20.6	LEYLAND ---PRZ 1.2	Y	AN	50	
	22.5	↑	CADOMIN ---Z 7.9	---	55	---	
	23.7	↓	MOUNTAIN PARK ---Y	---	YARD	---	
	31.6	24.7					
<p>RULES 41 and 44 APPLICABLE Rule 105A not applicable</p>							

5 PUBLIC CROSSING AT GRADE

5.1 Mileage 0.9 (Highway 47) automatically protected. Before obstructing the crossing, it must be ascertained that automatic protection is and has been operating for 20 seconds.

6 SPURS AND OTHER TRACKS

- 6.1 Luscar Industrial Spur—
Mileage 22.4—Extends northward 5.3 miles. Connected to tail of Wye.
Maximum Speed ----- 15 m.p.h.
Eastward movements must comply with General Instruction 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.
- 6.2 Spur—
Mileage 23.6, capacity 4 cars, switch points face west.
- 6.3 Inland Cement Co. Ltd.—
Look out for restricted clearance on old tipple when chute is down.
- 6.4 Safety Spur—
Mileage 24.7—Connected at west end.
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.

2 GENERAL FOOTNOTES

- 2.1 Unless authorized by Sup't Transportation movements must not operate beyond mileage 25.5.
- 2.2 All movements keep sharp lookout for fallen rock between Leyland and Mountain Park and while switching Inland Cement Co. Ltd.
- 2.3 Parkhill Jct.—Junction switch is in normal position when lined for the Mountain Park Sub.
- 2.4 Shaw—Siding switches spiked and cannot be used.
- 2.5 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.
- 2.6 Mountain Park—Derail on main track 70 feet east of yard east switch.

3 EQUIPMENT RESTRICTIONS

- 3.1 Cars exceeding the following gross weights must be covered by handling instructions:
Parkhill Jct. to Leyland ----- 263,000 lbs.
Leyland to Mileage 25.5 ----- 220,000 lbs.

4 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 31.6	Zone	20
4.2 Tracks and Spurs not otherwise covered 10		

NORTHWARD TRAINS			GRANDE CACHE SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS
	Miles from Swan Landing	Yard Limits	STATIONS				
<p>↓</p>	0.0	↓	SWAN LANDING -----Z	---	---	YARD	<p>↑</p>
	2.8	2.8	WILDHAY 20.4	---	---	103	
	20.4	---	HANLON 20.6	---	---	140	
	41.0	---	GREY 32.0	---	---	144	
	73.0	---	DENARD 16.7	---	---	---	
	89.7	---	THORDARSON 4.9	---	---	101	
	94.6	106.7	WINNIANDY -----KZ 14.3	---	---	168	
	108.9	111.2	BOTTEN 26.5	---	---	113	
	135.4	---	AMUNDSON 21.3	---	---	116	
	156.7	---	LATORNELL 18.9	---	---	115	
	175.6	---	DORSCHIED 18.0	---	---	113	
	193.6	---	TOLSTAD 18.8	---	---	118	
	212.4	230.7	GRANDE PRAIRIE -----KZ 19.6	---	---	YARD	
	230.7	↑	Jct. with N.A. Rly.	---	---	---	
	232.0						
232.9							
<p>MANUAL BLOCK SYSTEM</p> <p>Rule 105A not applicable. Rules 321 to 323 applicable. Rear flag protection in accordance with Rule 99 is not required. Main track Grande Cache Sub. commences at Mileage 1.6 and ends at Mileage 231.0. Rule 105 applies between Mileages 0.0 and 1.6 and between Mileages 231.0 and 232.9.</p>							

GRANDE CACHE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 CLEARANCES—
Winniandy—Trains to Edson Sub. must obtain clearance Form 710C.
- 1.2 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1: applicable on yard limit signs.
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 6.1(b) not applicable.

2 GENERAL FOOTNOTES

- 2.1 Swan Landing—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 mileages 99.0 and 103.0 and between mileages 169.7 and 172.5.

3 EQUIPMENT RESTRICTIONS

- 3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 1.8	Zone	15
1.8 to 232.9	Zone	30
169.7 to 171.5	-----	10
172.4 to 172.8	-----	15
Sidings and Other tracks	-----	10
4.2 Southward loaded unit trains:		
Mileage		
109.2 to 1.8	-----	20
4.3 CONDITIONAL SPEEDS		
Mileage		
36.1 (until crossing occupied)	-----	20
55.0 (until crossing occupied)	-----	20
58.7 (until crossing occupied)	-----	20

5 RADIO SYSTEMS

- 5.1 Dispatchers' Wayside Network—
Proper standby channels for locomotives are listed below and are the same as channel used for tone calling train dispatcher Edmonton using DISP 2.

(Continued from Page 27)

BLACKFOOT SUBDIVISION FOOTNOTES

3 EQUIPMENT RESTRICTIONS

3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour		
		Railiner	Passenger except Railiner	Other Movements
0.0 to 12.0		45	40	30
5.0 to 6.2		30	20	20
12.0 to 116.0	Zone	70	50	50
12.0 to 116.0	On Curves	60		
40.7 to 40.9		55		40
54.0 to 54.8		55		40
61.6 to 62.8		55		40
82.2 to 85.2		50		40
85.2 to 86.8		45	45	35
92.3 to 92.5		55		40
95.8 to 96.0		55		45
104.5 to 106.8		50		40
110.6 to 111.3		55		45
112.8 to 113.1		55		45
116.0 to 124.4	Zone	55	50	45

4.2 Siding and Other Tracks -- 10 10 10

CONDITIONAL SPEEDS

4.3 Mileage 84.3 (49th Avenue)	Miles per Hour		
	Railiner	Passenger except Railiner	Other Movements
Approaching within 800 feet of crossing and until crossing occupied	20	20	20
Eastward movements proceeding at 10 miles per hour or less within 1200 feet of crossing until crossing occupied	10	10	10

Miles per Hour
Passenger except Railiner Other Railiner Move-ments

4.4 Mileage 84.4 (50th Avenue) Approaching within 700 feet of crossing and until crossing occupied ----- 20 20 20

Eastward movements proceeding at 5 miles per hour or less must not obstruct crossing until protection is and has been in operation for at least 20 seconds or until movement is protected by a flagman -----

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

5 PUBLIC CROSSINGS AT GRADE

5.1 Mileage 84.4 (50th Avenue) automatically protected. Equipped with push buttons.

Mileage 84.9 (55th Avenue) automatically protected. STOP signs erected on other than the main track.

6 OTHER TRACKS

6.1	Mileage	Car Capacity	Points Face
Elsro Asphalt Co. and Husky Oil Canada Ltd.	86.1	27	W

WESTWARD TRAINS

EASTWARD TRAINS

Miles from Connecting Switch	Yard Limits	DODSLAND SUBDIVISION		Office Signals	Siding Car Capacity
		STATIONS			
0.0	▼	-----	BIGGAR - CKWYZ	BI	YARD
6.0	0.6	-----	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
72.6	69.5	-----	DRIVER		39
78.5		-----	SMILEY	MY	42
85.9		-----	DEWAR LAKE		43
90.4		-----	HOOSIER		45
96.5		-----	GREENE		43
103.5	102.7	-----	LOVERNA	RYZ VO	41
115.8	104.6	-----	ESTHER		27
126.1		-----	NEW BRIGDEN		37
134.2		-----	SEDALIA		37
154.0	153.0	-----	HEMARUKA	YZ	YARD

Rules 41 and 44 applicable
Rule 105A not applicable

DODSLAND SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY SYSTEM 8.1

2 GENERAL FOOTNOTES

2.1 Biggar—Dodsland sub. connects with siding at Biggar. Connecting switch which is located 1 mile west of Biggar is in normal position when lined for through movement on siding and against movement to or from Dodsland sub.

East yard limit sign at Biggar located on south side of main track.

3 INTERLOCKING

3.1 Railway Crossing at Grade—C.P. Ry. Mileage 46.6 ----- Automatic Trains must not exceed 15 miles per hour while passing the governing approach signal (BTC 101328).

4 EQUIPMENT RESTRICTIONS

4.1 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

5.1 Mileage	Zone	Miles per Hour All Movements
0.0 to 66.0		25
34.0 -- westward trains (on curve) --		20
66.0 to 154.0	Zone	20
5.2 Mileage 0.0 to 154.0		
Trains handling LPG products -----		15

NORTHWARD TRAINS			BATTLEFORD SUBDIVISION			SOUTHWARD TRAINS		
FOURTH CLASS	Miles from Battleford	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FOURTH CLASS	BATTLEFORD SUBDIVISION FOOTNOTES	
93 C.P. Rly. Freight Tuesday, Thursday, Sunday						94 C.P. Rly. Freight	1 GENERAL FOOTNOTES 1.1 Cut Knife Jct.—Junction switch is in normal position when set for Cut Knife Sub. 1.2 Battleford Jct.—No. 94 will wait for No. 93. Telephone in register office Battleford Jct., connected with yard office North Battleford.	
From Cut Knife Sub.	0.0	↓	BATTLEFORD PRYZ 2.2	BF	YARD	To Cut Knife Sub.		
1433	2.2	2.3	CUT KNIFE JCT. RZ Jct. with Cut Knife Sub.			1715		
1458	7.8	7.3	BATTLEFORD JCT. PRZ Jct. with Blackfoot Sub.			1650		
			RULES 41 and 44 APPLICABLE			Tuesday, Thursday, Sunday	2 SPEEDS 2.1 Mileage 0.0 to 7.8 Zone Miles per Hour All Movements 15	
93						94		

WESTWARD TRAINS			CUT KNIFE SUBDIVISION			EASTWARD TRAINS		
FOURTH CLASS	Miles from Cut Knife Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FOURTH CLASS	CUT KNIFE SUBDIVISION FOOTNOTES	
94 C.P. Rly. Freight Tuesday, Thursday, Sunday						93 C.P. Rly. Freight	1 RULE MODIFICATIONS 1.1 Clearances— Rosemound — No. 93 may leave without obtaining clearance. 1.2 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1 2 GENERAL FOOTNOTES 2.1 Cut Knife Jct.—Junction switch is in normal position when set for Cut Knife Sub. 3 SPEEDS 3.1 Mileage Miles per Hour All Movements 0.0 to 26.8 Zone 20 1.8 to 2.1 Zone 10 26.8 to 43.8 Zone 15 3.2 Sidings and Other Tracks 10 4 OTHER TRACKS 4.1 Newby Mileage Capacity Points Face 34.8 19 E	
1715	0.0		CUT KNIFE JCT. R Jct. with Battleford Sub.			1433		
1730	3.4		LINDEQUIST 6.1		17	1421		
1755	9.5		PRONGUA 13.5		39	1402		
1835	23.0		GALLIVAN 3.8		37	1321		
1850	26.8		ROSEMOUND R Jct. with C.P. Rly.			1310		
	38.0		TATSFIELD 11.2		40			
	43.8	42.9	CARRUTHERS YZ 5.8		YARD			
			RULES 41 and 44 APPLICABLE Rule 105A not applicable			Tuesday, Thursday, Sunday	4 OTHER TRACKS 4.1 Newby Mileage Capacity Points Face 34.8 19 E	
94						93		

WESTWARD TRAINS			VEGREVILLE SUBDIVISION			EASTWARD TRAINS				
FOURTH CLASS	FIRST CLASS		Miles from Vermilion	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FIRST CLASS	FOURTH CLASS	
709 Freight Daily ex. Sun.	697 Passenger Railiner Daily	691 Passenger Railiner Daily						696 Passenger Railiner	690 Passenger Railiner	884 Freight
1245	-----	0924	0.0	↓	VERMILION KPWYZ	VN	30	s 1954	1140	
1300	-----	0932	7.4	0.8	CLAYSMORE		32	1946	1123	
1310	-----	s 0940	14.6		MANNVILLE	P	33	s 1938	1111	
1322	-----	s 0949	22.9		MINBURN	P	32	s 1927	1100	
1339	-----	s 0959	31.6		INNISFREE	P	25	s 1916	1046	
1350	-----	s 1008	39.2		RANFURLY	P	36	s 1907	1035	
1403	-----	s 1019	48.2		LAVOY	P	33	s 1856	1019	
1415	-----	s 1029	57.1	56.1	VEGREVILLE PWZ	RG	64	s 1846	0947	
1417	-----	1030	58.0	59.1	VEGREVILLE JCT. PYZ Jct. with Haight Sub.			1844	0945	
1425	-----	1035	64.0		ROYAL PARK		33	1839	0937	
1435	-----	s 1042	70.9		MUNDARE	P	51	s 1832	0926	
1446	-----	1048	77.6		HILLIARD		36	1825	0915	
1457	-----	s 1055	85.1		CHIPMAN	P	37	s 1817	0904	
1509	-----	s 1103	92.4		LAMONT	P	41	s 1807	0854	
1521	-----	s 1111	99.2		BRUDERHEIM	P	34	s 1802	0844	
1532	-----	1117	106.2		SCOTFORD		34	1755	0835	
1542	-----	s 1125	112.7	110.4	FORT SASKATCHEWAN PZ	FS	63	s 1747	0826	
1552	-----	1131	118.0	115.0	RIVER BEND		33	To Coronado Sub. 1742	0816	
1559	-----	1135	121.7		OLIVER		33	1738	0810	
1605	-----	1138	122.9		ST. PAUL JCT. PR Jct. with Coronado Sub.			1726	1736	0805
	-----	1124	126.4		NORTH EDMONTON P Interlocked with Wainwright and Edmonton East Terminal Subs.			1720	1730	-----
709	697	691						Daily	Daily	Daily except Sunday
								696	690	884

VEGREVILLE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—
 St. Paul Jct.—Unless otherwise provided No. 884 must obtain clearance at Calder and may then leave St. Paul Jct. without obtaining clearance.

1.2 TRAIN REGISTER MODIFICATIONS—
 Vermilion—First class trains may register by register ticket.
 St. Paul Jct.—Trains will register only when directed by train order.

1.3 OTHER MODIFICATIONS—
 RULE 5—Vermilion—Time of No. 884 applies at the siding west switch.
 —North Edmonton—Time of all trains applies at the railway crossing.

2 GENERAL FOOTNOTES

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

HAIGHT SUBDIVISION FOOTNOTES		NORTHWARD TRAINS		HAIGHT SUBDIVISION		SOUTHWARD TRAINS	
1 RULE MODIFICATIONS		Miles from Haight Jct.	Yard Limits	STATIONS		Office Signals	Siding Car Capacity
1.1 Special Instructions Apply— SYSTEM 8.1.				0.0			
2 GENERAL FOOTNOTES		6.5		HAIGHT 7.4		34	
2.1 Unless authorized by Supt. Transportation, movements must not be operated between mileage 0.0 and mileage 13.0.		13.9		INLAND 7.9		32	
3 SPEEDS		21.8	20.7	VEGREVILLE JCT. PYZ Jct. with Vegreville Sub.			
3.1 Mileage		Miles per Hour All Movements					
0.0 to 21.8		15					
Sidings and Other tracks		10					
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

DEMAY SUBDIVISION FOOTNOTES		NORTHWARD TRAINS		DEMAY SUBDIVISION		SOUTHWARD TRAINS	
1 RULE MODIFICATIONS		*Miles from Camrose Jct.	Yard Limits	STATIONS		Office Signals	Siding Car Capacity
1.1 Special Instructions Apply— SYSTEM 8.1.				0.0	1.3		
2 GENERAL FOOTNOTES		7.4		DEMAY 5.5		33	
2.1 Unless authorized by Supt. Transportation, movements must not be operated between mileage 0.0 and mileage 12.0.		12.9		ROUNDHILL 5.9		32	
2.2 Ryley—Demay Sub. connects with siding at Ryley. Switch is in normal position when lined for through movement in siding. *Mileage terminates at switch connecting the siding with Demay Sub., 0.6 miles west of station at Ryley.		18.8		DODDS 6.2		31	
3 SPEEDS		25.0		RYLEY P			
3.1 Mileage		Miles per Hour All Movements					
0.0 to 25.0		15					
13.0 (First Street) Approaching within 500 feet of crossing and until crossing occupied		10					
Sidings and Other tracks		10					
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

4 SPURS AND OTHER TRACKS			
Mileage	Car Capacity	Points Face	
E. H. Brown	24.7	5	N

KINGMAN SUBDIVISION FOOTNOTES		NORTHWARD TRAINS		KINGMAN SUBDIVISION		SOUTHWARD TRAINS	
1 RULE MODIFICATIONS		Miles from Tofield	Yard Limits	STATIONS		Office Signals	Siding Car Capacity
1.1 Special Instructions Apply— SYSTEM 8.1.				23.7			
2 GENERAL FOOTNOTES		23.4		DINANT 5.3		43	
2.1 Unless authorized by Supt. Transportation, movements must not be operated between mileage 13.0 and mileage 23.7.		18.4		KINGMAN 6.4		44	
2.2 Tofield—Kingman sub. connects with siding at Tofield. Switch is in normal position when lined for through movement on siding. *Mileage commences at switch connecting the siding with Kingman sub., 0.7 miles east of station at Tofield.		12.0		BARDO 6.4		44	
3 SPEEDS		5.6		TOFIELD PY			
3.1 Mileage		Miles per Hour All Movements					
0.0 to 23.7		10					
Sidings and Other tracks		10					
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

WESTWARD TRAINS				CORONADO SUBDIVISION				EASTWARD TRAINS			
FOURTH CLASS	FIRST CLASS		Miles from St. Paul Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FIRST CLASS		FOURTH CLASS	
583 Freight	698 Passenger Railiner	697 Passenger Railiner						699 Passenger Railiner	696 Passenger Railiner	836 Freight	584 Freight
Monday, Wednesday, Friday	Daily	Daily									
0600			160.0	↓	HEINSBURG RYZ		YARD				1715
0629			149.4	↓	LINDBERGH P		32				1655
0650			139.6	↓	ELK POINT P		33				1627
0730	2000	0850	120.2	↑	ST. PAUL PRWYZ	AU	32	s 0840	s 1950		1545
	F 2009	F 0858	112.8	↑	OWLSEYE P		29	F 0831	F 1942	To Bonnyville Sub.	1525
	F 2014	F 0903	108.5	↑	ABILENE Z		24	F 0825	F 1937		1510
	2015	0904	108.1	↑	ABILENE JCT. PRYZ Jct. with Bonnyville Sub.			0823	1935	0640	1505
	To Bonnyville Sub.	s 0908	104.7	↑	ASHMONT P		34	From Bonnyville Sub.	s 1930	0630	1455
		s 0915	98.2		SPEDDEN P				s 1922	0618	1430
		s 0924	89.8		VILNA P		36		s 1911	0602	1405
		s 0935	80.0		BELLIS P		36		s 1859	0542	1335
		F 0941	74.7		EDWARD P		33		F 1853	0532	1315
		s 0957	64.6		SMOKY LAKE PW	SM	25		s 1840	0512	1250
		s 1007	57.0		WARSPITE P		32		s 1831	0459	1215
		s 1016	50.1		WASKATENAU P		32		s 1823	0446	1150
		s 1024	43.1		RADWAY P		37		s 1815	0433	1125
		1034	34.9		KERENSKY P		35			1805	0417
		s 1041	29.6		REDWATER P	R	45		s 1758	0407	1041
		F 1051	20.6		CORONADO P		28		F 1748	0346	0940
		F 1058	15.6		GIBBONS P		49		F 1743	0337	0930
		1108	7.2		DUAGH P		32			1734	0320
		1118	0.0		ST. PAUL JCT. PR Jct. with Vegreville Sub.					1726	0305
Rule 41 applicable between St. Paul and Heinsburg											
583	698	697						Daily	Daily	Daily ex. Saturday, Sunday	Sunday, Tuesday, Thursday
								699	696	836	584

CORONADO SUBDIVISION FOOTNOTES ON PAGE 36

CORONADO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 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—No. 698 may leave without clearance provided schedule is assumed by crew arriving St. Paul on No. 696.

All other trains must obtain clearance.

Heinsburg—No. 583 may leave without clearance provided schedule is assumed by crew arriving Heinsburg on No. 584.

1.2 TRAIN REGISTER MODIFICATIONS—

St. Paul Jct.—Trains will register only when directed by train order.

1.3 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 8.1—between Elk Point and Heinsburg.

1.4 OTHER MODIFICATIONS—

RULE 5—St. Paul—Time of first class trains applies at the station.

2 GENERAL FOOTNOTES

2.1 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.

3 EQUIPMENT RESTRICTIONS

3.1 Units in 5000-5299 series prohibited.

3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

Mileage	Zone	Miles per Hour		
		Railiner	Passenger except Railiner	Other Movements
0.0 to 119.5		70	50	40
	on curves	60	--	--
*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
119.5 to 160.0		40	40	30
125.6 to 126.4		35	30	25
152.5 to 153.0		5	5	5
154.1 to 154.2		15	15	15

*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.

CONDITIONAL SPEEDS

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Other Movements
4.2 Mileage 29.5 (Main Street)			
Westward movements approaching within 1800 feet of crossing and until crossing occupied	50	--	--
4.3 Mileage 64.3 (Highway 855)			
Westward movements approaching within 1650 feet of crossing and until crossing occupied	45	45	--
4.4 Mileage 120.1 (51st Street)			
Westward movements approaching within 400 feet of crossing and until crossing occupied	10	10	10
4.5 Over east and west legs of wye at Abilene Jct.	25	25	25
4.6 Mileage 0.0 to 160.0			
Movements handling ballast	--	--	25
4.7 Mileage 0.0 to 160.0			
Movements handling one or more cars with gross weight exceeding 177,000 lbs.	--	--	20
Such movements are further restricted to 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			
4.8 Sidings and Other tracks	10	10	10

5 PUBLIC CROSSINGS AT GRADE

5.1 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.

5.2 Mileage 89.9 (Main Street) automatically protected. STOP sign erected on other than main track.

6 SPURS AND OTHER TRACKS

6.1 Armco Canada Ltd.—
Mileage 28.8—Capacity 7 cars. Switch points face east. All cars left on this spur must have hand brakes applied at all times.

	Mileage	Car Capacity	Points Face
Imperial Oil Ltd.	29.8	138	E
Smoky Lake Processors Ltd.	65.1	47	W
Canadian Salt Co.	151.5	33	E W
Run Around Track	151.5	6	E W

BONNYVILLE SUBDIVISION FOOTNOTES

1 GENERAL FOOTNOTES

1.1 Spur mileage 37.0—switch spiked and spur cannot be used.

1.2 CFB Spur Mileage 59.6—switch spiked and spur cannot be used.

2 SPEEDS

Mileage	Zone	Miles per Hour		
		Railiner	Passenger except Railiner	Other Movements
0.0 to 61.1		65	40	30
On Curves		60	--	--
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	--	--
2.2 Sidings and Other tracks		10	10	10
2.3 Mileage 0.0 to 61.1				
Movements handling cars with gross weight over 220,000 lbs.		--	--	20
2.4 Movements handling one or more cars with gross weight over 177,000 lbs. must not exceed 20 miles per hour over bridges mileages 51.8, 53.2 and 57.8.				

3 OTHER TRACKS

	Mileage	Car Capacity	Points Face
Spur	37.0	22	E
CFB Spur	59.6	135	E
CFB Airport Trackage	60.4	325	connected to Tail of Wye

WESTWARD TRAINS	FIRST CLASS	Miles from Abilene Jct.	Yard Limits	BONNYVILLE SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
				FIRST CLASS	FOURTH CLASS				
699	Passenger Railiner							698	836
	Daily							Passenger Railiner	Freight
0710		61.1	↓	GRAND CENTRE	PRYZ	NC	YARD	s 2130	0935
0715		57.2	59.5	BEAVER RIVER	P			2122	0925
F 0726		48.2		ARDMORE	P			F 2111	0906
F 0732		42.9		FORT KENT	P			F 2105	0854
s 0740		36.6		BONNYVILLE	PW	N	40	s 2057	0840
0754		24.1		FRANCHERE			32	2043	0812
s 0800		18.8		GLENDON	P		32	s 2037	0800
s 0805		14.7		THERIEN			35	s 2032	0720
s 0811		9.8		MALLAIG	P		31	s 2026	0705
0823		0.0	0.6	ABILENE JCT.	PRYZ			2015	0640
				Jct. with Coronado Sub.					
699								Daily	Daily ex. Saturday, Sunday
								698	836

BODO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1.

2 GENERAL FOOTNOTES

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

*Mileage commences at the switch connecting the siding with Bodo Sub. 0.4 miles west of station Unity.

3 SPEEDS

Mileage	Miles per Hour
0.0 to 26.0	15
26.0 to 51.5	20
Sidings and Other tracks	10

WESTWARD TRAINS	FIRST CLASS	Miles from Connecting switch	Yard Limits	BODO SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
				FIRST CLASS	FOURTH CLASS				
		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	Z		YARD		

RULES 41 and 44 APPLICABLE
Rule 105A not applicable

NORTHWARD TRAINS		Miles from Batter Jct.	Yard Limits	SHEERNESS SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS		
				STATIONS						
↕		53.7		WARDLOW	Y		YARD	↕		
				7.4						
		46.3		CESSFORD			32			
				7.1						
		39.2		POLLOCKVILLE			40			
				13.6						
		25.6		SUNNYNOOK			33			
				14.1						
11.5		SHEERNESS			33					
		5.4								
6.1		TAPLOW			32					
		6.1								
0.0		BATTER JCT.	PR							
				Jct. with Oyen Sub.						
RULES 41 and 44 APPLICABLE Rule 105A not applicable										

SHEERNESS SUBDIVISION FOOTNOTES

- | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--------------|-------------|--------------|-------------|----------------------------|------|-----|-----|---------------------|------|----|---|-------------|------|----|---|---------------------|------|----|---|
| <p>1 RULE MODIFICATIONS</p> <p>1.1 REGISTER MODIFICATIONS—
Batter Jct.—Trains will register only when directed by train order.</p> <p>1.2 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1.</p> <p>2 GENERAL FOOTNOTES</p> <p>2.1 Unless authorized by Superintendent of Transportation, movements must not be operated beyond mileage 46.8.</p> <p>2.2 Pollockville—Siding is located between south switch and crossover north of station.</p> | <p>3 SPEEDS</p> <p>3.1 Mileage Miles per Hour
All Movements
0.0 to 53.7 ----- 25
Sidings and Other tracks ----- 10</p> <p>4 OTHER TRACKS</p> <table border="0"> <tr> <td></td> <td>Mileage</td> <td>Car Capacity</td> <td>Points Face</td> </tr> <tr> <td>Battle River Coal Co. Ltd.</td> <td>12.7</td> <td>195</td> <td>N S</td> </tr> <tr> <td>Ipex Oil & Gas Ltd.</td> <td>34.1</td> <td>14</td> <td>S</td> </tr> <tr> <td>Ballast Pit</td> <td>39.8</td> <td>88</td> <td>N</td> </tr> <tr> <td>Murphy Oil Co. Ltd.</td> <td>46.0</td> <td>20</td> <td>S</td> </tr> </table> | | Mileage | Car Capacity | Points Face | Battle River Coal Co. Ltd. | 12.7 | 195 | N S | Ipex Oil & Gas Ltd. | 34.1 | 14 | S | Ballast Pit | 39.8 | 88 | N | Murphy Oil Co. Ltd. | 46.0 | 20 | S |
| | Mileage | Car Capacity | Points Face | | | | | | | | | | | | | | | | | | |
| Battle River Coal Co. Ltd. | 12.7 | 195 | N S | | | | | | | | | | | | | | | | | | |
| Ipex Oil & Gas Ltd. | 34.1 | 14 | S | | | | | | | | | | | | | | | | | | |
| Ballast Pit | 39.8 | 88 | N | | | | | | | | | | | | | | | | | | |
| Murphy Oil Co. Ltd. | 46.0 | 20 | S | | | | | | | | | | | | | | | | | | |

NORTHWARD TRAINS		Miles from Scapa	Yard Limits	SPONDIN SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS		
				STATIONS						
↕		0.0		SCAPA	Y			↕		
				Jct. with Endiang Sub.						
				8.6						
		8.6		GARDEN PLAIN			38			
				8.8						
17.4		SPONDIN			32					
		0.3								
17.7		End of Operated Track								
RULES 41 and 44 APPLICABLE Rule 105A not applicable										

SPONDIN SUBDIVISION FOOTNOTES

- | | |
|--|---|
| <p>1 RULE MODIFICATIONS</p> <p>1.1 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1.</p> <p>2 GENERAL FOOTNOTES</p> <p>2.1 Scapa—Jct. switch spiked for through movement on Endiang Sub. and must not be reversed.</p> | <p>3 SPEEDS</p> <p>3.1 Mileage Miles per Hour
All Movements
0.0 to 17.7 ----- 10
Sidings and Other tracks ----- 10</p> |
|--|---|

WESTWARD TRAINS		FOURTH CLASS	Miles from Kindersley	Yard Limits	OYEN SUBDIVISION		Office Signals	Siding Car Capacity	FOURTH CLASS	EASTWARD TRAINS	
					MOUNTAIN STANDARD TIME					STATIONS	
		707							806		
		Freight							Freight		
		Daily									
		1300	0.0		KINDERSLEY	CKPWZ	KY	YARD	0310		
			0.7		0.7	ELROSE JCT.	Z				
			1.9		Jct. with Elrose Sub.		Y				
					7.6						
		1312	8.3	2.6	FAIRMOUNT			50	0255		
					6.7						
		1321	15.0		PINKHAM			58	0246		
					7.6						
		1331	22.6		FLAXCOMBE			46	0236		
					8.3						
		1342	30.9		MARENGO	P	GO	44	0225		
					5.9						
		1351	36.8		MERID	P		40	0216		
					7.2						
		1402	43.7	42.9	Jct. with Mantario Sub.		Y				
			44.0	44.2	ALSASK	PRZ	SK	52	0205		
					6.9						
		1411	50.9		SIBBALD	P		46	0156		
					9.8						
		1423	60.7		BENTON	P		46	0144		
					6.0						
		1431	66.7		OYEN	P	YN	68	0136		
					4.9						
		1437	71.6		EXCEL			40	0130		
					5.4						
		1444	77.0		LANFINE			54	0123		
					6.0						
		1452	83.0		CEREAL	P		43	0115		
					5.8						
		1500	88.8		CHINOOK	P		40	0107		
					13.5						
		1516	102.3		YOUNGSTOWN	P		80	0051		
					6.0						
		1523	108.3		SCOTFIELD	P		52	0044		
					7.9						
		1533	116.2		STANMORE			42	0034		
					4.5						
		1539	120.7		RICHDALE	P		53	0028		
					10.4						
		1552	131.1		BONAR			52	0014		
					0.7						
		1554	131.8		BATTER JCT.	PR			0012		
					Jct. with Sheerness Sub.						
					4.6						
		1605	136.4	135.5	HANNA	CKPWZ	HN	YARD	0005		
Daily ex. Sunday											
		707							806		

OYEN SUBDIVISION FOOTNOTES

- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|------------|------|----|------------|------|----|-------------|------|----|--------------|------|----|--------------|------|----|--------------|-------|----|--------------|------|----|---------------|------|----|--------------|------|----|--------------|-------|----|---------------|------|----|
| <p>1 RULE MODIFICATIONS</p> <p>1.1 TRAIN REGISTER MODIFICATIONS—
Alsask } Trains will register only when directed
Batter Jct. } by train order.</p> <p>2 GENERAL FOOTNOTES</p> <p>2.1 Except for the train dispatching function, the territory between Kindersley and mileage 1.9 is under the jurisdiction of the Saskatchewan area.</p> <p>3 EQUIPMENT RESTRICTIONS</p> <p>3.1 With the exception of yard tracks 3 and 4 at Hanna, diesel units in 5000-5299 series must not be operated on other tracks.</p> <p>3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.</p> | <p>4 SPEEDS*</p> <p>4.1 Mileage Miles per Hour
All Movements</p> <table border="0"> <tr> <td>0.0 to 5.2</td> <td>Zone</td> <td>50</td> </tr> <tr> <td>5.2 to 8.1</td> <td>Zone</td> <td>40</td> </tr> <tr> <td>8.1 to 30.9</td> <td>Zone</td> <td>55</td> </tr> <tr> <td>30.9 to 43.7</td> <td>Zone</td> <td>40</td> </tr> <tr> <td>43.7 to 59.5</td> <td>Zone</td> <td>55</td> </tr> <tr> <td>49.0 to 49.3</td> <td>-----</td> <td>50</td> </tr> <tr> <td>59.5 to 66.6</td> <td>Zone</td> <td>50</td> </tr> <tr> <td>*66.6 to 75.2</td> <td>Zone</td> <td>55</td> </tr> <tr> <td>75.2 to 84.5</td> <td>Zone</td> <td>50</td> </tr> <tr> <td>79.2 to 79.7</td> <td>-----</td> <td>40</td> </tr> <tr> <td>84.5 to 136.4</td> <td>Zone</td> <td>55</td> </tr> </table> <p>*Zone speed sign governing westward movements between mileages 66.6 and 75.2 located to left of main track.</p> | 0.0 to 5.2 | Zone | 50 | 5.2 to 8.1 | Zone | 40 | 8.1 to 30.9 | Zone | 55 | 30.9 to 43.7 | Zone | 40 | 43.7 to 59.5 | Zone | 55 | 49.0 to 49.3 | ----- | 50 | 59.5 to 66.6 | Zone | 50 | *66.6 to 75.2 | Zone | 55 | 75.2 to 84.5 | Zone | 50 | 79.2 to 79.7 | ----- | 40 | 84.5 to 136.4 | Zone | 55 |
| 0.0 to 5.2 | Zone | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2 to 8.1 | Zone | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.1 to 30.9 | Zone | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.9 to 43.7 | Zone | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.7 to 59.5 | Zone | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.0 to 49.3 | ----- | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.5 to 66.6 | Zone | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *66.6 to 75.2 | Zone | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.2 to 84.5 | Zone | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79.2 to 79.7 | ----- | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.5 to 136.4 | Zone | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

OYEN SUBDIVISION FOOTNOTES

(Continued from Page 39)

CONDITIONAL SPEEDS

	Miles per Hour All Movements		Miles per Hour All Movements
4.2 Mileage 0.91 (Highway 30)		4.7 Mileage 15.0 to 18.0	
Approaching within 1050 feet of crossing and until crossing occupied -----	25	Movements handling cars with gross weight over 220,000 lbs. -----	30
Westward movements proceeding at less than 10 miles per hour within 1050 feet of crossing, until crossing occupied ---	10	4.8 Sidings and Other tracks -----	10
4.3 Mileage 22.36 (Highway 7)		5 PUBLIC CROSSINGS AT GRADE	
Approaching within 1600 feet of crossing and until crossing occupied -----	50	5.1 Mileage 43.7 (Highway 44) automatically protected. Equipped with push button.	
4.4 Mileage 132.89 (Highway 36)		5.2 Mileage 83.1 (First Street West) All switching movements over crossing must be protected by a flagman.	
Approaching within 1650 feet of crossing and until crossing occupied -----	50	5.3 Mileage 136.1 (Highway 36) automatically protected. Equipped with push button.	
4.5 Mileage 136.07 (Highway 36)		6 OTHER TRACKS	
Approaching within 1500 feet of crossing and until crossing occupied -----	50	6.1 Imperial Oil Ltd. Mileage 101.9—Capacity 7 cars. Switch points face east.	
4.6 Mileage 0.0 to 136.4			
Movements handling ballast -----	40		

ENDIANG SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY—SYSTEM 8.1.

2 GENERAL FOOTNOTES

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

3 SPEEDS

	Miles per Hour All Movements
3.1 Mileage 0.0 to 75.2 -----	25
Engines other than 1000-1077 series—	
25.1 to 75.2 -----	20

CONDITIONAL SPEEDS

3.2 Mileage 0.0 to 75.2	
Trains handling cars with gross weight over 177,000 lbs. -----	15
3.3 Sidings and Other tracks --	10

4 OTHER TRACKS

4.1 Gulf Oil Canada Ltd. Mileage 65.4—Capacity 5 cars. Switch points face south.

NORTHWARD TRAINS

Miles from Endiang Jct.	Yard Limits	ENDIANG SUBDIVISION		SOUTHWARD TRAINS	
				Office Signals	Siding Car Capacity
		STATIONS			
0.0	↓ 0.9	ENDIANG JCT. PYZ			
		Jct. with Drumheller Sub.			
11.2		DOWLING		32	
		7.0			
18.2		SCAPA Y		43	
		Jct. with Spondin Sub.			
28.0		ENDIANG		27	
		6.3			
34.3		BYEMOOR		32	
		12.8			
47.1		HACKETT		32	
		8.5			
55.6		SABINE		17	
		6.6			
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	
		7.5			
75.2	↑ 74.7	NEVIS Z			
		4.8			
RULES 41 and 44 APPLICABLE Rule 105A not applicable					

WESTWARD TRAINS

FOURTH CLASS	FIRST CLASS
707	694
Freight	Passenger Railiner
Daily ex. Saturday	Daily

Miles from Hanna

Yard Limits

DRUMHELLER SUBDIVISION

STATIONS

Office Signals

Siding Car Capacity

EASTWARD TRAINS

FIRST CLASS	FOURTH CLASS
695	844
Passenger Railiner	Freight

1730	0.0	↓	HANNA CKPWZ	HN	YARD		2315
	0.8		ENDIANG JCT. PYZ				
		1.6	Jct. with Endiang Sub.				
1740	7.7		WATTS P		51		2303
			6.8				
1749	14.5		CRAIGMYLE P		50		2255
			7.4				
1758	21.9		DELIA P		55		2247
			8.0				
1808	29.9		MICHICHI P		44		2236
			3.0				
1813	32.9		GARTLY		44	To Stettler Sub.	2231
		39.2	7.4				
1825	40.3	↑	DINOSAUR PRYZ		49	0750	2220
			Jct. with Stettler Sub.				
1827	41.1	41.8	MUNSON PZ		50	0747	2218
		51.1	11.3				
1849	52.4	↓	DRUMHELLER BCPWZ	YD	68	0730	2155
		54.2	4.4				
1858	56.8		ROSEDALE P		75		2148
			0.2				
1900	57.0		JCT. WITH JOINT SECTION PR				2147
			3.4				
1907	60.4		WAYNE P		25		2142
			16.0				
1939	76.4		ROSEBUD P		53		2110
			2.6				
1945	79.0		REDLAND P		30		2105
			8.1				
2000	87.1		ROCKYFORD P	RK	61		2052
			6.4				
2011	93.5		BAINTREE P		32		2044
			9.4				
2034	102.9		ARDENODE		32		2034
			8.2				
2045	111.1		LYALTA P		45		2025
			7.3				
2055	118.4		NORFOLK		33		2016
			8.2				
2105	126.6		JANET P		38		2007
			5.3				
2115	131.9	↑	SARCEE YARD CKPWYZ	SJ	YARD		2000
Main track Drumheller Sub. ends at Mileage 130.7. Rule 105 applies between Mileages 130.7 and 131.9.							
707	694					Daily	Daily ex. Saturday, Sunday
						695	844

DRUMHELLER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 TRAIN REGISTER MODIFICATIONS—
Dinosaur—Register station for Nos. 695 and 694 only.
Drumheller—Register station for trains originating and terminating only, and other trains will register only when directed by train order.
Jct. with Joint Section—Trains will register only when directed by train order.

1.2 ABS SPECIAL FEATURES—
ABS between mileages 57.3 and 58.5 governs eastward movements only.

1.3 OTHER MODIFICATIONS—
RULE 5—Dinosaur—Time of No. 694 and No. 695 applies at the Junction switch.
—Drumheller—Time of No. 694 and No. 695 applies at the station.

2 GENERAL FOOTNOTES

2.1 Drumheller—Siding is located on Track 1 between crossover at mileages 51.4 and switch mileages 52.12.
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 mileages 52.12.

2.2 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.

(Continued on Page 42)

(Continued from Page 41)

DRUMHELLER SUBDIVISION FOOTNOTES**3 INTERLOCKINGS**

- 3.1 **Railway Crossing 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.
- 3.2 **Railway Crossing at Grade—**
C.P. Rly. ----- Mileage 114.5 ----- Automatic
Westward trains must not exceed 40 miles per hour
while passing the governing approach signal.

4 EQUIPMENT RESTRICTIONS

- 4.1 Cars exceeding 263,000 lbs. gross must be covered by
handling instructions.
- 4.2 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 5000-5299 series must not be operated on sidings
or other tracks.

5 SPEEDS

Mileage	Zone	Miles per Hour	
		Railiner	Other Movements
0.0 to 32.0		--	50
3.7 to 32.0	bridge	--	20
32.0 to 40.3	Zone	--	40
37.6 to 38.0		--	35
40.3 to 52.3	Zone	50	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	--
52.3 to 60.1	Zone	--	40
57.0 to 57.5		--	30
60.1 to 66.9	Zone	--	35
60.3 to 60.6		--	25
66.9 to 72.3	Zone	--	30
72.3 to 76.9	Zone	--	35
76.9 to 84.8	Zone	--	40
79.9 to 81.2		--	35
84.8 to 130.0	Zone	--	55
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
130.0 to 130.7	Zone	--	40
Sidings and Other tracks		10	10

CONDITIONAL SPEEDS

- 5.2 0.0 to 130.0 movements handling ballast ----- 40
- 5.3 Units in 5000-5299 series and trains handling cars
220,000 to 251,000 lbs. gross weight must not exceed
30 miles per hour at the following locations:
Bridge mileage 63.2
Bridge mileage 64.9
Between mileages 80.3 and 87.8
Between mileages 92.7 and 94.9
Between mileages 99.2 and 102.7

- 5.4 Trains handling cars with gross weight over 251,000
lbs. must not exceed 20 miles per hour over the
following bridges:

Mileage	Mileage	Mileage
63.2	83.2	98.9
64.9	83.5	99.2
68.5	84.4	99.8
69.5	87.6	100.4
76.0	92.7	101.3
80.5	92.9	101.9
81.5	93.9	102.5
81.9	94.7	102.7
82.3	98.6	103.8
83.0	98.8	

- | | Miles per Hour | |
|---|----------------|--------------------|
| | Railiner | Other
Movements |
| 5.5 Mileage 18.9 (Highway 9)
Approaching within 1500 feet of
crossing and until crossing
occupied ----- | -- | 45 |
| 5.6 Mileage 40.4 (Highway 9)
Westward movements approach-
ing within 400 feet of crossing
and until crossing occupied -- | 10 | 10 |
| Westward movements which
have stopped between register
booth Dinosaur and the cross-
ing and movements from
Stettler Sub., until crossing
occupied ----- | 5 | 5 |
| Eastward movements approach-
ing within 1250 feet of crossing
and until crossing occupied -- | 40 | -- |
| 5.7 Mileage 49.9 (Dinosaur Trail)
Approaching within 1500 feet of
crossing and until crossing
occupied ----- | 45 | 45 |
| 5.8 Mileage 50.3 (Highway 146H)
Westward movements approach-
ing within 2300 feet of cross-
ing and until crossing occupied | 45 | 45 |
| 5.9 Mileage 52.3 (First Street West)
Approaching within 500 feet of
crossing and until crossing
occupied ----- | 10 | 10 |
| 5.10 Mileage 52.8 (Highway 9)
Westward movements approach-
ing within 850 feet of crossing
and until crossing occupied -- | 20 | 20 |
| 5.11 Mileage 116.7 (Highway 9)
Approaching within 1450 feet
of crossing and until crossing
occupied ----- | -- | 45 |
| 5.12 Mileage 119.2 (Trans-Canada)
Approaching within 1650 feet of
crossing and until crossing
occupied ----- | -- | 45 |

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 76.2 (First Avenue) automatically protected.
Equipped with push button.

7 OTHER TRACKS

- 7.1 Shale Pit—
Mileage 49.4. Capacity 19 cars. At least 10 reachers
must be used when switching shale pit track.

	Mileage	Car Capacity	Points Face
7.2 Independent Grain Spur -----	60.8	30	W
Grain Spur -----	61.2	7	W
Taylor -----	66.2	20	E W
Grain Spur -----	68.4	5	E W
Hart Spur -----	70.3	10	E
Calgary Power Ltd. -----	127.7	12	W

CALGARY TERMINAL FOOTNOTES**1 GENERAL FOOTNOTES**

- 1.1 When switching in Calgary yard and Calgary Freight
Shed tracks, movement must be brought to a stop
before cars are detached.
- 1.2 Movements through crossover located 1000 feet east of
station Calgary must not exceed 5 miles per hour.
- 1.3 McLeod Branch—STOP sign located at crossover connect-
ing 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.

2 INTERLOCKING

- 2.1 **Railway Crossing at Grade—**
C.P. Rly. ---- 17th Street East ---- Semi-Automatic
(Calgary Freight Shed Line)

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.

3 EQUIPMENT RESTRICTIONS

- 3.1 Units in 5000-5299 series must not be operated on
Calgary Freight Shed Line.

4 PUBLIC CROSSINGS AT GRADE

- 4.1 Mileage 0.42 Calgary Industrial Lead (Barlow Trail)—
automatically protected.

Circuit sign located 300 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.

Eastward movements from Foothills Industrial Lead
approaching within 100 feet of crossing must not exceed
5 miles per hour until crossing occupied.

To avoid unnecessary delay to highway traffic, move-
ments between the Calgary Industrial Lead and Calgary
Freight Shed Line via crossovers on either side of cross-
ing must take the rear of their movement clear of the
center line of the crossing before reversing direction.

- 4.2 **Grace Construction Spur (Briggs Avenue)—**
Movements over the crossing must first stop at STOP
sign and then be protected by a flagman.
- 4.3 **Mileage 2.27 Foothills Industrial Lead**
(82nd Ave. S.E.). Movements over crossing must be
protected by a member of the crew.
- 4.4 **Calgary Freight Shed Line—**
Mileage 3.14 (Blackfoot Trail)
Mileage 3.17 (17th Ave. S.E.)
Mileage 3.19 (Access Road)
- When switching at spur mileage 3.18 or spur mileage
3.28, Special Instruction M-15(c) is applicable at all
three crossings.

- 4.5 **Mileage 1.3 C.N. Industrial Lead** off Mileage 2.2 Calgary
Industrial Lead (26th Avenue and 11th Street S.E.)
automatically protected.

STOP sign erected east of crossing on C.P. private spur
and on each side of crossing on C.N. Industrial lead.
Push button governing westward movements from C.P.
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.

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					
		7.7		Jct. with Mantario Sub. 7.7	CUTHBERT		31		
		16.2		8.5	ARNESON		31		
		23.7		7.5	ACADIA VALLEY RY		YARD		
RULES 41 and 44 APPLICABLE Rule 105A not applicable									

ACADIA VALLEY SUBDIVISION FOOTNOTES

- | | | | | | | | | | | | | | |
|---|--|-------------|------------------------------|----|-----|-------------|----|--|--|----|--|--------------------------|----|
| <p>1 RULE MODIFICATIONS</p> <p>1.1 TRAIN REGISTER MODIFICATIONS—
 Acadia Valley—Trains will register only when directed by train order.</p> <p>1.2 SPECIAL INSTRUCTIONS APPLY—
 SYSTEM 8.1.</p> | <p>2 SPEEDS</p> <p>2.1 Mileage</p> <table border="0"> <tr> <td>0.0 to 23.7</td> <td>Miles per Hour All Movements</td> <td>20</td> </tr> <tr> <td>6.5</td> <td>over bridge</td> <td>10</td> </tr> <tr> <td></td> <td>Trains handling loaded Jumbo tank cars</td> <td>15</td> </tr> <tr> <td></td> <td>Sidings and Other tracks</td> <td>10</td> </tr> </table> | 0.0 to 23.7 | Miles per Hour All Movements | 20 | 6.5 | over bridge | 10 | | Trains handling loaded Jumbo tank cars | 15 | | Sidings and Other tracks | 10 |
| 0.0 to 23.7 | Miles per Hour All Movements | 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					
		0.3		Jct. with Elrose Sub. 5.3	DANKIN		32		
		5.3	4.8	EATONIA	AN	27			
		10.1	6.3	LAPORTE		28			
		16.4	9.2	MANTARIO	MA	33			
		25.6	5.9	EYRE	RZ	33			
		31.5	31.5	EYRE JCT. YZ					
		32.1	32.9	Jct. with Acadia Valley Sub. 11.7	Y				
		38.2		Jct. with Oyen Sub.	Y				
		43.8	43.1	ALSASK	PRZ	SK			
		44.1							
RULES 41 and 44 APPLICABLE Rule 105A not applicable									

MANTARIO SUBDIVISION FOOTNOTES

- | | | | | | | | | | | | | | | | | | | |
|--|--|-------------|------------------------------|----|--|--|----|--|--------------------------|----|-----------------------------|---------|----------|-------------|--|------|-----------|-----|
| <p>1 RULE MODIFICATIONS</p> <p>1.1 TRAIN REGISTER MODIFICATIONS—
 Glidden } Trains will register only when directed by
 Eyre } train order.
 Alsask }</p> <p>1.2 SPECIAL INSTRUCTIONS APPLY—
 SYSTEM 8.1.</p> <p>2 GENERAL FOOTNOTES</p> <p>2.1 Except for the train dispatching function, the territory between Glidden and Mileage 0.3 is under the jurisdiction of the Saskatchewan Area.</p> | <p>3 SPEEDS</p> <p>3.1 Mileage</p> <table border="0"> <tr> <td>0.0 to 43.8</td> <td>Miles per Hour All Movements</td> <td>25</td> </tr> <tr> <td></td> <td>Trains handling loaded Jumbo tank cars</td> <td>15</td> </tr> <tr> <td></td> <td>Sidings and Other tracks</td> <td>10</td> </tr> </table> <p>4 OTHER TRACKS</p> <table border="0"> <tr> <td>Sodium Sulphate (Sask) Ltd.</td> <td>Mileage</td> <td>Capacity</td> <td>Points Face</td> </tr> <tr> <td></td> <td>38.2</td> <td>3.2 Miles</td> <td>E W</td> </tr> </table> | 0.0 to 43.8 | Miles per Hour All Movements | 25 | | Trains handling loaded Jumbo tank cars | 15 | | Sidings and Other tracks | 10 | Sodium Sulphate (Sask) Ltd. | Mileage | Capacity | Points Face | | 38.2 | 3.2 Miles | E W |
| 0.0 to 43.8 | Miles per Hour All Movements | 25 | | | | | | | | | | | | | | | | |
| | Trains handling loaded Jumbo tank cars | 15 | | | | | | | | | | | | | | | | |
| | Sidings and Other tracks | 10 | | | | | | | | | | | | | | | | |
| Sodium Sulphate (Sask) Ltd. | Mileage | Capacity | Points Face | | | | | | | | | | | | | | | |
| | 38.2 | 3.2 Miles | E W | | | | | | | | | | | | | | | |

NORTHWARD TRAINS		Miles from Mirror	Yard Limits	THREE HILLS SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
FOURTH CLASS				STATIONS					
825								834	860
Freight								Freight	Freight
Daily									
0530	126.0	122.9	↓	SARCEE YARD CKPWZ	SJ	YARD	0315	1610	
0534	125.7			HUBALTA	Z	42	0311	1601	
0541	123.3			CONRICH		42	0302	1552	
0548	117.6			DELACOUR	P	42	0253	1543	
0556	111.9			KATHYRN		42	0245	1535	
0607	106.4			IRRICANA	P	42	0233	1523	
0614	97.5			BEISEKER	P	43	0225	1515	
0616	91.9			BILLHARTE	P	96	0222	1512	
0623	90.2			BIRCHAM		42	0215	1505	
0631	85.1			GRAINGER		41	0207	1457	
0639	79.4			SWALWELL	P	110	0159	1449	
0649	73.2			TWINING		49	0151	1441	
0658	66.9			THREE HILLS	P	WI 74	0142	1432	
0706	60.2			EQUITY		38	0133	1423	
0712	53.8			TROCHU	P	40	0128	1418	
0722	50.4			HUXLEY	P	43	0118	1408	
0730	43.4	ELNORA	P	45	0109	1359			
0742	37.8	LOUSANA	P	42	0054	1344			
0750	27.9	DELBURNE	P	42	0044	1334			
0757	21.4	ARDLEY	P	43	0036	1326			
0808	16.3	ALIX SOUTH JCT.	PR		0023	1313			
0811	7.9	ALIX	PZ	41	0020	1310			
0825	6.1	MIRROR	CKPYZ	MR	YARD	0010	1300		
825				Rules 261-262 applicable between Alix South Jct. and Southward interlocking signal at mileage 5.7			Daily	Daily	
							834	860	

THREE HILLS SUBDIVISION FOOTNOTES

- | | |
|--|---|
| <p>1 RULE MODIFICATIONS</p> <p>1.1 TRAIN REGISTER MODIFICATIONS—
 Mirror—Freight trains operating through may register by register ticket.
 Alix South Jct.—Register station for No. 860 and trains to Brazeau Sub. Other trains will register only when directed by train order.</p> <p>1.2 SPECIAL INSTRUCTIONS APPLY
 SYSTEM 1.10 second paragraph—within yard limits at Alix.</p> <p>1.3 OTHER MODIFICATIONS—
 RULE 111—Trains handling ore must stop for inspection between mileage 40.0 and mileage 60.0.</p> | <p>2 GENERAL FOOTNOTES</p> <p>2.1 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.
 Telephone located at mileage 5.7.
 When entraining and detraining lookout for foundation of dwarf signal D64.</p> <p>3 INTERLOCKING</p> <p>3.1 Railway Crossing at Grade—
 C.P. Rly. Mileage 5.7 Automatic</p> |
|--|---|

STETTLER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 TRAIN REGISTER MODIFICATIONS—
Warden Jct.—Trains will register only when directed by train order.
Dinosaur—Extra trains will register only when directed by train order.

2 INTERLOCKING

2.1 Railway Crossing at Grade—
 C.P. Rly. Mileage 50.4 Automatic
 All movements must not exceed 20 miles per hour when approaching crossing and while passing governing approach signal (B.T.C. 192328).

3 EQUIPMENT RESTRICTIONS

3.1 Diesel units other than 1000-1077 and 1200-1399 series prohibited unless authorized by Supt. Transportation.
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour	
		Railiner	Other Movements
0.0 to 108.0	Zone	65	30
0.0 to 90.0	On Curves	60	--
90.0 to 108.0	On Curves	50	--
0.0 to 108.0	Diesel units other than 1000-1077 series	--	20
0.5 to 1.3		35	20
17.3 to 17.6	On Curves	50	--
20.3 to 20.8	On Curves	50	--
24.5 to 24.8		50	--
25.5 to 25.7		50	--
27.1 to 27.8	On Curves	50	--
29.7 to 30.2		50	--
35.5 to 35.7		50	--
40.4 to 40.6		50	--
49.2 to 49.6		50	--
52.4 to 52.8		50	--
57.1 to 57.4		50	--
60.4 to 62.2	On Curves	50	--
64.4 to 65.3		40	--
67.1 to 67.4		50	--
81.0 to 82.3		50	--
94.6 to 95.5	On Curves	40	--

CONDITIONAL SPEEDS

4.2 Mileage 0.0 to 108.0	Miles per Hour	
	Railiner	Other Movements
Trains handling loaded Jumbo tank cars	--	15
4.3 Sidings and Other tracks	10	10
4.4 Mileage 51.2 (Highway 12)		
Southward movements proceeding at less than 20 miles per hour within 2500 feet of crossing, until crossing occupied	20	20
4.5 Mileage 106.0 (Highway 9)		
Approaching within 1400 feet of crossing and until crossing occupied	40	--

5 OTHER TRACKS

5.1 Ballast Pit—
 Mileage 1.9—Capacity 68 cars. Switch points face north and south.

WESTWARD TRAINS		Miles from Alix South Jct.	Yard Limits	BRAZEAU SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
				STATIONS					
		0.0		ALIX SOUTH JCT. P					
				Jct. with Three Hills Sub.					
		10.0		HAYNES			33		
		17.2		JOFFRE			32		
		22.4		PRENTISS			32		
		36.5	35.7	RED DEER JCT. RYZ			31		
			37.3						
		51.5		SYLVAN LAKE			53		
		57.6		ELSPETH					
		65.7		ECKVILLE		KI	34		
		72.7		WITHROW			32		
		77.0		LESLIEVILLE			32		
		85.5		CODNER			32		
		90.9	90.5	OTWAY Z			11		
				Jct. with C.P. Rly.					
		91.2		ROCKY MT. HOUSE RYZ			37		
		93.9		LOCHEARN Z			41		
		95.4	95.3	ULLIN					
				End of Joint Section					
		108.6		HORBURG			32		
		126.5		ANCONA			32		
		131.7		SAUNDERS			21		
		142.5		HARLECH			32		
		149.6	148.0	BRAZEAU RYZ			YARD		

RULES 41 and 44 APPLICABLE
 Rule 105A not applicable

BRAZEAU SUBDIVISION FOOTNOTES ON PAGE 50

BRAZEAU SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **TRAIN REGISTER MODIFICATIONS—**
Red Deer Jct. — Extra trains will register only when directed by train order.
- 1.2 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 8.1—Between Red Deer Jct. and Brazeau.

2 GENERAL FOOTNOTES

- 2.1 Between Otway and Ullin, trains are operated over C.P. Rly. trackage and are governed by C.N. Rly. timetable, rules and regulations.
- 2.2 Unless authorized by Supt. Transportation, movements must not be operated beyond mileage 95.4.
- 2.3 All movements lookout for fallen rocks on track between mileage 108.6 and mileage 149.6.
- 2.4 Trains between connecting track at North Jct. mileage 7.6 C.P. Rly. Leduc Sub. and South Jct. mileage 93.1 C.P. Rly. Red Deer Sub. 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 Sub. is not to be used or entered by C.N. Rly. trains or engines.

3 EQUIPMENT RESTRICTIONS

- 3.1 Diesel units other than 1000-1077 and 1200-1399 series prohibited unless authorized by Supt. Transportation.
- 3.2 Heaviest car permitted 263,000 lbs. gross but restricted to 15 m.p.h. between mileages 25.0 and 95.4 when over 177,000 lbs. gross.

4 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 25.0	Zone	40
6.5	bridge	15
25.0 to 95.4	Zone	30
25.0 to 95.4 Diesel units other than 1000-1077 series		20
95.4 to 111.0	Zone	20
111.0 to 149.6	Zone	10
4.2 Sidings and Other tracks		10

5 SPURS AND OTHER TRACKS

- 5.1 **Red Deer North Industrial Spur—**
Mileage 36.5—Extends 5.3 miles southward. Switch points face east.

GENERAL FOOTNOTES:

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.

Southward movements to spur must comply with General Instruction T-311 (Form 696) at Red Deer Jct. Protection of impassable or slow track on this spur may be as prescribed by U.C.O.R. Rule 41.

- 5.2 **Red Deer South Industrial Spur—**

Connects to C.P. Rly. at South Jct., mileage 93.1 C.P. Rly. Red Deer Subdivision.

General Footnotes:

Tonnage rating for single unit in 1000-1077 series between Red Deer South Industrial Spur and Red Deer Jct. is 2250 tons with car factor of 8 in each direction.

Public Crossing at Grade:

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

	Mileage	Car Capacity	Points Face
Imperial Oil Ltd.	26.7	14	E
Spur	37.1	8	E W
Hudson Bay Oil & Gas	57.6	37	E W
Texaco Exploration	64.5	18	E W
A. A. Fisher Lumber Ltd.	90.8	14	E
Strong and Parsons	92.1	2	E
Purdy	94.7	17	E
Spur	141.4	11	E
Revelstoke Building Materials Ltd.	141.7	22	W

NORTHWARD TRAINS	Miles from N.A. Rly. Jct.	Yard Limits	MANNING SUBDIVISION STATIONS	Office Signals	Siding Car Capacity	SOUTHWARD TRAINS
↓	0.0		N.A. Rly Jct. ----- Z Jct. with N.A. Rly.			↑
	1.0	1.6 3.0	1.0 ROMA JCT. ----- CKYZ		Yard	
	3.0		11.8 LEDDY -----		73	
	12.8		14.3 DIXONVILLE -----		96	
	27.1	Manual Block System	18.2 DEADWOOD -----		73	
	45.3		10.0 MANNING -----		96	
	55.3		13.8 HOTCHKISS -----		73	
	69.1		15.0 HAWKHILLS -----		96	
	84.1		25.6 KEMP RIVER -----		96	
	109.7		18.6 KEG RIVER -----		96	
	128.3		9.7 PADDLE PRAIRIE -----		73	
	138.0		21.0 METIS -----		96	
	159.0		23.9 HIGH LEVEL ----- BCYZ		Yard	
	181.0		181.0			
	182.9					
Rule 105A not applicable. Rules 321 to 323 applicable. Rear flag protection in accordance with Rule 99 is not required. Main track commences at yard north switch mileage 1.6. Rule 105 applies between mileages 0.0 and 1.6.						

MANNING SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **TRAIN REGISTER MODIFICATIONS—**
Roma Jct.—Standard Clock and Bulletins only.
High Level—Bulletins only.
- 1.2 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 8.1: applicable on yard limit signs.
AREA A-1, A-2 and A-3—on entire sub.
MANUAL BLOCK MB-1 to MB-18: applicable between mileage 3.0 and mileage 181.0.

2 EQUIPMENT RESTRICTIONS

- Unless authorization received from Office of General Supt. Transportation, the following will apply:
- 2.1 Heaviest car permitted — 220,000 lbs. gross.
- 2.2 Units in 5000-5299 series prohibited.

3 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 2.0	Zone	15
2.0 to 182.9	Zone	30
73.1 to 74.4		20
Sidings and Other tracks		10

4 HOT BOX DETECTORS

Located at mileages 43.4, 76.0 and 137.1.

5 OTHER TRACKS

	Mileage	Car Capacity	Points Face
Ballast Pit	10.0	35	N S
Swanson Lumber Co. Ltd.	111.6	10	S
Swanson Lumber Co. Ltd.	182.1	23	N

NORTHWARD TRAINS		Miles from N.A. Rly. Jct.	Yard Limits	MEANDER RIVER SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
				STATIONS					
↕	182.9	Manual Block System	184.5	----- HIGH LEVEL ----- BCYZ	-----	↕	Yard	↕	
	184.2			18.3	----- HUTCH LAKE -----		-----		73
	201.2			21.8	----- MEANDER RIVER -----		-----		73
	223.0			17.8	----- SLAVEY CREEK -----		-----		73
	240.8			17.8	----- LUTOSE -----		-----		73
	258.6			13.2	----- STEEN RIVER -----		-----		73
	271.8			19.5	----- INDIAN CABINS -----		-----		73
	291.3			19.9	----- GRUMBLER -----		-----		73
	311.2			19.7	----- ALEXANDRA FALLS -----		-----		73
	330.9			18.8	----- ENTERPRISE -----		-----		73
	349.7			19.1	----- PINE JCT. ----- YZ		-----		73
	367.3			8.2	Jct. with Pine Point Sub.		-----		
	368.8				----- HAY RIVER ----- BCZ		-----		Yard
	377.0			375.8					
Rule 105A not applicable. Rules 321 to 323 applicable. Rear flag protection in accordance with Rule 99 is not required. Main track ends at yard switch mileage 375.8. Rule 105 applies between mileages 375.8 and 377.0.									

MEANDER RIVER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **TRAIN REGISTER MODIFICATIONS—**
 High Level—Bulletins only.
 Hay River—Bulletins only.
- 1.2 **SPECIAL INSTRUCTIONS APPLY—**
 SYSTEM 8.1: applicable on yard limit signs.
 AREA A-1, A-2 and A-3—on entire sub.
 MANUAL BLOCK MB-1 to MB-18: applicable between mileage 184.5 and mileage 367.3.

2 EQUIPMENT RESTRICTIONS

- Unless authorization received from Office of General Supt. Transportation, the following will apply:
- 2.1 Heaviest car permitted — 220,000 lbs. gross.
- 2.2 Units in 5000-5299 series prohibited.

3 SPEEDS

3.1 Mileage		Miles per Hour
182.9 to 377.0	Zone	All Movements
Sidings and Other tracks	-----	30
		10

4 PUBLIC CROSSING AT GRADE

- 4.1 Mileage 350.2—Automatically protected.
 Movements over the crossing from siding Enterprise must not obstruct the crossing until automatic protection has been in operation for at least 25 seconds. Automatic protection may be started by occupying the main track immediately south of the crossing or by operating start key located on the instrument case.

5 HOT BOX DETECTORS

Located at Mileages 233.3, 294.3 and 350.4.

6 OTHER TRACKS

	Mileage	Car Capacity	Points Face
Pacific Petroleums Ltd.	184.2	6	N
Spur	214.3	13	S
Ballast Pit	226.0	40	S
Spur	300	15	N

WESTWARD TRAINS		Miles from Pine Jct.	Yard Limits	PINE POINT SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS					
				STATIONS									
↕	54.3	Manual Block System	49.0	----- PINE POINT MINES ----- Z	-----	↕	Yard	↕					
	50.3			4.0	----- PINE POINT ----- YZ		-----		Yard				
	49.0			16.0	----- MELLOR -----		-----		55				
	34.3			17.7	----- BIRCH -----		-----		55				
	16.6			16.6	----- PINE JCT. ----- YZ		-----						
	1.8				Jct. with Meander River Sub.		-----						
	1.4			1.4									
	0.0												
	Rule 105A not applicable. Rules 321 to 323 applicable. Rear flag protection in accordance with Rule 99 is not required.												

PINE POINT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **SPECIAL INSTRUCTIONS APPLY—**
 SYSTEM 8.1: applicable on yard limit signs.
 AREA A-1, A-2 and A-3—on entire sub.
 MANUAL BLOCK MB-1 to MB-18: applicable between mileage 1.4 and mileage 49.0.
- 1.2 **OTHER MODIFICATIONS—**
 RULE 111—Westward trains handling ore from Pine Point Mines must stop for standing inspection at Mellor.

2 EQUIPMENT RESTRICTIONS

- Unless authorization received from Office of General Supt. Transportation, the following will apply:
- 2.1 Heaviest car permitted — 220,000 lbs. gross.
- 2.2 Units in 5000-5299 series prohibited.

3 SPEEDS

3.1 Mileage		Miles per Hour
0.0 to 54.3	Zone	All Movements
Sidings and Other tracks	-----	30
		10

4 PUBLIC CROSSING AT GRADE

- 4.1 Mileage 0.5—automatically protected.
 Movements over the crossing from the north leg of the wye Pine Jct. must not obstruct the crossing until automatic protection has been in operation for at least 25 seconds.

5 HOT BOX DETECTOR

Located at mileage 9.7.

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	GF-30		
	1000-77	1200-1399	----	9000-9102 4108-4156 4200-4399	9104-9142 4400-4889	5000-5299		
12	2460	3250	----	3500	3750	5800	WAINWRIGHT SUBDIVISION Biggar and Wainwright	
12	2510	3330	----	3900	4000	5800	and Calder	
8	1590	2070	----	2200	2375	3800	BLACKFOOT-VEGREVILLE SUBDIVISIONS North Battleford and Highgate	
10	2060	2770	----	2850	3050	4900	and Vermilion	
10	2180	2850	----	3000	3225	5400	and Edmonton	
8	1560	2000	----	2400	----	----	BONNYVILLE-CORONADO SUBDIVISIONS Grand Centre and Bonnyville	
5	990	1275	----	1525	----	----	and Abilene Jct.	
6	1290	1695	----	1960	2100	----	and Abilene	
8	1410	1825	----	2150	2260	----	and Redwater	
8	1740	2250	----	2650	2780	----	and St. Paul Jct.	
10	2450	2950	----	3200	3600	----	ALLIANCE SUBDIVISION Camrose and Alliance	
12	2560	----	----	----	----	----	DEMAY-HAIGHT SUBDIVISIONS Camrose Jct. and Vegreville Jct.	
8	1780	----	----	----	----	----	KINGMAN SUBDIVISION Barlee Jct. and Tofield	
12	2350	----	----	----	----	----	BODO SUBDIVISION Unity and Bodo	
9	1730	2070	----	2480	2700	4250	CAMROSE SUBDIVISION Mirror and Camrose	
9	2170	2700	----	3100	3350	5200	and New Sarepta	
9	2500	3300	----	3550	3800	6700	and Bretona	
9	2720	3300	----	3900	4150	7000	and Bretville Jct.	
12	2370	3130	----	3650	3800	6100	EDSON SUBDIVISION Calder and Jasper	
4	720	990	----	1060	1360	2060	FOOTHILLS - MOUNTAIN PARK SUBDIVISIONS Bickerdike and Coalspur	
4	600	----	----	----	----	----	and Diss	
4	820	----	----	----	----	----	and Foothills	
2	460	620	----	670	810	1230	and Cadomin	
10	1950	2700	----	----	----	----	ATHABASCA-SANGUDO SUBDIVISIONS N.A. Rly. and Morinville	
10	2400	3100	----	----	----	----	and Athabasca	
10	1950	2400	----	2850	2950	4900	and Whitecourt	
5	1040	1540	----	1750	1750	2950	and Windfall	
5	1280	1710	----	1950	1950	3280	and Pass Creek	
10	1950	2400	----	2850	2850	4900	and Kaybob	
4	----	1000	----	1220	1220	2100	GRANDE CACHE SUBDIVISION Swan Landing and Mileage 60	
4	----	2400	----	2950	2950	4900	and Winniandy	
4	----	945	----	1160	1160	1925	and Latornell	
4	----	1440	----	1750	1750	2900	and Grande Prairie	

(See Note on Pages 56 and 57)

EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

BETWEEN	EASTWARD OR SOUTHWARD (Read Up)						BETWEEN	Car Factor
	Single Unit Ratings							
	GF-30	GFA-15 Ballasted GR-15 and GR-17	GFA-B-15 Non-Ballasted GR-17	----	GR-12	GR-12		
	5000-5299	9104-9142 4400-4889	9000-9102 4108-4156 4200-4399	----	1200-1399	1000-1077		
Biggar and Calder	6400	4125	3900	----	3700	2810	12	
WAINWRIGHT SUBDIVISION								
BLACKFOOT-VEGREVILLE SUBDIVISIONS								
North Battleford and Lloydminster	5150	3300	3075	----	2920	2240	10	
Lloydminster and Vermilion	5150	3300	3075	----	2850	2150	10	
Vermilion and Innisfree	5800	3700	3425	----	3270	2500	10	
Innisfree and Edmonton	5000	3175	2950	----	2800	2120	10	
BONNYVILLE-CORONADO SUBDIVISIONS								
Grand Centre and Bonnyville	----	----	3000	----	2550	1970	8	
Bonnyville and Abilene Jct.	----	----	1850	----	1575	1210	5	
Heinsburg and Abilene	----	2260	2115	----	1840	1420	8	
Abilene and Redwater	----	2080	1975	----	1650	1280	8	
Redwater and St. Paul Jct.	----	2780	2650	----	2250	1740	8	
ALLIANCE SUBDIVISION								
Camrose and Alliance	----	3600	3200	----	2950	2450	10	
DEMAY-HAIGHT SUBDIVISIONS								
Camrose Jct. and Vegreville Jct.	----	----	----	----	----	2200	12	
KINGMAN SUBDIVISION								
Barlee Jct. and Tofield	----	----	----	----	----	1690	8	
BODO SUBDIVISION								
Unity and Bodo	----	----	----	----	----	2350	12	
CAMROSE SUBDIVISION								
Mirror and Camrose	4000	2550	2380	----	2000	1660	9	
Camrose and New Sarepta	5500	3130	2920	----	2500	2040	9	
New Sarepta and Bretona	5200	3050	2840	----	2250	1990	9	
Bretona and Bretville Jct.	4300	2700	2520	----	2100	1750	9	
EDSON SUBDIVISION								
Bissell and Edson	6100	4200	3950	----	3750	2880	12	
Edson and Jasper	6000	4125	3900	----	3700	2810	12	
FOOTHILLS - MOUNTAIN PARK SUBDIVISIONS								
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	
ATHABASCA-SANGUDO SUBDIVISIONS								
N.A. Rly. and Morinville	----	----	----	----	3050	2600	10	
Morinville and Vimy	----	----	----	----	2550	2200	10	
Vimy and Meanook	----	----	----	----	2550	2050	10	
Meanook and Athabasca	----	----	----	----	2260	1790	10	
Union Jct. and Onoway	6000	3600	3450	----	3200	2200	10	
Onoway and Pass Creek	5800	3500	3350	----	3050	2050	10	
Pass Creek and Kaybob	3100	1850	1850	----	1590	1190	5	
GRANDE CACHE SUBDIVISION								
Swan Landing and Hanlon	5500	3300	3300	----	2750	----	5	
Hanlon and Winniandy	3100	1820	1820	----	1500	----	5	
Winninady 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	GF-30		
	1000-77	1200-1399	9000-9102 4108-4156 4200-4399	9104-9142 4400-4899	5000-5299		
						DODSLAND-PORTER-CUTKNIFE and BATTLEFORD SUBDIVISIONS	
6	1340	----	----	----	----	Biggar and Ruthilda	
7	1530	----	----	----	----	Ruthilda and Dodsland	
7	1500	----	----	----	----	Dodsland and Coleville	
8	1840	----	----	----	----	Coleville and Loverna	
10	2140	----	----	----	----	Loverna and Hemaruka	
7	1780	----	----	----	----	Oban and Red Pheasant	
7	1370	----	----	----	----	Red Pheasant and Battleford	
7	1300	----	----	----	----	Battleford and Carruthers	
10	2900	----	----	----	----	Battleford and Battleford Jct.	
						THREE HILLS SUBDIVISION	
8	1540	2000	2175	2275	3500	Sarcee Yard and Elnora	
8	1760	2250	2475	2575	4000	Elnora and Alix	
8	1990	2550	2825	3050	4700	Alix and Mirror	
						OYEN-DRUMHELLER SUBDIVISIONS	
10	2100	2740	2900	3050	5000	Kindersley and Hanna	
10	2300	3150	3300	3550	5400	Hanna and Munson	
10	3400	4580	4950	5450	5400	Munson and Drumheller	
10	1390	1900	2000	2150	3560	Drumheller and Sarcee Yard	
						BRAZEAU SUBDIVISION	
8	1360	1990	2300	2400	----	Alix and Red Deer Jct.	
8	1360	----	----	----	----	Red Deer Jct. and Rocky Mt. House	
8	1150	----	----	----	----	Rocky Mt. House and Brazeau	
						SHEERNESS SUBDIVISION	
7	1500	1940	2240	----	----	Wardlow and Sheerness	
7	1900	2410	2800	----	----	Sheerness and Batter Jct.	
						MANTARIO SUBDIVISION	
10	1960	2480	----	----	----	Glidden and Alsask	
						ACADIA VALLEY SUBDIVISION	
10	1690	1940	----	----	----	Eyre and Acadia Valley	
						ENDIANG SUBDIVISION	
10	2380	3350	----	----	----	Hanna and Endiang	
10	2550	4100	----	----	----	Endiang and Warden	
10	4500	7000	----	----	----	Warden and Nevis	
						SPONDIN SUBDIVISION	
10	2400	----	----	----	----	Spondin and Scapa	
						C.P. RLY. LANGDON SUB.	
10	3100	3600	----	----	----	Rosedale and East Coulee	
						STETTLER SUBDIVISION	
8	1720	2450	----	----	----	Dinosaur and Warden	
8	1590	2000	----	----	----	Warden and Ferlow Jct.	

Note: Rating for 2-unit engine is twice rating for single unit. Rating for 3-unit engine is three times rating for a single unit, etc.

When units of different tonnage ratings are combined, the tonnage rating applicable will be the total of the rating for each unit in the consist; except that when a 1000 series unit is within the consist, the tonnage rating will be that of the 1000 series unit multiplied by the number of units in the consist.

Tonnage ratings for units in 4000 series is 5% greater than for GFA - B - 15 non-ballasted GR - 17 units.

Tonnage ratings for units in 2000 series is 55% greater than for one GFA 15 ballasted unit.

When authorized by Power Controller, high speed gear units may be used in freight service where tonnage rating not shown.

The tonnage rating applicable for GR-17 (4100-07), 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 57)

EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

BETWEEN	EASTWARD OR SOUTHWARD (Read Up)					Car Factor
	Single Unit Ratings					
	GF-30	GFA-15 Ballasted GR-15 and GR-17	GFA-B-15 Non-Ballasted GR-17	GR-12	GR-12	
	5000-5299	9104-9142 4400-4899	9000-9102 4108-4156 4200-4399	1200-1399	1000-77	
						DODSLAND-PORTER-CUTKNIFE and BATTLEFORD SUBDIVISIONS
Biggar and Ruthilda	----	----	----	----	1755	8
Ruthilda and Dodsland	----	----	----	----	1210	5
Dodsland and Coleville	----	----	----	----	2380	10
Coleville and Loverna	----	----	----	----	1750	8
Loverna and Hemaruka	----	----	----	----	2140	10
Oban and Red Pheasant	----	----	----	----	2480	10
Red Pheasant and Battleford	----	----	----	----	1080	7
Battleford and Carruthers	----	----	----	----	2370	7
Battleford and Battleford Jct.	----	----	----	----	2480	10
						THREE HILLS SUBDIVISION
Sarcee Yard and Alix	3550	2300	2225	2050	1570	8
Alix and Mirror	4200	2725	2600	2400	1870	8
						OYEN-DRUMHELLER SUBDIVISIONS
Kindersley and Lanfine	6250	4250	3950	3750	2800	10
Lanfine and Hanna	5780	3620	3370	3200	2370	10
Hanna and Delia	6250	4300	4050	3620	2800	10
Delia and Munson	4700	2950	2750	2600	1940	10
Munson and Drumheller	2360	1350	1225	1200	850	4
Drumheller and Sarcee Yard	7500	4950	4600	4400	3250	10
						BRAZEAU SUBDIVISIONS
Alix and Red Deer Jct.	----	2900	2800	2880	2070	8
Red Deer Jct. and Rocky Mt. House	----	----	----	----	2070	8
Rocky Mt. House and Brazeau	----	----	----	----	1460	8
						SHEERNESS SUBDIVISION
Wardlow and Batter Jct.	----	----	2400	2080	1700	7
						MANTARIO SUBDIVISION
Glidden and Alsask	----	----	----	2750	2480	10
						ACADIA VALLEY SUBDIVISION
Eyre and Acadia Valley	----	----	----	2360	1740	10
						ENDIANG SUBDIVISION
Hanna and Nevis	----	----	----	4400	2700	12
						SPONDIN SUBDIVISION
Spondin and Scapa	----	----	----	----	2400	10
						C.P. RLY LANGDON SUB.
Rosedale and East Coulee	----	----	----	3200	2560	10
						STETTLER SUBDIVISION
Dinosaur and Warden	----	----	----	2500	1760	8
Warden and Ferlow Jct.	----	----	----	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.

EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

WESTWARD OR NORTHWARD (Read Down)			BETWEEN	EASTWARD OR SOUTHWARD (Read Up)		
Single Unit Ratings				Single Unit Ratings		
Car Factor	GR-12	GR-17		GR-17	GR-12	Car Factor
	1200-1399	4108-4399		4108-4399	1200-1399	
			MANING - MEANDER RIVER - PINE POINT SUBS			
9	2500	3000	Roma Jct. and Leddy	3650	2900	9
9	3150	3900	Leddy and Dixonville	3650	2900	9
9	3150	3900	Dixonville and Manning	2880	2400	9
9	3150	3900	Manning and Hawkills	2980	2500	9
9	2500	3000	Hawkills and Kemp River	2980	2500	9
9	3150	3900	Kemp River and High Level	2880	2400	9
15	4000	5250	High Level and Meander River	4100	3100	9
15	4000	5250	Meander River and Enterprise	3970	3000	9
15	4000	5250	Enterprise and Pine Jct.	2880	2400	9
15	4000	5250	Pine Jct. and Hay River	5900	4750	15
10	2750	3400	Pine Jct. and Pine Point	3100	2500	9

(See Note on Pages 56 and 57)

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

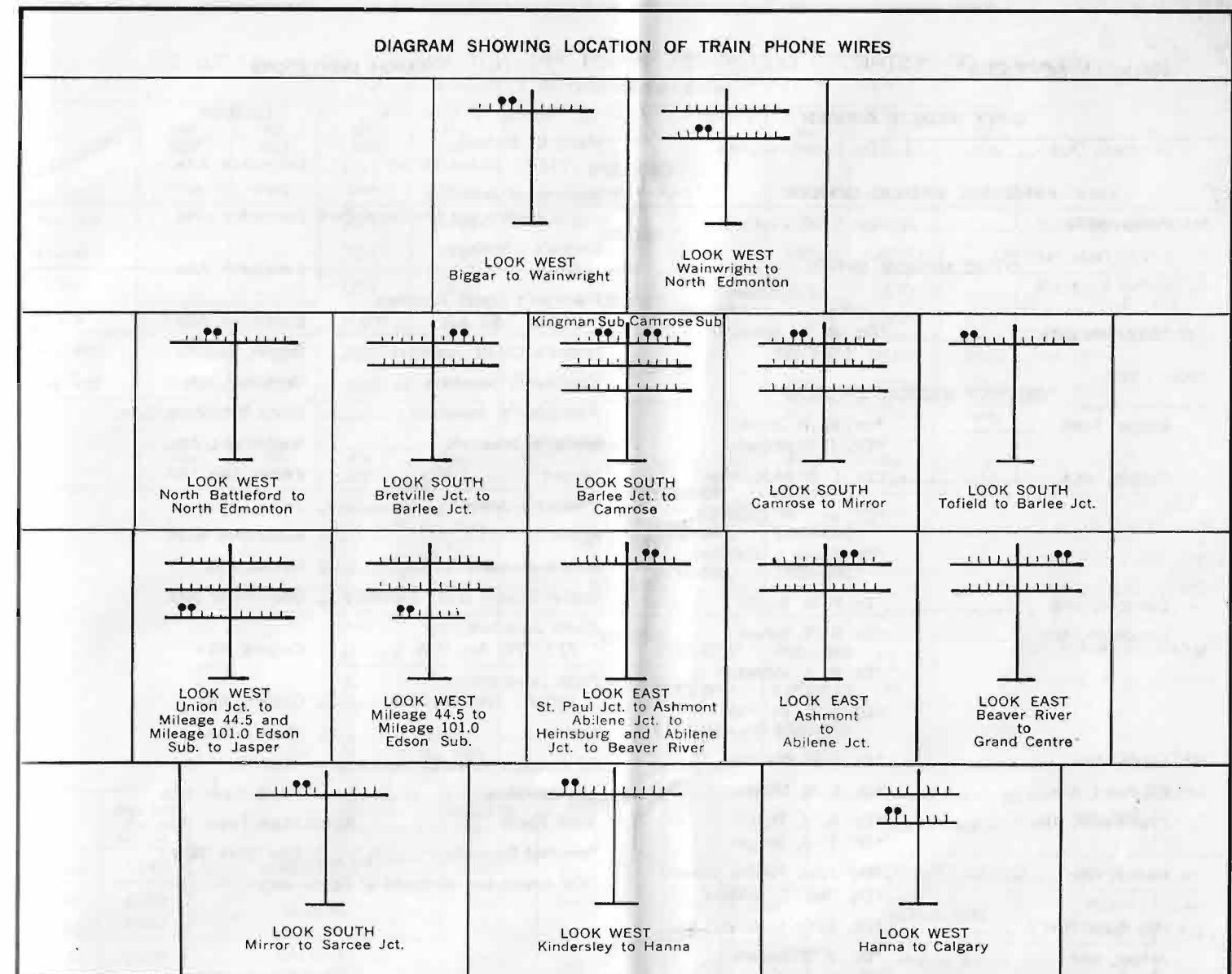
NOTE—See General Instructions (Form 696)

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

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
MANNING SUB:			PINE POINT SUB:		
Industrial Track, Manning ---	Loading Ramp	West	Pine Point: Ramp track ----	Loading Ramp	South
K. Mitchell Sawmills Ltd. Spur -----	Loading platform	East	PINE POINT MINES:		
Hotchkiss Siding, north end--	Loading platform	East	Main track, Mileage 52.9 ---	Concentrate Loading Ramp	South
HIGH LEVEL:			Fertilizer Spur -----	Conveyors	South
Industrial track -----	All shed platforms between and including Baroid of Canada Ltd. and Beaver Lbr. Co.	West	Diesel Spur -----	Stand Pipes	South
Team Track No. 2 -----	Loading Ramp	West	Butane Spur -----	Stand Pipes	South
Swanson Lbr. Co. Ltd. -----	Loading Ramp	South	Track No. 1—Oil Shed --- —Warehouse ---	Unloading Dock Unloading Dock	West West
Consolidated Hydro-Carbons Ltd. -----	Gateposts	Both	Track No. 2—Lime unloading station -----	Pipe	East
MEANDER RIVER SUB:			—Concentrator Doors 43, 44 and 45 ---	Platform	East
Enterprise: Team track -----	Loading Ramp Dirk Vos shed platform	West West	—Grinding Bay ---	Door Frames	Both
HAY RIVER:			Zinc tail track -----	Old Loading Ramp	South
Team Track No. 1 -----	Loading Ramp	East			
Consolidated Hydro-Carbons Ltd. -----	Gatepost and Retaining Wall	East			
Pacific Petroleum Ltd. -----	Gatepost and Fence	West			
Gulf Oil Spur -----	Stand Pipes and Hoses	East			
Northern Transportation Co. Ltd. (Shed Spur) ---	Shed	East			
Northern Transportation Co. Ltd. (Ramp Spur) ---	Side Ramp Shed	West East			

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES



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

Train Phone Wires Marked ●

MEDICAL OFFICERS

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

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

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

DISTRICT MEDICAL OFFICERS

Biggar, Sask. ----- *Dr. K. R. Bashir
 ----- *Dr. J. Strohofer

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. O. N. Gulka

North Battleford, Sask. ----- *Dr. G. J. Breton
 ----- *Dr. W. J. W. Wolfe
 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

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.
Asmussen's Jewellers -----	North Battleford, Sask.
Walker's Jewellers -----	Wainwright, Alta.
*Agent -----	Edson, Alta.
Whistler's Jewellery -----	Jasper, Alta.
Agent -----	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	No. 413	No. 309	No. 303	STATIONS	No. 310	No. 314	No. 486	
	Daily	Daily	Daily	Daily					
Arr. CST			2230	1305	BIGGAR -----	0735	2359		Lve. CST
Lve. MST			2145	1235		0620	2235		Arr. MST
Arr.			0500	1930	CALDER -----	2300	1430		Lve.
Lve.	0100	1800	1100			1630	0930	1310	Arr.
Arr. MST	1100	0230	1810		JASPER -----	0925	0145	0530	Lve. MST
Lve. PST	1100	0215	1740			0755	2255	0250	Arr. PST
						Daily ex. Tues.	Daily	Daily	
	No. 487	No. 413	No. 309	No. 303		No. 310	No. 314	No. 486	

	No. 485	STATIONS	No. 484	
	Daily ex. Sun.			
Lve.	1200	CALGARY (Sarcee Yard) -----	0620	Arr.
Arr.	1635	MIRROR -----	0125	Lve.
Lve.	1735		0025	Arr.
Arr.	2150	CALDER -----	2000	Lve.
	No. 485		Daily ex. Sat.	No. 484

	No. 315	STATIONS	No. 316	
	Daily ex. Sat.			
Lve.	1540	KINDERSLEY -----	0450	Arr.
Arr.	1850	HANNA -----	0130	Lve.
Lve.	1920		0050	Arr.
Arr.	2359	CALGARY (Sarcee Yard) -----	2100	Lve.
	No. 315		Daily ex. Sun.	No. 316

	No. 357	STATIONS	No. 356	
	Daily ex. Sunday			
Lve.	0800	NORTH BATTLEFORD -----	2030	Arr.
Arr.	1330	VERMILION -----	1530	Lve.
Lve.	1500		1445	Arr.
Arr.	1900	CALDER -----	1000	Lve.
	No. 357		Daily ex. Sunday	No. 356

EXPRESS TRAINS
 For Information Only

	No. 213	No. 217	No. 201	STATIONS	No. 202	No. 218	No. 214	
	Daily	Daily	Daily					
Arr. CST	0325	0145	1130	BIGGAR -----	1155	1600	0940	Lve. CST
Lve. MST	0235	0055	1040		1025	1450	0830	Arr. MST
Arr.	0835	0655	1820	CALDER -----	0425	0845	0230	Lve.
Lve.		0815	2330		0255	0645		Arr.
Arr. MST		1440	0600	JASPER -----	2035	0045		Lve. MST
Lve. PST		1400	0520		1915	2325		Arr. PST
	No. 213	No. 217	No. 201		Daily	Daily ex. Mon., Tues.	Daily	
	No. 213	No. 217	No. 201		No. 202	No. 218	No. 214	

AREA RADIO SYSTEMS

These Instructions supplement item 3.0 of System Special Instructions and pages 7 to 12 in Form 696 dealing with "Operation of Radio Equipment".

ROAD MOBILE RADIOS	Lens	RADIO CHANNELS				
		EE	TW1	TW2	CC3	MW1
Mainline Engines & Railiners (2 Ch)		○	×			
Mainline Engines & Railiners (4 Ch)		○	×	×	×	
Train Crew Portables (2 Ch)		○	×			
Train Crew Portables (4 Ch)		○	×	×	×	
On Track Mtce. Equipment (2 Ch)		○	×			
On Track Mtce. Equipment (4 Ch)		○	×	×		×
Track Mtce. Portables (2 Ch)		○	×			
Track Mtce. Portables (4 Ch)		○	×	×		×
Jasper Yard Engine (4 Ch)		×	×	×	○	

BASE STATION CONTROL					
Biggar Operator		×	○		
Wainwright Operator		×	○		
Dispatcher WAINWRIGHT SUB.		×	②		
Viking Operator		×	○		
Calder Operator		×	○		
Calder Switch Tender		×			○
Calder Yardmaster		×			○
Edson Operator		×	○		
Dispatcher EDSON SUB.		×	②		
Hinton Operator		×	○		
Jasper Operator		×	○		
Jasper Yardmaster		×			○
Whitecourt Operator		×		○	
Dispatcher SANGUDO SUB. MPO-44		×	②		
Dispatcher SANGUDO SUB. MP 44 West		×		②	
Leyland Operator		○			
Dispatcher FOOTHILLS & MTN. PARK Subs.		②			

LOCAL BASE STATIONS					
Camrose Operator		○	×		
Drumheller Operator		○	×		
Fort Saskatchewan Operator		○	×		
Hanna Operator		○	×		
Kindersley Operator		○	×		
Lloydminster Operator		○	×		
Mirror Operator		○	×		
North Battleford Operator		○	×		
Red Deer Operator		○	×		
Sarcee Yard—Operator		×			○
Yardmaster		×			○
Vegreville Operator		○	×		
Vermilion Operator		○	×		

YARD ENGINE RADIOS	Lens	SW10	SW11	CC2	CC3	HU1
Calder West Class. Yard		○	×	×	×	
Calder East Class. Yard		×	○	×	×	
Calder Hump		×	×		×	○
Calder Industrial		×	×	×	○	

	Lens	EE	GT1	CC2	CC3
Calgary Yard		×	×	×	○

LEGEND TO CHART

- standby channel
- ① standby channel with tone 1 call
- ② standby channel with tone 2 call
- × alternate channel

DEFINITIONS

STANDBY CHANNEL is the channel on which a given radio is ready to receive intelligence at any time. (Some offices show more than one standby channel—that means they have access to more than one radio base station.)

ALTERNATE CHANNEL is another channel provided on the equipment other than the standby channel.

HOW TO USE CHART

- (1) Select on the chart the party you desire to call.
- (2) Determine his standby channel (i.e. ○).
- (3) Select his standby channel on your radio.
- (4) If his standby channel does not show a tone number (i.e. ○) voice call.
- (5) If his standby channel shows a tone number (i.e. 1) depress the appropriate tone button (Disp. 1 or 2) for approximately 3 seconds, then voice call party if other than dispatcher. If calling dispatcher wait for him to reply after depressing tone button unless you have an emergency situation.
- (6) In case of emergency begin immediately by repeating the word "MAYDAY" three times followed by your own identification, location, nature of distress, and assistance required.

PORTABLE RADIOS

Train or yard portable radios (caboose or hand-talkie type) must be signed in and out at train register or yard office locations whether in a radio pool or specifically assigned.

MAINTENANCE OF WAY RADIOS

Channel "EE" is the standby channel only when radio-equipped track units are operating on-track or under train order protection provided by Example (2) of Form Y, otherwise normal standby channel is "MW1".

STANDBY CHANNEL to be assigned locally for use with Yard engines and portables.

OFFICERS

J. L. McQuarrie	----- Superintendent	Edmonton
B. A. Lowerison	----- Terminal Superintendent	Edmonton
J. A. Dixon	----- Trainmaster	Edmonton
H. G. Shuttleworth	----- Trainmaster	Edmonton
W. H. Kawalllak	----- Terminal Trainmaster	Edmonton
R. J. Robinson	----- Master Mechanic	Edmonton
C. W. Brown	----- Master Mechanic	Edmonton
J. R. Fruno	----- Trainmaster	Biggar

C. L. Brown	----- Assistant Superintendent	Jasper
W. S. Rodgers	----- Trainmaster	Jasper
E. W. Wersfold	----- Trainmaster	Jasper
R. A. Chapman	----- Master Mechanic	Jasper

E. E. Grover	----- Superintendent	Calgary
W. G. Curran	----- Trainmaster	Calgary
F. S. Jessop	----- Trainmaster	Calgary

G. H. Graham	----- Superintendent	Roma Jct.
W. R. Harmon	----- Trainmaster	Roma Jct.

TRAIN DISPATCHERS' OFFICE AT EDMONTON OFFICE SIGNAL "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
W. Fischer	----- Asst. Chief Train Dispatcher
A. F. MacRae	----- Asst. Chief Train Dispatcher

Train Dispatchers:

G. C. Blundell	H. F. Kary	E. J. Patenaude
W. A. Burgess	T. W. Korchinsky	F. P. Pylypow
W. A. Footz	A. N. Krauter	K. D. Roche
W. F. Fowler	E. Kunkel	G. A. Schiele
R. P. Geddis	F. A. Matwychuk	W. Sherstenko
J. W. Hill	K. O. McAmmond	D. A. Stewart
W. Jwaszko	D. G. McMinn	H. L. Tilley
	M. F. O'Connor	W. Zaplitny

TRAIN DISPATCHERS' OFFICE AT ROMA JCT. Telephone Nos. 624-3687; 624-3688; 624-3689

Train Dispatchers:

E. F. Ford	N. C. Ryhorchuk
C. L. Graham	R. J. Strachan