

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 target tips 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.

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SYSTEM SPECIAL INSTRUCTIONS

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 marshalled 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.

NOTE: For the purpose of the order "service equipment" means Railway owned equipment being utilized for the Railways purpose, and does not relate to normal commodity cars.

- 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 O-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

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SYSTEM SPECIAL INSTRUCTIONS

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.

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. Any 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.

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- 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 re-erected 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.

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REGIONAL SPECIAL INSTRUCTIONS

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:

- When rear of train has passed the limits of each siding.
- When clear of the main track.
- 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.

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		×	×	×	○	

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

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

- Select on the chart the party you desire to call.
- Determine his standby channel (i.e. ○).
- Select his standby channel on your radio.
- If his standby channel does not show a tone number (i.e. ○) voice call.
- 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.
- 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".

WESTWARD TRAINS			Miles from Biggar	Switching Zones	WAINWRIGHT SUBDIVISION	Office Signals	Siding Car Capacity	EASTWARD TRAINS			
FIRST CLASS								FIRST CLASS			
695	1	3						2	694	4	
Passenger Railiner	Passenger	Passenger						Passenger	Passenger Railiner	----	
Daily	Daily	Daily	MOUNTAIN STANDARD TIME								
			STATIONS								
----	0950	0605	0.0	↓ 2.2	----- BIGGAR --- CKPWY	BI	219	s 1920	----	s2250	
----	----	----	8.6	-----	8.6 ----- OBAN ----- P	---	117	----	----	----	
----	----	----	8.8	-----	0.2 ----- OBAN JCT. --- P	---	---	----	----	----	
----	----	----	16.3	-----	Jct. with Porter Sub. 7.5 ----- PALO ----- P	---	118	----	----	----	
----	----	----	30.0	-----	13.7 ----- CAVELL ----- P	---	117	----	----	----	
----	----	----	42.7	-----	12.7 ----- SCOTT ----- P	---	113	----	----	----	
----	----	----	51.2	-----	8.5 ----- TAKO ----- P	---	114	----	----	----	
----	s 1055	s 0710	57.9	-----	6.7 ----- UNITY ----- PW	---	115	s1815	----	s2140	
----	----	----	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	----	----	----	
----	1145	0800	106.9	-----	10.4 ----- CHAUVIN ----- P	---	115	1725	----	2050	
----	----	----	116.8	-----	9.9 ----- DUNN ----- P	---	117	----	----	----	
----	----	----	127.8	-----	11.0 ----- HEATH ----- P	---	117	----	----	----	
----	----	----	135.3	-----	7.5 ----- GREENSHIELDS --- P	---	117	----	----	----	
----	s 1215	s 0835	140.1	138.5	4.8 ----- WAINWRIGHT --- KPWY	GN	124	1650	----	2020	
----	1220	0840	146.6	142.0	6.5 ----- FABYAN ----- P	---	117	s 1645	----	s2015	
----	----	----	157.7	-----	11.1 ----- IRMA ----- P	---	115	----	----	----	
----	----	----	172.1	-----	14.4 ----- KINSELLA ----- P	---	117	----	----	----	
----	1307	0927	184.5	-----	12.4 ----- VIKING ----- P	---	115	1555	----	1927	
----	----	----	196.7	-----	12.2 ----- BRUCE ----- P	---	117	----	----	----	
----	----	----	205.9	-----	9.2 ----- HOLDEN ----- P	---	117	----	----	----	
----	1334	0954	214.7	-----	8.8 ----- RYLEY ----- P	---	122	1528	----	1900	
----	----	----	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	----	----	----	
----	1410	1030	250.0	-----	6.2 ----- ARDROSSAN ----- P	---	116	1455	----	1827	
From Camrose Sub.	----	----	259.1	257.0	9.1 ----- CLOVER BAR ----- P	---	104	----	To Camrose Sub.	----	
1031	----	----	260.2	-----	1.1 ----- BREVILLE JCT. --- P	---	---	----	1615	----	
1036	1430	1053	263.4	-----	Jct. with Camrose Sub. 3.2 ----- NORTH EDMONTON --- P	---	64	1430	1610	1805	
			Interlocked with Edmonton East Terminal and Vegreville Subs.								
									Daily		
695	1	3							2	694	4

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 9)

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 Units 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.
- 4.3 Units in series 2000-3240, 4000-4017, 5000-5299 must not be operated on trackage serving Mid-West Chemical Co. at Palo.

5 SPEEDS

5.1 Mileage	Zone	Miles per Hour	
		Passenger and Ralliner	Other 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
5.2 Sidings	-----	25	25
5.3 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.

*Advance speed restriction sign governing eastward movements at the permanent slow orders between mileages 76.3 and 74.3 and between mileages 6.8 and 4.8 located to left of main track.

Zone speed signs governing eastward movements at mileages 263.4 and 259.2 located to left of main track:

CONDITIONAL SPEEDS

5.4 Mileage 0.7 (Highway 4-14)			
Eastward movements approaching within 2050 feet of crossing and until crossing occupied ---	65	--	

	Miles per Hour	
	Passenger	Other Movements
Westward movements proceeding at less than 15 miles per hour within 1100 feet of crossing and until crossing occupied	15	15
5.5 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
Movements to and from Bodo Sub. approaching within 150 feet of crossing and until crossing occupied -----	5	5
5.6 Mileage 140.9 (Camp Road)		
Westward movements approaching within 2000 feet of crossing and until crossing occupied --	60	--
5.7 Mileage 259.2 (First Street)		
Approaching within 2150 feet of crossing and until crossing occupied -----	45	45

5.8 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.

(Continued on Page 11)

(Continued from Page 10)

WAINWRIGHT SUBDIVISION FOOTNOTES

- 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.
- 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	46	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	3	691	695	697					
Passenger	Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner					
Daily	Daily	Daily	Daily	Daily					
---	---	---	---	---	0.0	0.4	Two Tracks NORTH EDMONTON ---PXZ Interlocked with Vegreville and Wainwright Subs. 3.5	CD	
---	---	---	---	---	1.2	1.2			
---	---	---	---	---	3.5	---			
1430	1053	1044	1036	1024	3.3	---	CTC NORTH EDMONTON ---P Interlocked with Vegreville and Wainwright Subs. 3.3	MO	
s1445	s1105	s1055	s1045	s1035	0.4	---			
---	---	---	---	---	0.0	---	EDMONTON ---CKPWZ		
1	3	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 to 0.4. Line-up regulations not applicable between Edmonton and North Edmonton.				

EDMONTON WEST TERMINAL SUBDIVISION										
WESTWARD TRAINS					Miles from Edmonton	Yard Limits	STATIONS	Office Signals	EASTWARD TRAINS	
FIRST CLASS										
1	3									
Passenger	Passenger								2	4
Daily	*Daily								Passenger	Passenger
1515	1135	0.0	0.4	CTC TWO TRACKS EDMONTON ---CKPWZ 4.2 WEST JCT ---PXYZ 0.7 N.A. RLY. ---PX 1.1 UNION JCT. ---PX Jct. with Sangudo Sub. 1.2 BISSELL ---P	MO	s1345	s1725			
---	---	0.4	4.2			1330	1710			
---	---	4.9	---			---	---			
---	---	6.0	---			---	---			
1530	1150	7.2	---			1325	1705			
1	3	Main track commences at the east boundary of 105th Street overpass mileage 0.4. Rule 105 applied between mileages 0.0 and 0.4. Line-up regulations not applicable between Edmonton and Bissell.					Daily	*Daily	2	4

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION

FOOTNOTES ON PAGE 13

*No. 3 WILL NOT OPERATE APRIL 29 TO JUNE 23 AND SEPT. 8 TO OCTOBER 27 INCLUSIVE

*No. 4 WILL NOT OPERATE APRIL 29 TO JUNE 25 AND SEPT. 10 TO OCT. 27 INCLUSIVE

EDMONTON EAST TERMINAL SUBDIVISION									
Miles from Edmonton	Miles from North Edmonton	STATIONS	Office Signals	EASTWARD TRAINS					
				FIRST CLASS					
				2	694	696	690	4	
				Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner	Passenger	
---	0.0	Two Tracks NORTH EDMONTON ---PXZ Interlocked with Vegreville and Wainwright Subs. 3.5	CD	---	---	---	---	---	WILL NOT OPERATE APRIL 29 TO JUNE 25 AND SEPT. 10 TO OCT. 27 INCLUSIVE
---	1.2			---	---	---	---	---	
---	3.5			---	---	---	---	---	
3.3	---	CTC NORTH EDMONTON ---P Interlocked with Vegreville and Wainwright Subs. 3.3	MO	1430	1610	1620	1630	1805	
0.4	---			1415	1600	1610	1620	1755	
0.0	---	EDMONTON ---CKPWZ	MO	Daily	Daily	Daily	Daily	Daily	4
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. Line-up regulations not applicable between Edmonton and North Edmonton.				2	694	696	690	4	

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.

(Continued on Page 14)

(Continued from Page 13)

**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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**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 signs erected on other than the main track. 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	Switching Zones	EDSON SUBDIVISION			Office Signals	Siding Car Capacity	EASTWARD TRAINS		
FIRST CLASS					MOUNTAIN STANDARD TIME					FIRST CLASS		
---	1	3			STATIONS					2	4	---
---	Passenger	Passenger			---	---	---			Passenger	Passenger	---
---	Daily	Daily	7.2	7.8	19.7	BISSELL	P	YARD	1325	1705	---	
			7.8	7.8	19.7	12.5						
			32.5			SPRUCE GROVE	P	109				
			44.3			12.8						
			58.1			CARVEL	P	108	1250	1635		
			66.3			11.8						
			68.1			WABAMUN	P	132				
			77.5			13.8						
			88.1			GAINFORD	P	109				
			99.7			8.2						
			109.8			ENTWISTLE	P	111				
			120.8			1.8						
			129.6			EVANSBURG	P		1200	1540		
			138.9			9.4						
			139.4			WILDWOOD	PW	111				
			149.1			10.6						
			155.8			LEAMAN	P	107				
			165.2			11.6						
			177.0			NITON	P	108	1130	1510		
			184.6			10.1						
			196.2			PEERS	P	110				
			199.4			11.0						
			208.2			WOLF CREEK	P	109				
			214.6			8.8						
			220.5			EDSON	CKPWY	FY	145	1055	1440	
			227.6			9.3			\$1050	\$1435		
			235.7			BICKERDIKE	P	167				
						10.2						
						GALLOWAY	P	131				
						6.7						
						MEDICINE LODGE	P	110	1015	1400		
						9.4						
						OBED	P	131				
						11.8						
						PEDLEY	PW	132				
						7.6						
						HINTON	P	120	\$0945	\$1330		
						11.6						
						SOLOMON	P	113				
						3.2						
						SWAN LANDING	P	160				
						8.8						
						MIETTE	P	131	0908	1253		
						6.4						
						DEVONA	P	133				
						5.9						
						SNARING	P	131				
						7.1						
						HENRY HOUSE	P	131				
						8.1						
						JASPER	CKPWY	GH	52	0835	1220	
									Daily	Daily	---	
									2	4	---	

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		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 series 2000-3240, 4000-4017, 5000-5299 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
Move-
Passenger ments

4.1 Mileage	Zone	75	55
7.2 to 47.0		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	25
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
4.2 Sidings		25	25
4.3 Tracks and Spurs not otherwise covered		10	10

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.

*Advance speed restriction sign governing eastward movements at the permanent slow orders between mileages 136.9 and 135.2, between mileages 86.3 and 83.0 and between mileages 43.8 and 43.4 located to left of main track.

Zone speed sign governing eastward movements at mileage 234.5 and westward movements at mileage 68.3 located to left of main track.

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EDSON SUBDIVISION FOOTNOTES

	Miles per Hour	
	Passenger	Other Movements
4.4 Unit trains handling loaded or empty coal cars	50	

4.5 Except as may be required by Special Instruction M-15 trains and engines accepting a Slow Clear or Slow Approach indication of a block signal governing movement from a siding may proceed through the turnout at a speed not exceeding 25 miles per hour. Rules 287 and 288 modified accordingly.

CONDITIONAL SPEEDS

4.6 Mileage 128.7 (Highway 16) Eastward movements approaching within 2000 feet of crossing and until crossing occupied	60	
4.7 Mileage 184.3 (Old Highway 16) Eastward movements proceeding at less than 30 miles per hour within 3100 feet of crossing until crossing occupied	30	30

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.
STOP signs erected on other than the main track.

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
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				CAMROSE SUBDIVISION				SOUTHWARD TRAINS		
FIRST CLASS	Miles from Bretville Jct.	Yard Limits	Switching Zones	STATIONS	Office Signals	Siding Car Capacity	FIRST CLASS	FOURTH CLASS		
695 Passenger Railiner Daily							694 Passenger Railiner	854 Freight	888 Freight	
	95.1	93.7		MIRROR CKPYZ	MR	YARD		1150	2205	
	92.5			LAMERTON						
	84.3			BASHAW P		40		1129	2146	
	75.8			DORENLEE		47		1115	2133	
	70.6			FERINTOSH P		44		1107	2125	
	63.1			NEW NORWAY P		44		1055	2113	
	59.8			DUHAMEL		44		1049	2108	
	54.3	55.2 54.3	CTC	FERLOW JCT. PYZ			1736	1039	2058	
	48.6			Jct. with Stettler Sub.						
	48.1	48.4		ALLIANCE JCT. PZ						
	47.4			Jct. with Alliance Sub.						
	45.5	45.4		CAMROSE BPWZ	CO	55	1726 s 1710	1026	2045	
	45.5			CAMROSE JCT. PYZ						
	45.5			Jct. with Demay Sub.						
	45.5			BARLEE JCT. P			1707	1020	2039	
	45.5			Jct. with Kingman Sub.						
	38.3			ARMENA		32	1701	1008	2027	
	31.3			HAY LAKES P		40	s 1654	0954	2015	
	24.7			NEW SAREPTA P		31	F 1646	0932	2004	
	17.0			LOOMA		31	1637	0921	1953	
	9.9			BRETONA			1629			
	4.8	4.8	CTC	STRATHCONA P			1623	0900	1930	
	4.5			Jct. with Wainwright Sub.						
	2.2			EAST EDMONTON PR	VS	198	1619			
	0.0			BRETVILLE JCT P			1615			
			CTC between Bretville Jct. and Mileage 4.8 controlled by Train Dispatcher at Edmonton. CTC between mileages 48.4 and Ferlow Jct. controlled by Operator at Camrose.					Daily	Daily	Daily except Saturday
695							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.

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.

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CAMROSE SUBDIVISION FOOTNOTES

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 Units 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 Units in 1000-1077 series, when coupled together, must not enter or use The Steel Co. of Canada Ltd. trackage at Camrose.
- 4.3 Units in series 2000-3240, 4000-4017, 5000-5299 or loaded cars of ore must not be operated on the following sidings and other tracks unless necessary to set out bad order equipment.
Mirror -----All except yard tracks 1, 2, 3, 4, Extension Pass and Wye.
Bashaw -----Other tracks.
- 4.4 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

Mileage	Zone	Railiner	Miles per Hour	Other Movements
0.0 to 54.3	Zone		75	40
On curves	Zone		60	--
5.3 to 5.6	-----		55	--
9.6 to 9.8	-----		55	--
11.9 to 12.8	-----		55	--
15.2 to 15.7	-----		55	--
16.6 to 18.1	-----		55	--
22.0 to 22.8	-----		55	--
25.9 to 26.8	-----		55	--
47.1 to 47.4	-----		20	15
49.2 to 54.3	-----		40	30
54.3 to 95.1	Zone		--	40
54.3 to 54.6	-----		--	15
57.6 to 58.4	-----		--	30
*58.6 to 59.2	-----		--	--

5.2 Sidings and other tracks -- 10 10

5.3 Mileages 0.0 to 95.1
Trains handling ore or ballast ----- 25

5.4 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.

*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

Mileage	Description	Railiner	Miles per Hour	Other Movements
5.5	Mileage 1.6— Northward movements while passing block signal 16 --	--		35
5.6	Mileage 2.3 (Highway 16A) Northward movements approaching within 1150 feet of crossing and until crossing occupied -----	35		35
	Southward movements proceeding at less than 30 miles per hour within 2500 feet of crossing, until crossing occupied -----	10		10
5.7	Mileage 11.9 (North-South County Road) Northward movements approaching within 3900 feet of crossing and until crossing occupied -----	55		--
5.8	Mileage 48.1 (48th Avenue) Northward movements approaching within 250 feet of crossing and until crossing occupied -----	5		5
	Southward movements approaching within 1200 feet of crossing and until crossing occupied -----	30		30
5.9	Mileage 54.9— Northward movements while passing block signal 549 --	--		35

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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.

	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

Mileage	Zone	Miles per Hour	All Movements
0.0 to 59.2		25	
4.1			
4.2	Tracks and Spurs not otherwise covered -----	10	
4.3	Engines in 1200-1399 series --	20	
4.4	Movements handling loaded or empty hopper cars having a load limit of 95 tons or over--	15	

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 tipple.

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	↑
			8.0				
	51.2	45.4	GALAHAD			31	
	45.0		7.6	Y			
	43.6	42.9	FORESTBURG	Z		53	
			8.9				
	34.7		HEISLER			53	
			6.2				
	28.5		ANKERTON			34	
			6.3				
22.2		ROSALIND			53		
		5.8					
16.4		KELSEY			39		
		8.2					
8.2		KIRON					
		8.2					
0.0	1.0	ALLIANCE JCT.	PZ				
		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.

	Mileage	Car Capacity	Points Face
6.2			20 m.p.h.
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		
515						516	Freight	
Freight								
Daily								
0730	*0.0	↓ 2.3	UNION JCT. ----- PRZ Jct. with Edmonton West Terminal Sub. 1.7			1000		
0735	1.7		CANNELL ----- Z		20	0954		
0743	5.0		ST. ALBERT ----- P		28	0944		
0755	13.0		VILLENEUVE ----- P		32	0920		
0806	19.4		CALAHOO -----		32	0900		
0830	29.4		ONOWAY -----		65	0830		
0841	36.0		GUNN ----- P		31	0755		
0855	44.4		GLENEVIS ----- P		31	0735		
0906	51.5		CHERHILL ----- P		21	0718		
0915	57.0		LISBURN -----		31	0705		
0924	62.5	SANGUDO ----- P		34	0652			
0937	68.9	ROCHFORD BRIDGE -----		32	0630			
0948	74.2	MAYERTHORPE -----		66	0613			
1000	79.8	GREENCOURT ----- P		29	0553			
1022	89.7	BLUE RIDGE ----- P		30	0520			
1100	103.3	Manual Block System ↑ 106.6	WHITECOURT ----- KPZY WO	YARD	YARD	0430		
-----	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 ex. 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.

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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		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		10
115.3 to 116.7		10
120.5 to 140.0	Zone	40
128.0 to 128.3		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 series 2000-3240, 4000-4017, 5000-5299—
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 4.1	

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 Benbow—Extends 3.4 miles westward from mileage 143.8. Switch points face east.

Movements must not exceed 5 miles per hour on loop track which commences at mileage 3.4.

Hand brakes must be applied at all times on all cars left on this spur and loop.

General Instructions A-220 (Form 696) applicable to eastward movements leaving loop track.

- 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		20
76.6 to 76.8		15
81.0 to 93.1		15
4.2 Sidings and other tracks		10
4.3 Mileage 0.0 to 81.0		
Trains handling cars with gross weight over 177,000 lbs.		15

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	
10.7		5.2		51	
16.3		ERITH		42	
25.2		5.6		51	
30.5		WEALD			
34.0		8.9			
36.1	35.5	EMBARRAS			
36.6		5.3			
43.2	37.1	OKE			
47.2		3.5			
48.1		ROBB			
48.5		2.1			
49.9		PARKHILL JCT. Z Jct. with Mountain Park Sub.			
		0.5			
		COALSPUR YZ		YARD	
		6.6			
		DISS		31	
		4.0			
		STERCO		33	
		1.3	Y		
		COAL VALLEY			
		1.4			
		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		25
32.9 to 33.4		10
36.6 to 49.9		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	Miles from Parkhill Jct.	Yard Limits	MOUNTAIN PARK SUBDIVISION	Office Signals	Siding Car Capacity	EASTWARD TRAINS
				STATIONS			
1 RULE MODIFICATIONS 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. 1.2 SPECIAL INSTRUCTIONS APPLY. SYSTEM 8.1 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. 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. System Special Instruction 6.1 — 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. System Special Instruction 6.2 not applicable on Mountain Park Sub.		0.0		----- PARKHILL JCT. -----Z Jct. with Foothills Sub. 0.5			
		0.5		----- COALSPUR -----PYZ 6.4		YARD	
		6.9		----- MERCOAL ----- 1.3		24	
		8.2		----- STEEPER ----- 3.6		33	
		11.8		----- SHAW ----- 6.2		33	
		18.0		----- FIDLER ----- 4.5		30	
		22.4		----- LEYLAND -----PRZ 1.2	Y	50	AN
		22.5		----- CADOMIN -----Z 7.9		55	
		23.7		----- MOUNTAIN PARK -----Y		YARD	
		31.6					
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

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		20
4.2 Tracks and Spurs not otherwise covered 10		

NORTHWARD TRAINS	Miles from Swan Landing	Yard Limits	GRANDE CACHE SUBDIVISION	Office Signals	Siding Car Capacity	SOUTHWARD TRAINS
			STATIONS			
	0.0		----- SWAN LANDING -----Z 20.4		YARD	
	2.8		----- WILDHAY ----- 20.6		103	
	20.4		----- HANLON ----- 32.0		140	
	41.0		----- GREY ----- 16.7		144	
	73.0		----- DENARD ----- 4.9			
	89.7		----- THORDARSON ----- 14.3		101	
	94.6		----- WINNIANDY -----KZ 26.5		168	
	108.9		----- BOTTEN ----- 21.3		113	
	135.4		----- AMUNDSON ----- 18.9		116	
	156.7		----- LATORNELL ----- 18.0		115	
	175.6		----- DORSCHIED ----- 18.8		113	
	193.6		----- TOLSTAD ----- 19.6		118	
	212.4		----- GRANDE PRAIRIE -----KZ Jct. with N.A. Rly.		YARD	
	230.7					
	232.0					
	232.9					
	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.					

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 6.2 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
4.2 Sidings and Other tracks ----- 10		
4.3 Southward loaded unit trains: Mileage 109.2 to 1.8 ----- 20		

CONDITIONAL SPEEDS

4.4 Mileage 36.1 (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)

GRANDE CACHE SUBDIVISION FOOTNOTES

Mileage	Channel	Base Station	6	SPURS
0.0 to 20.0	4 or TW5	Athabasca Mtn.		
15.0 to 59.0	3 or TW4	Berland		
59.0 to 100.0	4 or TW5	Muskeg		
95.0 to 115.0	3 or TW4	Winniandy		
115.0 to 130.0	4 or TW5	Muskeg		
129.0 to 182.0	3 or TW4	Simonette		
182.0 to 232.0	4 or TW5	Economy		

Mileage or Location	Capacity	Points Face	7	OTHER TRACKS
Hoff	56.8	49 cars	S	
Team Track	Denard	26 cars	N	
Industrial Spur	89.8	8 cars	N	
McIntyre Porcupine Mines Ltd.	Winniandy	240 cars	N S	
Canadian Utilities Ltd. (Off McIntyre Porcupine Mines)	109.2	19 cars	N	
Pit Spur	115.7	72 cars	N	
Atlantic Richfield Co. (Braaten)	198.8	65 cars	N S	

6.1 Shaver (Proctor and Gamble Company of Canada Limited) Mileage 222.7—Extends 2.0 miles northward. Switch points face south.

5.2 When necessary to contact other trains or mobile radio beyond base station range, locomotive engineer will call train dispatcher for proper base station connection.

5.3 Caboose portable radio will normally monitor channel EE except when calling engine on above proper channel. Locomotive engineer will call caboose on channel EE, otherwise will monitor the above proper channel.

5.4 Maintenance of Way mobile radio channels 1 and 2 correspond to the above channels "3 or TW4" and "4 or TW5".

5.5 Voice call Operator Winniandy on channel TW4 and Operator Grande Prairie on channels EE/TW5.

WESTWARD TRAINS			Miles from North Battleford	Yard Limits	BLACKFOOT SUBDIVISION				Office Signals	Siding Car Capacity	EASTWARD TRAINS			
FOURTH CLASS	THIRD CLASS	FIRST CLASS			MOUNTAIN STANDARD TIME						FIRST CLASS	FOURTH CLASS		
94 C.P. Rly. Freight	709 Freight	691 Passenger Railer			STATIONS					690 Passenger Railer	508 Freight	884 Freight	93 C.P. Rly. Freight	
1630	0620	0600	0.0 0.3		NORTH BATTLEFORD CKPWYZ Jct. with Turtleford Sub.				FD	40	s 2125	0845	1625	1520
			0.4	0.8	6.1									
1650	0635	0608	6.1	5.5	BATTLEFORD JCT. Jct. with Battleford Sub.				PRZ		2114	0830	1610	1458
To Battleford Sub.	0645	0614	10.8	6.7	4.7 HIGHGATE					33	2106	0820	1601	From Battleford Sub.
	0656	s 0624	18.9		8.1 DELMAS				P	34	s 2057	0807	1551	
	0705	0631	26.2		7.3 BRESAYLOR					35	2049	0754	1542	
	0715	s 0639	33.9		7.7 PAYNTON				P AN	33	s 2041	0742	1530	
	0728	0648	43.4		9.5 BIRLING					35	2031	0728	1516	
	0737	s 0655	49.9		6.5 MAIDSTONE				P OD	47	s 2025	0713	1508	
	0747	s 0703	57.6		7.7 WASECA				P SA	33	s 2016	0703	1459	
	0757	s 0711	64.3		6.7 LASHBURN				P RS	33	s 2008	0642	1451	
	0818	s 0721	72.6		8.3 MARSHALL				P MR	34	s 1958	0628	1440	
	0840	s 0738	82.9 84.4	82.2 86.8	11.8 LLOYDMINSTER				Y PWZ	YD	53	s 1945	0611	1420
	0850	f 0745	91.4		7.0 BLACKFOOT				P	32	f 1934	0551	1400	
	0900	s 0753	99.3		7.9 KITSCOTY				P	42	s 1925	0539	1350	
	0913	s 0804	109.6		10.3 ISLAY				P	33	s 1914	0523	1335	
	0923	0812	117.3		7.7 BORRADAILE				P	34	1906	0511	1323	
	0935	s 0820	124.4	122.9	7.1 VERMILION				KPWYZ	VN	30	1858	0500	1310
											Daily	Tuesday, Friday	Daily except Sunday	Tuesday, Thursday, Sunday
94	709	691									690	508	884	93

BLACKFOOT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 CLEARANCES—
North Battleford—No. 94 must obtain C.P. Rly. clearance at North Battleford OK'd by C.P. Rly. train dispatcher at Saskatoon in accordance with Rule 211.
- 1.2 TRAIN REGISTER MODIFICATIONS—
Battleford Jct.—Trains will register only when directed by train order.
Vermilion—Passenger trains may register by register ticket.
- 1.3 OTHER MODIFICATIONS—
RULE 5—North Battleford— The time of eastward regular trains applies at the siding west switch.
Vermilion—The time of No. 709 applies at the siding east switch.

2 GENERAL FOOTNOTES

- 2.1 Except for the train dispatching function, the territory between North Battleford and Mileage 0.4 is under the jurisdiction of the Saskatchewan Area.
- 2.2 North Battleford—Siding is located between the first crossover east of station and west switch.
- 2.3 Lloydminster—Siding is located between first switch east of station and second crossover west of station. When switching at Lloydminster, lookout for cars on industrial spur which may be foul of elevator track.
- 2.4 Vermilion—Siding is located between first crossover east of station and first switch west of station.

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BLACKFOOT SUBDIVISION FOOTNOTES

3 EQUIPMENT RESTRICTIONS

- 3.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- 3.2 Units in series 2000-3240, 4000-4017, 5000-5299 must not use sidings at Highgate, Delmas, Bresaylor, Birling, Blackfoot and Borradaile.

4 SPEEDS

Mileage	Zone	Miles per Hour		
		Railiner	Passenger except Railiner	Other Move-ments
0.0 to 12.0	Zone	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

Mileage	Zone	Miles per Hour		
		Railiner	Passenger except Railiner	Other Move-ments
4.3 Mileage 84.3 (49th Avenue)		20	20	20

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Other Move-ments
4.4 Mileage 84.4 (50th Avenue)	10	10	10
4.5 Mileage 84.9 (55th Avenue)	40	40	40

Eastward movements proceeding at 10 miles per hour or less within 1200 feet of crossing until crossing occupied

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

Approaching within 700 feet of crossing and until crossing occupied

Approaching within 1500 feet of crossing and until crossing occupied

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

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

BATTLEFORD SUBDIVISION FOOTNOTES

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.

2 EQUIPMENT RESTRICTIONS

- 2.1 Only units in 1000-1077 series permitted.
- 2.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

3 SPEEDS

Mileage	Zone	Miles per Hour All Movements
3.1 Mileage 0.0 to 7.8	Zone	15

NORTHWARD TRAINS		BATTLEFORD SUBDIVISION				SOUTHWARD TRAINS	
FOURTH CLASS		Miles from Battleford	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FOURTH CLASS
93	C.P. Ry. Freight						94
	Tuesday, Thursday, Sunday						
	From Cut Knife Sub.	0.0	↓	BATTLEFORD PRYZ 2.2	BF	YARD	To Cut Knife Sub.
		1433	2.2	CUT KNIFE JCT. RZ 5.6			1715
		1458	7.8	BATTLEFORD JCT. PRZ 5.6			1650
				RULES 41 and 44 APPLICABLE			Tuesday, Thursday, Sunday
93							94

CUT KNIFE SUBDIVISION FOOTNOTES

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 EQUIPMENT RESTRICTIONS

- 3.1 Only units in 1000-1077 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
4.1 Mileage 0.0 to 26.8	Zone	20
1.8 to 2.1		10
26.8 to 43.8	Zone	15
4.2 Sidings and Other Tracks		10

5 OTHER TRACKS

Mileage	Car Capacity	Points Face
5.1 Newby	34.8	19 E

WESTWARD TRAINS		CUT KNIFE SUBDIVISION				EASTWARD TRAINS	
FOURTH CLASS		Miles from Cut Knife Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FOURTH CLASS
94	C.P. Ry. Freight						93
	Tuesday, Thursday, Sunday						
		1715	0.0	CUT KNIFE JCT. R 3.4			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 11.2			1310
			38.0	TATSFIELD 5.8		40	
			43.8	CARRUTHERS YZ		YARD	
				RULES 41 and 44 APPLICABLE Rule 105A not applicable			Tuesday, Thursday, Sunday
94							93

KINGMAN SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 Special Instructions Apply—SYSTEM 8.1.

2 GENERAL FOOTNOTES

- 2.1 Unless authorized by Supt. Transportation, movements must not be operated between mileage 13.0 and mileage 23.7.
- 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.

3 EQUIPMENT RESTRICTIONS

- 3.1 Only units in 1000-1077 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
4.1 Mileage 0.0 to 23.7	Zone	10
4.2 Sidings and Other tracks		10

NORTHWARD TRAINS		KINGMAN SUBDIVISION				SOUTHWARD TRAINS	
FOURTH CLASS		Miles from Tofield	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FOURTH CLASS
		23.7		BARLEE JCT. P 5.3			
		23.4		Jct. with Camrose Sub.			
		18.4		DINANT 6.4		43	
		12.0		KINGMAN 6.4		44	
		5.6		BARDO 5.6		44	
		0.0		TOFIELD PY			
				RULES 41 and 44 APPLICABLE Rule 105A not applicable			

WESTWARD TRAINS		Miles from Connecting Switch	Yard Limits	DODSLAND SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS	
				STATIONS					
		0.0	▼	-----	BIGGAR - CKWYZ	BI	YARD		
		6.0	0.6	-----	6.0 ARGO		46		
		12.2		-----	6.2 DUPEROW		46		
		18.5		-----	6.3 SPRINGWATER		44		
		25.6		-----	7.1 RUTHILDA	RU	43		
		29.9		-----	4.3 DOWNE		45		
		35.9		-----	6.0 AVA		45		
		43.0		-----	7.1 WALLISVILLE		--		
		47.0		-----	4.0 DODSLAND	DO	42		
		50.3		-----	3.3 WHITEPOOL		--		
		53.3		-----	3.0 MILLERDALE		43		
		59.7		-----	6.4 BEAUFIELD		42		
		66.4	65.8	-----	6.7 COLEVILLE - Z	CO	39		
		72.6	69.5	-----	6.2 DRIVER		39		
		78.5		-----	5.9 SMILEY	MY	42		
		85.9		-----	7.4 DEWAR LAKE		43		
		90.4		-----	4.5 HOOSIER		45		
		96.5		-----	6.1 GREENE		43		
		103.5	102.7	-----	7.0 LOVERNA - RYZ	VO	41		
		115.8	104.6	-----	12.3 ESTHER		27		
		126.1		-----	10.3 NEW BRIGDEN		37		
		134.2		-----	8.1 SEDALIA		37		
		154.0	153.0	-----	19.8 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. Rly. ----- 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 Only units in 1000-1077 series permitted.
4.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

5.1 Mileage		Miles per Hour
0.0 to 66.0	Zone	25
34.0 --westward trains (on curve) --	Zone	20
66.0 to 154.0	Zone	20
5.2 Sidings and Other tracks -----		10
5.3 Mileage 0.0 to 154.0		
Trains handling LPG products -----		15

WESTWARD TRAINS			Miles from Vermilion	Yard Limits	VEGREVILLE SUBDIVISION		Office Signals	Siding Car Capacity	EASTWARD TRAINS		
FOURTH CLASS	FIRST CLASS				STATIONS				FIRST CLASS		FOURTH CLASS
709	697	691							696	690	884
Freight	Passenger Railiner	Passenger Railiner							Passenger Railiner	Passenger Railiner	Freight
Daily ex. Sun.	Daily	Daily									
1245	-----	0824	0.0	▼	-----	VERMILION - KPWYZ	VN	30	-----	s 1854	1140
1300	-----	0832	7.4	0.8	-----	7.4 CLAYSMORE		32	-----	1846	1123
1310	-----	s 0840	14.6		-----	7.2 MANNVILLE - P		33	-----	s 1838	1111
1322	-----	s 0849	22.9		-----	8.3 MINBURN - P		32	-----	s 1827	1100
1339	-----	s 0859	31.6		-----	8.7 INNISFREE - P		25	-----	s 1816	1046
1350	-----	s 0908	39.2		-----	7.6 RANFURLY - P		36	-----	s 1807	1035
1403	-----	s 0919	48.2		-----	9.0 LAVOY - P		33	-----	s 1756	1019
1415	-----	s 0929	57.1	56.1	-----	8.9 VEGREVILLE - PWZ	RG	64	-----	s 1746	1005
1417	-----	0930	58.0	59.1	-----	0.9 VEGREVILLE JCT. - PYZ			-----	1744	1003
					Jct. with Haight Sub.						
1425	-----	0935	64.0		-----	6.0 ROYAL PARK		33	-----	1739	0954
1435	-----	s 0942	70.9		-----	6.9 MUNDARE - P		51	-----	s 1732	0942
1446	-----	0948	77.6		-----	6.7 HILLIARD		36	-----	1725	0915
1457	-----	s 0955	85.1		-----	7.5 CHIPMAN - P		37	-----	s 1717	0904
1509	-----	s 1003	92.4		-----	7.3 LAMONT - P		41	-----	s 1707	0854
1521	-----	s 1011	99.2		-----	6.8 BRUDERHEIM - P		34	-----	s 1702	0844
1532	-----	1017	106.2		-----	7.0 SCOTTFORD		34	-----	1655	0835
1542	-----	s 1025	112.7	110.4	-----	6.5 FORT SASKATCHEWAN - PZ	FS	63	-----	s 1647	0826
1552	-----	1031	114.6	115.0	-----	5.3 RIVER BEND - P		33	-----	1642	0816
1559	-----	1035	118.0		-----	3.7 OLIVER		33	-----	To Coronado Sub. 1638	0810
1605	-----	1038	121.7		-----	1.2 ST. PAUL JCT. - PR			-----	1626	1636
					Jct. with Coronado Sub.						
	-----	1024	122.9		-----	3.5 NORTH EDMONTON - P			-----	1620	1630
			126.4		Interlocked with Wainwright and Edmonton East Terminal Subs.						
					CTC						
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.

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VEGREVILLE SUBDIVISION FOOTNOTES

3 INTERLOCKINGS

- 3.1 **Railway Crossing at Grade—**
C.P. Rly. ----- Mileage 56.7 ----- Automatic Eastward trains must not exceed 15 miles per hour when approaching within 500 feet of the governing interlocking signal (B.T.C. 70486). Westward trains must not exceed 45 miles per hour while passing the governing approach signal.
- 3.2 **Railway Crossing at Grade—**
C.P. Rly. ----- Mileage 97.9 ----- Automatic Trains must not exceed 40 miles per hour while passing the governing approach signal.
- 3.3 **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 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 Units in series 2000-3240, 4000-4017, 5000-5299 must not use sidings at Claysmore, Ranfurly, Royal Park, Hilliard, Scotford and River Bend.
- 4.3 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

5.1 Mileage	Zone	Miles per Hour		
		Railiner	Passenger except Railiner	Other Move-ments
0.0 to 126.4	on curves	70	50	50
2.1 to 3.2		60	--	--
9.6 to 10.2		50	--	40
11.5 to 11.8		55	--	45
19.2 to 20.0		55	--	45
21.0 to 21.3		55	--	45
26.8 to 27.0		55	--	40
27.8 to 29.6		45	40	35
32.3 to 35.0	on curves	50	45	40
35.9 to 36.7	on curves	50	45	40
38.5 to 39.0		55	--	45
40.7 to 41.9		50	45	40
48.4 to 48.7		50	45	40
52.9 to 54.1	on curves	55	--	45
111.2 to 111.4		50	45	40
113.5 to 114.6		40	20	20
115.1 to 116.1	on curves	55	--	40
117.0 to 117.2		30	30	30
125.2 to 126.3		20	20	20
5.2	Tracks and Spurs not otherwise covered	10	10	10
5.3	Mileage 43.9 to 77.8 Movements handling cars with gross weight over 220,000 lbs.	--	--	30

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Other Move-ments
5.4 Mileage 43.9 to 77.8 Movements handling Jumbo tank cars coupled together or with other cars having gross weight over 220,000 lbs.	--	--	20
5.5 Mileage 43.9 to 77.8 Units in series 2000-3240, 4000-4017, 5000-5299	--	20	20

CONDITIONAL SPEEDS

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

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VEGREVILLE SUBDIVISION FOOTNOTES

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 57.0 (49th Street) automatically protected. Equipped with push button. Movements over the crossing from elevator track which are to return westward on main track must not restore main track switch to normal position until entire movement is taken 50 feet east of the crossing.
- 6.2 Mileage 57.1 (50th Street) automatically protected. Equipped with push button. STOP sign located on other than the main track.
- 6.3 Mileage 70.9 (Main Street) automatically protected. Equipped with push button. STOP sign located on other than the main track.
- 6.4 Mileage 99.0 (Highway 45) automatically protected. Equipped with push button. Movements over the crossing on elevator spur must be protected by a flagman.
- 6.5 Mileage 110.8 (North-South County Road) automatically protected. Movements proceeding at 15 miles per hour or less within 1000 feet of crossing must not obstruct crossing until protection has been in operation for at least 20 seconds.
- 6.6 Mileage 111.4 (Forrest Road) automatically protected. Equipped with push button.

7 SPURS AND OTHER TRACKS

- 7.1 **Dow Chemical Co.—**
Mileage 110.8—Capacity 168 cars. Switch points face west.
Engines must not move onto nor over the scale track. Road crossing inside Plant Area must not be blocked by standing equipment.
All movements over this crossing must be protected.
Cars must not be "kicked" or running switches made on this trackage.
- 7.2 **Thio-Pet. Chemicals Ltd.**
Mileage 110.9—Capacity 18 cars. Switch points face east and west.
Engines must not move onto nor over the scale track.
- 7.3 **Sherritt Gordon Mines Ltd.—**
Mileage 111.0—Capacity 161 cars. Switch points face west.

- 7.4 **Inland Chemical Co.—**
Mileage 111.0 (off Sherritt Gordon Mines Ltd.)—Capacity 20 cars. Switch points face west.
Engines may use only a distance of 2500 feet of spur. Cars must not be "kicked" or running switches made on this trackage.
- 7.5 **Canadian Johns-Manville Co. Ltd.—**
Mileage 111.2—Capacity 17 cars. Switch points face west.
- 7.6 **Sherritt Gordon Mines Ltd.—**
Mileage 111.7—Extends northward, capacity 150 cars. Switch points face west. Engines must not pass through Bag Loadout shed on Tracks 1 and 2. Engines must not move through Loadout Shed on Track 5, Concentrate Shed on Track 6 nor Warming Shed on Track 7 at Sulphate Storage Building. Engines must not use crossover between Tracks 7 and 8 to Urea Storage No. 1 Building nor between Tracks 7 and 9 to the Reduction Building.
Engines must not move onto nor over the track scale on Track 4 and Track 7 except as may be authorized by Sherritt Gordon Mines Ltd. supervisor or weighmaster and only then if the engine's total weight is less than 250,000 lbs. Movements over the track scale must be made in accordance with Item 13, Page 4, General Instruction (Form 696).
Cars must not be "kicked" or running switches made on Sherritt Gordon Mines Ltd. trackage.

- 7.7 **Beamer Spur (Imperial Oil Limited)—**
Mileage 114.6—Extends 11.2 miles northward. Switch points face west.
Maximum Speed ----- 15 m.p.h.
Train register located in vicinity of main track switch. Trains will register only when so directed by train order. Train dispatcher's telephone located at main track switch stand.
Only the locomotive and caboose are to be allowed to pass the administration building which is located on the west side of the Plant trackage near the Guard House gate.
The cupola of a caboose will not clear the loading rack catwalks on tracks 68 and 69 in the Anhydrous Ammonia loading area at Beamer.
Protection of impassable or slow track on Beamer Spur may be as prescribed by U.C.O.R. Rule 41.

Equated Tonnage Ratings (Single Unit)

Units	Car Factor			Car Factor
	Westward	Eastward		
GF-30	7	3800	3400	5
GR-17	7	2300	2100	5
GR-12 (4 axle)	7	1750	1570	5

HAIGHT SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		HAIGHT SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
	Miles from Haight Jct.	Yard Limits	STATIONS					
1 RULE MODIFICATIONS 1.1 Special Instructions Apply— SYSTEM 8.1.	0.0		HAIGHT JCT. P					
	6.5		HAIGHT			34		
	13.9		INLAND			32		
	21.8	20.7	VEGREVILLE JCT. PYZ					
		RULES 41 and 44 APPLICABLE				Rule 105A not applicable		
2 GENERAL FOOTNOTES 2.1 Unless authorized by Supt. Transportation, movements must not be operated between mileage 0.0 and mileage 13.0.	4 SPEEDS Miles per Hour All Movements							
								4.1 Mileage 0.0 to 21.8 ----- 15 4.2 Sidings and Other tracks ----- 10

DEMAY SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		DEMAY SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
	Miles from Camrose Jct.	Yard Limits	STATIONS					
1 RULE MODIFICATIONS 1.1 Special Instructions Apply— SYSTEM 8.1.	0.0		CAMROSE JCT. PYZ					
	7.4	1.3	DEMAY			33		
	12.9		ROUNDHILL			32		
	18.8		DODDS			31		
	25.0		RYLEY P					
		RULES 41 and 44 APPLICABLE				Rule 105A not applicable		
2 GENERAL FOOTNOTES 2.1 Unless authorized by Supt. Transportation, movements must not be operated between mileage 0.0 and mileage 12.0. 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.	5 SPURS AND OTHER TRACKS Mileage Car Points All Movements Capacity Face							
								4.1 Mileage 0.0 to 25.0 ----- 15 4.2 Sidings and Other tracks ----- 10 CONDITIONAL SPEEDS 4.3 Mileage 13.0 (First Street)— Approaching within 500 feet of crossing until crossing occupied ----- 10

WESTWARD TRAINS						CORONADO SUBDIVISION				EASTWARD TRAINS				
FOURTH CLASS	FIRST CLASS		Miles from St. Paul Jct.	Yard Limits	Office Signals	Siding Car Capacity	STATIONS		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												
0500			160.0	159.5		YARD	HEINSBURG PRYZ					1615		
0529			149.4			32	LINDBERGH P					1555		
0550			139.6			33	ELK POINT					1527		
0630	1900	0750	120.2	121.2		32	ST. PAUL PRWYZ	AU	\$ 0740	\$ 1850		1445		
	F 1909	F 0758	112.8	119.5		29	OWLSEYE P		F 0731	F 1842	To Bonnyville Sub.	1425		
	F 1914	F 0803	108.5			24	ABILENE Z		F 0725	F 1837		1410		
	1915	0804	108.1	109.0			ABILENE JCT. PRYZ		0723	1835	0950	1405		
	To Bonnyville Sub.	\$ 0808	104.7	107.6		34	ASHMONT P	From Bonnyville Sub.	\$ 1830	0944	1355			
		\$ 0815	98.2				SPEDDEN		\$ 1822	0930	1330			
		\$ 0824	89.8			36	VILNA P		\$ 1811	0913	1305			
		\$ 0835	80.0			36	BELLIS P		\$ 1759	0853	1235			
		F 0841	74.7			33	EDWARD P		F 1753	0841	1215			
		\$ 0857	64.6			25	SMOKY LAKE PW	SM	\$ 1740	0758	1150			
		\$ 0907	57.0			32	WARSPITE		\$ 1731	0744	1115			
		\$ 0916	50.1			32	WASKATENAU P		\$ 1723	0731	1050			
		\$ 0924	43.1			37	RADWAY P		\$ 1715	0718	1025			
		0934	34.9			35	KERENSKY		1705	0702	0955			
		\$ 0941	29.6	30.3		45	REDWATER PZ	R	\$ 1658	0652	0941			
		F 0951	20.6	29.2		28	CORONADO P		F 1648	0631	0841			
		F 0958	15.6			49	GIBBONS P		F 1643	0622	0830			
		1008	7.2			32	DUAGH		1634	0605	0810			
		1018	0.0				ST. PAUL JCT. PR		1626	0550	0747			
							Rules 41 and 44 applicable between St. Paul and Heinsburg.				Daily	Daily	Daily ex. Saturday, Sunday	Sunday, Tuesday, Thursday
583	698	697					699	696	836	584				

CORONADO SUBDIVISION FOOTNOTES ON PAGE 38

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.

	Railiner	Miles per Hour		Other Movements
		Passenger Railiner	Passenger except Railiner	
4.2 Sidings and Other tracks --	10	10	10	
4.3 Over east and west legs of wye at Abilene Jct. -----	25	25	25	
4.4 Mileage 0.0 to 160.0 Movements handling ballast -----	--	--	25	
4.5 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			

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 series 2000-3240, 4000-4017, 5000-5299 prohibited.

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

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour		
		Railiner	Passenger 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	Zone	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

CONDITIONAL SPEEDS

4.6 Mileage 29.5 (Main Street) Westward movements approaching within 1800 feet of crossing and until crossing occupied -----	50	--	--
4.7 Mileage 64.3 (Highway 855) Westward movements approaching within 1650 feet of crossing and until crossing occupied -----	45	45	--
4.8 Mileage 120.1 (51st Street) Westward movements approaching within 400 feet of crossing and until crossing occupied -----	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

*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.

WESTWARD TRAINS				EASTWARD TRAINS			
FIRST CLASS	Miles from Abilene Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FIRST CLASS	FOURTH CLASS
						698	836
Passenger Railiner	Daily					Passenger Railiner	Freight
0610	61.1	↓ 59.5	GRAND CENTRE PRYZ 3.9	NC	YARD	\$2030	1205
0615	57.2		BEAVER RIVER 9.0			2022	1154
F0626	48.2		ARDMORE 5.3	P		F2011	1134
F0632	42.9		FORT KENT 6.3			F2005	1123
S0640	36.6		BONNYVILLE 12.5	PW	N 40	\$1957	1110
0654	24.1		FRANCHERE 5.3		32	1943	1045
S0700	18.8		GLENDON 4.1	P	32	\$1937	1034
S0705	14.7		THERIEN 4.9		35	\$1932	1025
S0711	9.8		MALLAIG 9.8	P	31	\$1926	1015
0723	0.0	↑ 0.6	ABILENE JCT. PRYZ Jct. with Coronado Sub.			1915	0950
						Daily	Daily ex. Saturday, Sunday
699						698	836

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 EQUIPMENT RESTRICTIONS

2.1 Units in series 2000-3240, 4000-4017, 5000-5299 prohibited.

2.2 Movements handling cars exceeding 177,000 lbs. gross will be governed by Conditional Speed Restrictions.

3 SPEEDS

3.1 Mileage	Zone	Miles per Hour		
		Railiner	Passenger 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	--	--

3.2 Sidings and Other tracks ----- 10 10 10

CONDITIONAL SPEEDS

	Mileage	Miles per Hour		Other Movements
		Passenger Railiner	Other Railiner	
3.3 Mileage 0.0 to 61.1 Movements handling cars with gross weight over 220,000 lbs. -----	--	--	20	

3.4 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.

4 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

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 EQUIPMENT RESTRICTIONS

3.1 Only units in 1000-1077 series permitted.
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

4.1 Mileage	Miles per Hour
0.0 to 26.0	All Movements 15
26.0 to 51.5	20
4.2 Sidings and Other tracks	10

WESTWARD TRAINS	Miles from Connecting switch	Yard Limits	BODO SUBDIVISION STATIONS	Office Signals	Siding Car Capacity	EASTWARD TRAINS
	0.0	0.9	UNITY PWZ	NI		
	11.2		SUNNYGLEN		32	
	14.6		REWARD		34	
	20.7		DONEGAL			
	26.3		SALVADOR			
	31.6		HEARTS HILL		35	
	39.5		CACTUS LAKE		36	
	44.8		COSINE		35	
	51.1	50.9	BODO	Y	YARD	
	51.5			Z		
RULES 41 and 44 APPLICABLE Rule 105A not applicable						

PORTER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY SYSTEM 8.1.

2 GENERAL FOOTNOTES

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

3 INTERLOCKING

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

4 EQUIPMENT RESTRICTIONS

4.1 Only units in 1000-1077 series permitted.
4.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

5.1 Mileage	Miles per Hour
0.0 to 48.2 Zone	All Movements 15
5.2 Sidings and Other Tracks	10

NORTHWARD TRAINS	Miles from Oban Jct.	Yard Limits	PORTER SUBDIVISION STATIONS	Office Signals	Siding Car Capacity	SOUTHWARD TRAINS
	0.0		OBAN JCT. Jct. with Wainwright Sub.			
	5.8		LETT		46	
	11.4		SALTER		44	
	17.5		CANDO		44	
	23.6		RED PHEASANT		46	
	31.9		IBSTONE		44	
	36.4		PORTER			
	43.0		DACER			
	48.2	47.3	BATTLEFORD PRYZ	BF	YARD	
RULES 41 and 44 APPLICABLE Rule 105A not applicable						

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

OYEN SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 TRAIN REGISTER MODIFICATIONS—
Alsask } Trains will register only when directed
Batter Jct. } by train order.

2 GENERAL FOOTNOTES

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

3 EQUIPMENT RESTRICTIONS

3.1 With the exception of yard tracks 3 and 4 at Hanna, units in series 2000-3240, 4000-4017, 5000-5299 must not be operated on sidings or other tracks.
3.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

4.1 Mileage	Miles per Hour
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

*Zone speed sign governing westward movements between mileages 66.6 and 75.2 located to left of main track.

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(Continued from Page 41)

OYEN SUBDIVISION FOOTNOTES

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

ENDIANG SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		ENDIANG SUBDIVISION STATIONS	SOUTHWARD TRAINS	
	Miles from Endiang Jct.	Yard Limits		Office Signals	Siding Car Capacity
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 EQUIPMENT RESTRICTIONS					
3.1 Only units in 1007-1077 and 1200-1399 series permitted.					
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.					
4 SPEEDS					
4.1 Mileage 0.0 to 75.2 ----- Miles per Hour All Movements 25					
4.2 Sidings and Other tracks -- 10					
4.3 Mileage 0.0 to 75.2 Trains handling cars with gross weight over 177,000 lbs. ----- 15					
4.4 Mileage 25.1 to 75.2 Units other than 1000-1077 series ----- 20					
5 OTHER TRACKS					
5.1 Gulf Oil Canada Ltd. Mileage 65.4—Capacity 5 cars. Switch points face south.					

ACADIA VALLEY SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 TRAIN REGISTER MODIFICATIONS—
Acadia Valley—Trains will register only when directed by train order.
- 1.2 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1.

2 EQUIPMENT RESTRICTIONS

- 2.1 Only units in 1000-1077 and 1200-1399 series permitted.
- 2.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.

WESTWARD TRAINS	Miles from Eyre Jct.	Yard Limits	ACADIA VALLEY SUBDIVISION STATIONS	Office Signals	Siding Car Capacity	EASTWARD TRAINS
↓	0.0	↓ 0.9	EYRE JCT. ----- YZ Jct. with Mantario Sub. 7.7			↑
	7.7		CUTHBERT ----- 31 8.5			
	16.2		ARNESON ----- 31 7.5			
	23.7		ACADIA VALLEY RY ----- YARD			
RULES 41 and 44 APPLICABLE Rule 105A not applicable						

3 SPEEDS

	Miles per Hour All Movements
3.1 Mileage 0.0 to 23.7 -----	20
6.5 ----- over bridge -----	10
3.2 Sidings and Other tracks -----	10
3.3 Trains handling loaded Jumbo tank cars	15

MANTARIO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 TRAIN REGISTER MODIFICATIONS—
Glidden } Trains will register only when
Eyre } directed by train order.
Alsask }
- 1.2 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1.

2 GENERAL FOOTNOTES

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

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

	Miles per Hour All Movements
4.1 Mileage 0.0 to 43.8 -----	25
4.2 Sidings and Other tracks -----	10
4.3 Trains handling loaded Jumbo tank cars -----	15

WESTWARD TRAINS	Miles from Glidden	Yard Limits	MANTARIO SUBDIVISION STATIONS	Office Signals	Siding Car Capacity	EASTWARD TRAINS
↓	0.0	↓ 0.9	GLIDDEN ----- RYZ Jct. with Elrose Sub. 5.3			↑
	5.3		DANKIN ----- 32 4.8			
	10.1		EATONIA ----- AN 27 6.3			
	16.4		LAPORTE ----- 28 9.2			
	25.6		MANTARIO ----- MA 33 5.9			
	31.5		EYRE ----- RZ 33 0.6			
	32.1		EYRE JCT ----- YZ Jct. with Acadia Valley Sub. 11.7			
	38.2					
	43.8					
	44.1					
RULES 41 and 44 APPLICABLE Rule 105A not applicable						

5 OTHER TRACKS

Sodium Sulphate (Sask.) Ltd.---	Mileage 38.2	Capacity 3.2 Miles	Points Face E W
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SHEERNESS SUBDIVISION FOOTNOTES		NORTHWARD TRAINS		SHEERNESS SUBDIVISION		SOUTHWARD TRAINS	
1 RULE MODIFICATIONS		Miles from Batter Jct.	Yard Limits	STATIONS		Office Signals	Siding Car Capacity
1.1 REGISTER MODIFICATIONS— Batter Jct.—Trains will register only when directed by train order.				53.7			
1.2 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1.		46.3		CESSFORD		32	
2 GENERAL FOOTNOTES		39.2		POLLOCKVILLE		40	
2.1 Unless authorized by Superintendent of Transportation, movements must not be operated beyond mileage 46.8.		25.6		SUNNYNOOK		33	
2.2 Pollockville—Siding is located between south switch and crossover north of station.		11.5		SHEERNESS		33	
3 EQUIPMENT RESTRICTIONS		6.1		TAPLOW		32	
3.1 Units in series 2000, 2300, 3200, 4000, 5000, 5100, 5200 prohibited.		0.0		BATTER JCT.	PR		
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.		RULES 41 and 44 APPLICABLE Rule 105A not applicable					

4 SPEEDS		5 OTHER TRACKS	
Mileage	Miles per Hour All Movements	Mileage	Car Capacity Points Face
4.1	0.0 to 53.7	25	
4.2	Sidings and Other tracks	10	
		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

SPONDIN SUBDIVISION FOOTNOTES		NORTHWARD TRAINS		SPONDIN SUBDIVISION		SOUTHWARD TRAINS	
1 RULE MODIFICATIONS		Miles from Scapa	Yard Limits	STATIONS		Office Signals	Siding Car Capacity
1.1 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1.				0.0			
2 GENERAL FOOTNOTES		8.6		GARDEN PLAIN		38	
2.1 Scapa—Jct. switch spiked for through movement on Endiang Sub. and must not be reversed.		17.4		SPONDIN		32	
3 EQUIPMENT RESTRICTIONS		17.7		End of Operated Track			
3.1 Only units in 1000-1077 series permitted.		RULES 41 and 44 APPLICABLE Rule 105A not applicable					
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.							
4 SPEEDS							
4.1	Mileage 0.0 to 17.7	10					
4.2	Sidings and Other tracks	10					

SPONDIN SUBDIVISION FOOTNOTES	
1.1 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1.	
2.1 Scapa—Jct. switch spiked for through movement on Endiang Sub. and must not be reversed.	
3.1 Only units in 1000-1077 series permitted.	
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.	
4.1 Mileage 0.0 to 17.7	
4.2 Sidings and Other tracks	

WESTWARD TRAINS		Miles from Hanna		Yard Limits		DRUMHELLER SUBDIVISION		Office Signals		Siding Car Capacity		EASTWARD TRAINS	
FOURTH CLASS	FIRST CLASS	707 Freight	694 Passenger Railiner	STATIONS		Office Signals	Siding Car Capacity	FIRST CLASS	FOURTH CLASS				
Daily ex. Saturday	Daily			695 Passenger Railiner	844 Freight								
1730		0.0		HANNA	CKPWZ	HN	YARD		2315				
		0.8		ENDIANG JCT.	PYZ								
1740		7.7		WATTS	P		51		2303				
1749		14.5		CRAIGMYLE	P		50		2255				
1758		21.9		DELIA	P		55		2247				
1808		29.9		MICHICHI	P		44		2236				
1813	From Stettler Sub.	32.9		GARTLY			44	To Stettler Sub.	2231				
1825	2001	40.3	39.2	DINOSAUR	PRYZ		49	0650	2220				
1827	2004	41.1	41.8	MUNSON	PZ		50	0647	2218				
1849	s2020	52.4	51.1	DRUMHELLER	BCPWZ	YD	68	0630	2155				
1858		56.8	54.2	ROSEDALE			75		2148				
1900		57.0		JCT. WITH JOINT SECTION	PR				2147				
1907		60.4		WAYNE	P		25		2142				
1939		66.2		ROSEBUD	P		53		2110				
1945		79.0		REDLAND			30		2105				
2000		87.1		ROCKYFORD	P	RK	61		2052				
2011		93.5		BAINTREE	P		32		2044				
2034		102.9		ARDENODE	P		32		2034				
2045		111.1		LYALTA			45		2025				
2055		118.4		NORFOLK			33		2016				
2105		126.6		JANET			38		2007				
2115		131.9	130.0	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							695	844				

DRUMHELLER SUBDIVISION FOOTNOTES	
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 mileage 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.	
2.1 Drumheller—Siding is located on Track 1 between crossover at mileage 51.4 and switch mileage 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 mileage 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 from Page 45)

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, units in
series 2000-3240, 4000-4017, 5000-5299 must not be
operated on sidings or other tracks.

5 SPEEDS

Mileage	Zone	Miles per Hour	
		Railiner	Other
0.0 to 32.0	Zone	50	50
3.7 -----	bridge -----	20	20
32.0 to 40.3	Zone	40	40
37.6 to 38.0	-----	35	35
40.3 to 52.3	Zone	50	35
41.1 to 42.1	-----	45	45
43.3 to 44.2	-----	40	40
45.5 to 45.8	-----	40	40
48.3 to 50.4	-----	40	40
52.3 to 60.1	Zone	40	40
57.0 to 57.5	-----	30	30
60.1 to 66.9	Zone	35	35
60.3 to 60.6	-----	25	25
66.9 to 72.3	Zone	30	30
72.3 to 76.9	Zone	35	35
76.9 to 84.8	Zone	40	40
79.9 to 81.2	-----	35	35
84.8 to 130.0	Zone	55	55
92.0 to 92.2	-----	40	40
101.6 to 102.0	-----	50	50
114.4 to 114.6	-----	30	30
115.6 to 115.8	-----	40	40
122.9 to 123.2	-----	40	40
124.7 to 125.7	-----	35	35
130.0 to 130.7	Zone	40	40

5.2 Sidings and Other tracks ----- 10 10

5.3 **0.0 to 130.0** movements handling ballast ----- 40

- 5.4 Units in series 2000-3240, 4000-4017, 5000-5299 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

- 5.5 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	

CONDITIONAL SPEEDS

Mileage	Miles per Hour	
	Railiner	Other
5.6 Mileage 18.9 (Highway 9) Approaching within 1500 feet of crossing and until crossing occupied -----	--	45
5.7 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	--
5.8 Mileage 49.9 (Dinosaur Trail) Approaching within 1500 feet of crossing and until crossing occupied -----	45	45
5.9 Mileage 50.3 (Highway 146H) Westward movements approach- ing within 2300 feet of cross- ing and until crossing occupied	45	45
5.10 Mileage 52.3 (First Street West) Approaching within 500 feet of crossing and until crossing occupied -----	10	10
5.11 Mileage 52.8 (Highway 9) Westward movements approach- ing within 850 feet of crossing and until crossing occupied --	20	20
5.12 Mileage 116.7 (Highway 9) Approaching within 1450 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	Points
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 con-
necting 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 series 2000, 2300, 3200, 4000, 5000, 5100,
5200 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.

STETTTLER SUBDIVISION FOOTNOTES	NORTHWARD TRAINS				SOUTHWARD TRAINS							
	FIRST CLASS	Miles from Ferlow Jct.	Yard Limits	STATIONS	Office Signals	Siding, Car Capacity	FIRST CLASS	Miles from Mirror	Yard Limits	STATIONS	Office Signals	Siding, Car Capacity
	695 Passenger Railiner						694 Passenger Railiner					
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.	695						694					
	Daily						Daily					

4 SPEEDS			
Miles per Hour		Miles per Hour	
Railiner	Other Movements	Railiner	Other Movements
4.1 Mileage			
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	
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	
4.2 Sidings and Other tracks		10	10
4.3 Mileage 0.0 to 108.0			
Trains handling loaded Jumbo tank cars			
15			
CONDITIONAL SPEEDS			
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.			

NORTHWARD TRAINS				SOUTHWARD TRAINS			
FOURTH CLASS	Miles from Mirror	Yard Limits	STATIONS	Office Signals	Siding, Car Capacity	FOURTH CLASS	
825 Freight						834 Freight	860 Freight
Daily							
0430	126.0	↓ 122.9	SARCEE YARD CKPWZ	SJ	YARD	0215	1510
0434	125.7		HUBALTA Z		42	0211	1501
0441	117.6		CONRICH		42	0202	1452
0448	111.9		DELACOUR P		42	0153	1443
0456	106.4		KATHYRN		42	0145	1435
0507	97.5		IRRICANA P		42	0133	1423
0514	91.9		BEISEKER P		43	0125	1415
0516	90.2		BILLHARTE P		96	0122	1412
0523	85.1		BIRCHAM		42	0115	1405
0531	79.4		GRAINGER		41	0107	1357
0539	73.2		SWALWELL P		110	0059	1349
0549	66.9		TWINING		49	0051	1341
0558	60.2		THREE HILLS P	WI	74	0042	1332
0606	53.8		EQUITY		38	0033	1323
0612	50.4		TROCHU P		40	0028	1318
0622	43.4	HUXLEY P		43	0018	1308	
0630	37.8	ELNORA P		45	0009	1259	
0642	27.9	LOUSANA P		42	2354	1244	
0650	21.4	DELBURNE P		42	2344	1234	
0657	16.3	ARDLEY P		43	2336	1226	
0708	7.9	ALIX SOUTH JCT. PR			2323	1213	
0711	6.1	ALIX PZ		41	2320	1210	
0725	0.0	MIRROR CKPYZ	MR	YARD	2310	1200	
Rules 261-262 applicable between Alix South Jct. and Southward Interlocking signal at mileage 5.7						Daily	Daily
825						834	860

THREE HILLS SUBDIVISION FOOTNOTES			
1 RULE MODIFICATIONS		2 GENERAL FOOTNOTES	
1.1 TRAIN REGISTER MODIFICATIONS—		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.	
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.			
1.2 SPECIAL INSTRUCTIONS APPLY		3 INTERLOCKING	
SYSTEM 1.10 second paragraph—within yard limits at Alix.		3.1 Railway Crossing at Grade—	
1.3 OTHER MODIFICATIONS—		C.P. Rly. Mileage 5.7 Automatic	
RULE 111—Trains handling ore must stop for inspection between mileage 40.0 and mileage 60.0.			

(Continued from Page 49)

THREE HILLS SUBDIVISION FOOTNOTES

4 EQUIPMENT RESTRICTIONS

4.1 Units in series 2000-3240, 4000-4017, 5000-5299 or loaded cars of ore must not be operated on the following sidings and other tracks unless necessary to set out bad order equipment.
 Mirror ----- All except yard tracks 1, 2, 3, 4, Extension Pass and Wye.
 Alix ----- Other tracks.
 Ardley ----- Siding.
 Delburne ----- Siding.
 Twining ----- Siding.
 Gravel pit mileage 95.9 ----- Other tracks.
 Western Canada Steel Ltd. tracks at mileages 123.6 and 124.2.

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

CONDITIONAL SPEEDS

Miles per Hour
All Movements

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

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

5.5 Mileage 123.1 (Highway 1A)
Northward movements proceeding at less than 15 miles per hour within 2400 feet of crossing, until crossing occupied ----- 5

5 SPEEDS

Miles per Hour
All Movements

5.1 Mileage

Mileage	Zone	Miles per Hour
0.0 to 125.7		50
8.6 to 8.8	Northward	45
12.6 to 13.2		35
14.5 to 15.6		45
19.2 to 21.0	On Curves	45
30.6 to 31.6	On Curves	45
34.8 to 41.2	On Curves	40
47.6 to 47.8		45
52.2 to 52.9		45
53.2 to 53.9		40
56.3 to 56.7		45
57.6 to 60.0	On Curves	40
60.0 to 61.6	On Curves	30
*61.6 to 65.0	On Curves	45
65.0 to 69.9	On Curves	40
73.6 to 83.9	On Curves	40
94.0 to 95.1	On Curves	45
104.0 to 104.2		45
107.7 to 107.9		45
110.4 to 110.9		45
0.0 to 125.7	Movements handling ore or ballast	35
	Sidings and Other tracks	10

*Advance speed restriction sign governing southward movements approaching the Permanent Slow Order between mileages 61.6 and 65.0 is located at mileage 60.6 adjacent to siding Three Hills.

6 PUBLIC CROSSINGS AT GRADE

6.1 Mileage 0.16 (Highway 50) automatically protected. STOP sign located on other than the main track.

6.2 Mileage 21.7—Switching movements over the crossing on team track must be protected by a flagman.

6.3 Mileage 106.1 (Municipal Road) automatically protected. Equipped with push button. Northward trains heading into siding Kathryn must reverse siding south switch before passing crossing circuit sign located 50 feet south of switch.

7 OTHER TRACKS

Mileage	Car Capacity	Points Face
7.1		
Gravel Pit ----- 95.9	120	S
Western Canada Steel Ltd. ----- 123.6	17	N
Western Canada Steel Ltd. ----- 124.2	50	S

CALGARY TERMINAL FOOTNOTES ON PAGE 47

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

Miles per Hour
All Movements

4.1 Mileage

Mileage	Zone	Miles per Hour
0.0 to 25.0		40
6.5	bridge	15
25.0 to 95.4		30
25.0 to 95.4	Diesel units other than 1000-1077 series	20
95.4 to 111.0		20
111.0 to 149.6		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
5.3		
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

WESTWARD TRAINS		BRAZEAU SUBDIVISION		EASTWARD TRAINS	
Miles from Alix South Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	
0.0	↓	ALIX SOUTH JCT. ----- PZ			
	0.8	Jct. with Three Hills Sub.			
10.0		10.0 HAYNES -----		33	
		7.2			
17.2		JOFFRE -----		32	
		5.2			
22.4		PRENTISS -----		32	
		14.1			
36.5	↑	RED DEER JCT. ----- RYZ		31	
	37.3	15.0			
51.5		SYLVAN LAKE -----		53	
		6.1			
57.6		ELSPETH -----			
		8.1			
65.7		ECKVILLE -----	KI	34	
		7.0			
72.7		WITHROW -----		32	
		4.3			
77.0		LESLIEVILLE -----		32	
		8.5			
85.5		CODNER -----		32	
		5.4			
90.9	↑	OTWAY ----- Z		11	
	90.5	Jct. with C.P. Rly.			
		0.3			
91.2		ROCKY MT. HOUSE ----- RYZ		37	
		2.7			
93.9		LOCHEARN ----- Z		41	
		1.5			
95.4	↑	ULLIN -----			
	95.3	End of Joint Section			
		13.2			
108.6		HORBURG -----		32	
		17.9			
126.5		ANCONA -----		32	
		5.2			
131.7		SAUNDERS -----		21	
		10.8			
142.5		HARLECH -----		32	
		7.1			
149.6	↑	BRAZEAU ----- RYZ		YARD	
RULES 41 and 44 APPLICABLE Rule 105A not applicable					

NORTHWARD TRAINS		Miles from N.A. Rly. Jct.	Yard Limits	MANNING SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
				STATIONS					
		0.0	{ 1.6 3.0 }	N.A. Rly Jct. ----- Z Jct. with N.A. Rly. 1.0					
		1.0		ROMA JCT. ----- CKYZ			Yard		
		3.0		11.8	LEDDY -----			73	
		12.8		14.3	DIXONVILLE -----			96	
		27.1		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		9.6	PADDLE PRAIRIE -----			73	
		137.9		21.6	METIS -----			96	
		159.5		23.4	HIGH LEVEL ----- BCYZ			Yard	
		181.0							
182.9	181.0								
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.

3 SPEEDS


Mileage	Zone	Miles per Hour
0.0 to 2.0	Zone	15
2.0 to 182.9	Zone	30
73.1 to 74.4		20
3.2 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. ----- 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	{ 184.5 367.3 }	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		18.3	LUTOSE -----			73	
		259.1		12.7	STEEN RIVER -----			73	
		271.8		19.5	INDIAN CABINS -----			73	
		291.3		20.0	GRUMBLER -----			73	
		311.3		19.7	ALEXANDRA FALLS -----			73	
		331.0		18.8	ENTERPRISE -----			73	
		349.8		19.0	PINE JCT. ----- YZ			73	
		367.3			Jct. with Pine Point Sub. 8.2				
		368.8		375.8	HAY RIVER ----- BCZ			Yard	
		377.0							
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.

3 SPEEDS

Mileage	Zone	Miles per Hour
182.9 to 377.0	Zone	30
3.2 Sidings and Other tracks		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		----- PINE POINT MINES -----Z			Yard	↕
	50.3		4.0 ----- PINE POINT -----YZ			Yard	
	49.0	↓ 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.

3

SPEEDS

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

WESTWARD OR NORTHWARD (Read Down)			EASTWARD OR SOUTHWARD (Read Up)			
Single Unit Ratings			Single Unit Ratings			
Car Factor	1200-1399	4108-4399	BETWEEN		Car Factor	
			4108-4399	1200-1399		
			MANNING - 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 Hawk hills	2980	2500	9
9	2500	3000	Hawk hills 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

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.

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 units in series 4100-4107 and 6500-6637 will be 75% of the rating for units in series 9000-9199.

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

- (a) Montreal Locomotive Works or Alco Units. One or two motors cut out: reduce rating 50%. On series 2000-2300, cutting out a traction motor cuts out entire truck: reduce rating 50%.
- (b) General Motors Diesel or E.M.D. Units. One motor cut out: reduce rating 50%. On series 5000-5299, motors to be cut out in pairs. One pair cut out: reduce rating 33%. Two pairs 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								Designated Units 2000-2399 5000-5299	Single Unit Ratings						
Car Factor	991-992 1000-1077	1200-1399	----	4108-4599 9000-9199	2500-2529 4000-4017 5500-5560	Designated Units 2000-2399 5000-5299			Designated Units 2000-2399 5000-5299	2500-2529 4000-4017 5500-5560	4108-4599 9000-9199	----	1200-1399	991-992 1000-1077	Car Factor
12	2460	3250	----	3690	4100	5800	WAINWRIGHT SUBDIVISION Biggar and Calder								
12	2370	3130	----	4000	4450	6100	EDSON SUBDIVISION Calder and Jasper								
8 10 10	1590 2060 2180	2070 2770 2850	----	2390 3100 3300	2660 3550 3820	3800 4900 5400	BLACKFOOT-VEGREVILLE SUBDIVISIONS North Battleford and Highgate Highgate and Vermilion Vermilion and Calder								
8 5 6 8 8	1560 990 1290 1410 1740	2000 1275 1695 1825 2250	----	2400 1525 1960 2150 2650	----	----	BONNYVILLE-CORONADA SUBDIVISIONS Grand Centre and Bonnyville Bonnyville and Abilene Jct. Heinsburg and Abilene Jct. Abilene Jct. and Redwater Redwater and St. Paul Jct.								
10	2450	2950	----	----	----	----	ALLIANCE SUBDIVISION Alliance and Camrose								
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 9	1730 2170	2070 2700	----	2600 3250	2900 3620	4250 5200	CAMROSE SUBDIVISION Mirror and Camrose Camrose and Bretville Jct.								
4 4 4 2	720 600 820 460	990 ----	----	1060 ----	----	2060 ----	FOOTHILLS-MOUNTAIN PARK SUBDIVISIONS Bickerdike and Coalspur Coalspur and Diss Diss and Foothills Coalspur and Cadomin								
10 10 10 5 5 10	1950 2400 1950 1040 1280 1950	2700 3100 2400 1540 1710 2400	----	2850 1750 1950 2850	4900 2950 3280 4900	4900 2950 3280 4900	ATHABASCA-SANGUDO SUBDIVISIONS N.A. Rly and Morinville Morinville and Athabasca Calder and Whitecourt Whitecourt and Windfall Windfall and Pass Creek Pass Creek and Kaybob								
4 4 4 4	----	945 2400 945 1440	----	1185 2980 1185 1790	1315 3320 1315 2000	1925 4900 1925 2900	GRANDE CACHE SUBDIVISION Swan Landing and Mileage 60 Mileage 60 and Winniandy Winniandy and Latornell Latornell and Grande Prairie								

(See Note on Page 55)

EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

WESTWARD OR NORTHWARD (Read Down)							BETWEEN	EASTWARD OR SOUTHWARD (Read Up)							
Single Unit Ratings								Designated Units 2000-2399 5000-5299	Single Unit Ratings						
Car Factor	991-992 1000-1077	1200-1399	----	4108-4599 9000-9199	2500-2529 4000-4017 5500-5560	Designated Units 2000-2399 5000-5299			Designated Units 2000-2399 5000-5299	2500-2529 4000-4017 5500-5560	4108-4599 9000-9199	----	1200-1399	991-992 1000-1077	Car Factor
							WAINWRIGHT SUBDIVISION Calder and Biggar	6400	4820	4350	----	3700	2810	12	
							EDSON SUBDIVISION Jasper and Calder	6400	4820	4350	----	3700	2810	12	
							BLACKFOOT-VEGREVILLE SUBDIVISIONS Vermilion and North Battleford Calder and Vermilion	5150 5000	3550 3460	3200 3120	----	2850 2800	2150 2120	10 10	
							BONNYVILLE-CORONADO SUBDIVISIONS Bonnyville and Grand Centre Abilene Jct. and Bonnyville Abilene Jct. and Heinsburg Redwater and Abilene Jct. St. Paul Jct. and Redwater	----	----	3000 1850 2115 1975 2650	----	2550 1575 1840 1650 2250	1970 1210 1420 1280 1740	8 5 8 8 8	
							ALLIANCE SUBDIVISION Camrose and Alliance	----	----	----	----	2950	2450	10	
							DEMAY-HAIGHT SUBDIVISIONS Vegreville Jct. and Camrose Jct.	----	----	----	----	2200	12		
							KINGMAN SUBDIVISION Tofield and Barlee Jct.	----	----	----	----	1690	8		
							BODO SUBDIVISION Bodo and Unity	----	----	----	----	3520	2350	12	
							CAMROSE SUBDIVISION Camrose and Mirror Bretville Jct. and Camrose	4000 4300	2800 2970	2520 2670	----	2000 2100	1660 1750	9 9	
							FOOTHILLS-MOUNTAIN PARK SUBDIVISIONS Coalspur and Bickerdike Foothills and Coalspur Mercoal and Coalspur Cadomin and Mercoal	5300 5300 2700	----	2810 2810 1690	----	2630 2630 1560	1950 1860 1950 1260	10 10 10 5	
							ATHABASCA-SANGUDO SUBDIVISIONS Morinville and N.A. Rly. Meanook and Morinville Athabasca and Meanook Onoway and Union Jct. Pass Creek and Onoway Kaybob and Pass Creek	----	----	----	----	3050 2550 2260 3200 3050 1590	2600 2050 1790 2200 2050 1190	10 10 10 10 10 5	
							GRANDE CACHE SUBDIVISION Hanlon and Swan Landing Winniandy and Hanlon Latornell and Winniandy Grande Prairie and Latornell	5500 3100 5900 3100	3610 2050 3900 2050	3300 1850 3500 1850	----	2750 1500 2950 1500	----	5 5 5 5	

(See Note on Page 55)

EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

WESTWARD OR NORTHWARD (Read Down)							BETWEEN
Single Unit Ratings							
Car Factor	991-992 1000-1077	1200-1399	----	4108-4599 9000-9199	2500-2529 4000-4017 5500-5560	Designated Units 2000-2399 5000-5299	
							DODSLAND-PORTER-CUTKNIFE and BATTLEFORD SUBDIVISIONS
6	1340	1800	----	----	----	----	Biggar and Loverna
10	2140	2430	----	----	----	----	Loverna and Hemaruka
7	1780	2150	----	----	----	----	Oban and Red Pheasant
7	1370	1600	----	----	----	----	Red Pheasant and Battleford Jct.
							THREE HILLS SUBDIVISION
8	1540	2000	----	2210	2460	3600	Sarcee Yard and Elnora
8	1760	2250	----	2460	2730	4000	Elnora and Alix
8	1990	2550	----	2600	2900	4250	Alix and Mirror
							OYEN-DRUMHELLER SUBDIVISIONS
10	2100	2740	----	2900	----	5000	Kindersley and Hanna
10	2300	3150	----	3300	----	5400	Hanna and Munson
10	3400	4580	----	4950	----	5400	Munson and Drumheller
10	1390	1900	----	2000	----	3560	Drumheller and Sarcee Yard
							BRAZEAU SUBDIVISION
8	1360	1990	----	2300	----	----	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.

(See Note on Page 55)

EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

BETWEEN		EASTWARD OR SOUTHWARD (Read Up)						
		Single Unit Ratings						
		Designated Units 2000-2399 5000-5299	2500-2529 4000-4017 5500-5560	4108-4599 9000-9199	----	1200-1399	991-992 1000-1077	Car Factor
		DODSLAND-PORTER-CUTKNIFE and BATTLEFORD SUBDIVISIONS						
Ruthilda and Loverna	and Biggar	----	----	----	----	2200	1755	5
Loverna and Hemaruka	and Ruthilda	----	----	----	----	1710	1365	5
Hemaruka and Red Pheasant	and Loverna	----	----	----	----	2620	2140	10
Red Pheasant and Battleford Jct.	and Oban	----	----	----	----	3000	2480	10
	and Red Pheasant	----	----	----	----	1320	1080	5
		THREE HILLS SUBDIVISION						
Alix and Mirror	and Sarcee Yard	3650	2480	2240	----	2050	1570	8
	and Alix	4300	2940	2640	----	2400	1870	8
		OYEN-DRUMHELLER SUBDIVISIONS						
Lanfine and Hanna	and Kindersley	6250	----	3950	----	3750	2800	10
Delia and Munson	and Lanfine	5780	----	3370	----	3200	2370	10
Drumheller and Sarcee Yard	and Hanna	6250	----	4050	----	3620	2800	10
	and Delia	4700	----	2750	----	2600	1940	10
	and Munson	2360	----	1225	----	1200	850	4
	and Drumheller	7500	----	4600	----	4400	3250	10
		BRAZEAU SUBDIVISION						
Red Deer Jct. and Rocky Mt. House	and Alix	----	----	2800	----	2880	2070	8
Brazeau and Rocky Mt. House	and Red Deer Jct.	----	----	----	----	----	2070	8
	and Rocky Mt. House	----	----	----	----	----	1460	8
		SHEERNESS SUBDIVISION						
Batter Jct. and Wardlow	and Sheerness	----	----	2400	----	2080	1700	7
		MANTARIO SUBDIVISION						
Alsask and Glidden	and Glidden	----	----	----	----	2750	2480	10
		ACADIA VALLEY SUBDIVISION						
Acadia Valley and Eyre	and Eyre	----	----	----	----	2360	1740	10
		ENDIANG SUBDIVISION						
Nevis and Hanna	and Hanna	----	----	----	----	4400	2700	12
		SPONDIN SUBDIVISION						
Scapa and Spondin	and Spondin	----	----	----	----	----	2400	10
		C.P. RLY LANGDON SUB.						
East Coulee and Rosedale	and Rosedale	----	----	----	----	3200	2560	10
		STETTLER SUBDIVISION						
Warden and Ferlow Jct.	and Dinosaur	----	----	----	----	2500	1760	8
	and Warden	----	----	----	----	2100	1650	8

(See Note on page 55)

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

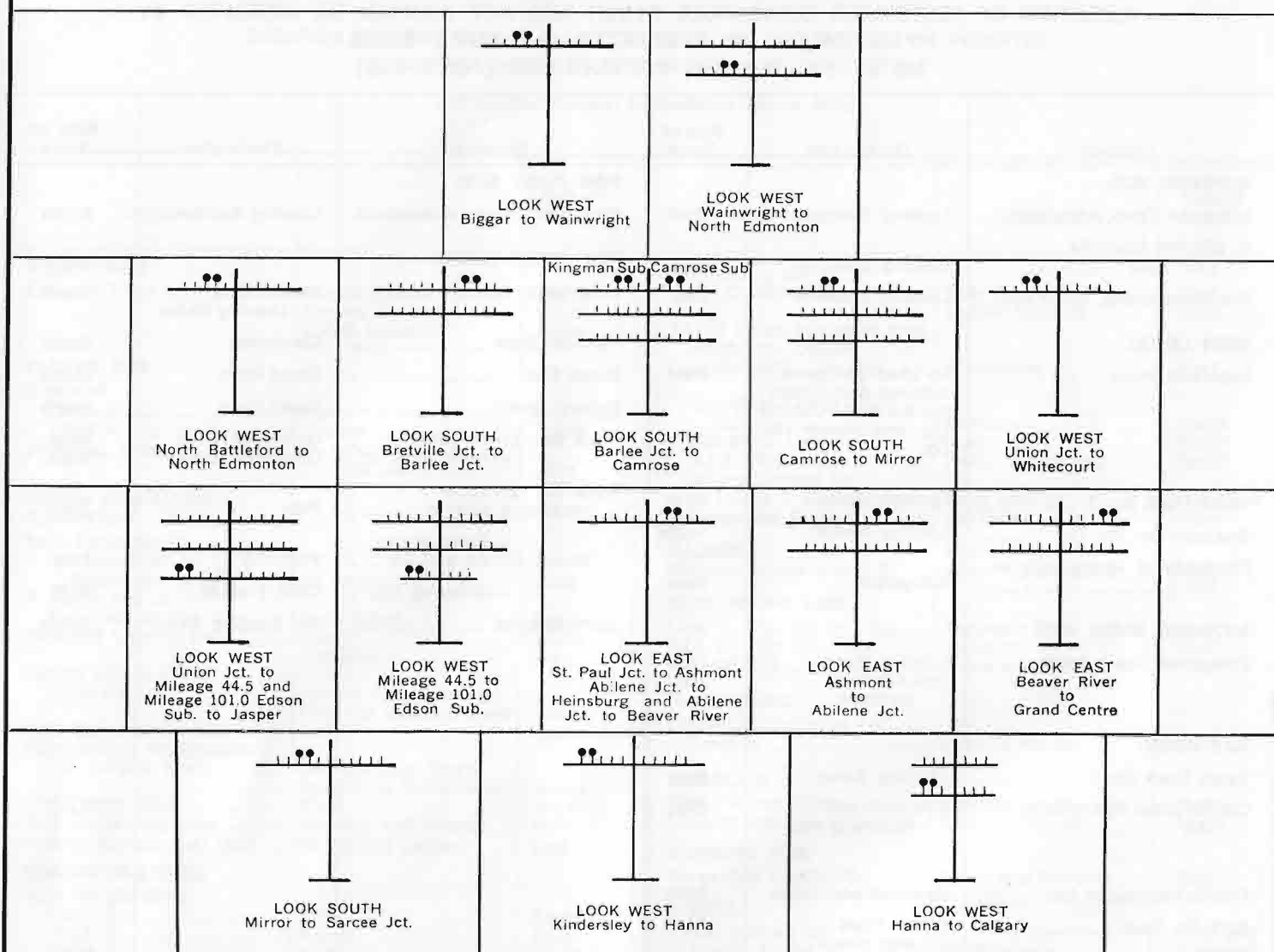
NOTE—See General Instructions (Form 696)

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 -----	Narrow Gauge Railway Chute at Sawdust Shed Fence	West East	CALDER Cleaning tracks 1 and 2 -----	Electrical and Water Connections	North
O.K. Construction Ltd. Consolidated Warehousing Ltd. Service Track -----	50 Foot Cars When Spotted at Warehouse Shed Platform and Doors Permanent Ladder	South South Both East	STRATHCONA LINE Lead to Alta. Oil Tool Co. ----- Alta. Oil Tool Co. ----- Gainers' Ltd. -----	Conveyor Belt Platform Chute and Dock	West West West
Old Freight Shed ----- Mail Forwarding Spur ----- Canada Packers East Dock -----			FORESTBURG Forestburg Collieries Ltd. Track 5 -----	Loading Ramp	West
EDMONTON-BISSELL New Freight Shed Track 1 ----- Track 5 ----- Track 6 -----	Shed Ramp Ramp	South North South	VERMILION East Elevator Track ----- Elevator Track -----	Elevator Spout Elevator Spouts	North North
Lane 102½ Street T. Eaton Co. Ltd. ----- Service Station ----- Parking Lot -----	Platform and Gate Incinerator Gate Posts	Both West West	SANGUDO SUB. Texas Gulf Sulphur Co. -----	Stairs and Building	Both
Ogilvie Flour Mills ----- Halford Hide and Fur Co. ----- Western Salvage Ltd. -----	Power House Building Building Down Pipe and Fence	Both North North	BISSELL Inland Cement Co. Tracks 1 and 2 -----	Plant Interior	Both and Overhead
Lane 103½ Street Marshall Wells Co. ----- Allis Chalmers Ltd. ----- Revillon Building ----- J. H. Ashdown Ltd. -----	Floodlight Platform Platform Warehouse Corner	East East West East	SPRUCE GROVE Industrial Track ----- Platform Track -----	Shed Shed	South South
Lane 104½ Street Alley Spur -----	Pole Line	West	WABAMUN C. Huebert Spur -----	Wood Piles	Both
Lane 106½ Street N.A.D. Pool Spur ----- General Steel Wares -----	Crossing Sign 103 Ave. Pole	East East	CADOMIN Inland Cement Co. Ltd. -----	New Tipple	Overhead
Lane 107½ Street Alberta Poultry Products Spur ----- D. H. Bain Spur ----- D. H. Bain Warehouse ----- Tees and Perse Co. -----	Pole Line Pole Line Platform Roof Platform	East West West East	HINTON Northwest Pulp and Power Co. Ltd. Track 4 ----- Track 6 ----- Track 7 -----	Shed Doors Shed and Stand Pipe Stand Pipe	Both Both North
Lane 108½ Street Alley Spur -----	Power Pole Line	West	CALGARY Freight Shed Track -----	Massey-Harris -----	North
Lane 109½ Street W. H. Clark Lumber Co. City Yard ----- Scale Track ----- Stores Track -----	Cement Shed Scale House Platform	East North South	BRAZEAU Brazeau Collieries Tracks -----	Track 1—Tipple Tracks 2 and 3— Tipple	South Both
			ROSEDALE Subway Coal Co. -----	Storage track—Ramp Storage track—Tipple	North North
			HUBALTA Western Rolling Mills Mileage 124.2 -----	Overhead Crane	Overhead

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: Industrial Track, Manning --- K. Mitchell Sawmills Ltd. Spur ----- Hotchkiss Siding, north end--	Loading Ramp Loading platform Loading platform	West East East	PINE POINT SUB: Pine Point: Ramp track ----	Loading Ramp	South
HIGH LEVEL: Industrial track -----	All shed platforms between and includ- ing Baroid of Canada Ltd. and Beaver Lbr. Co.	West	PINE POINT MINES: Main track, Mileage 52.9 --- Fertilizer Spur ----- Diesel Spur ----- Butane Spur ----- Track No. 1—Oil Shed ---- —Warehouse ----	Concentrate Loading Ramp Conveyors Stand Pipes Stand Pipes Unloading Dock Unloading Dock	South South South South West West
Team Track No. 2 ----- Swanson Lbr. Co. Ltd. ----- Consolidated Hydro-Carbons Ltd. -----	Loading Ramp Loading Ramp Gateposts	West South Both	Track No. 2—Lime unloading station ----- —Concentrator Doors 43, 44 and 45 --- —Grinding Bay - Zinc tail track -----	Pipe Platform Door Frames Old Loading Ramp	East East Both South
MEANDER RIVER SUB: Enterprise: Team track -----	Loading Ramp Dirk Vos shed platform	West West			
HAY RIVER: Team Track No. 1 ----- Consolidated Hydro-Carbons Ltd. -----	Loading Ramp Gatepost and Retaining Wall	East East			
Pacific Petroleums Ltd. ----- Gulf Oil Spur -----	Gatepost and Fence Stand Pipes and Hoses	West East			
Northern Transportation Co. Ltd. (Shed Spur) --- Northern Transportation Co. Ltd. (Ramp Spur) ---	Shed Side Ramp Shed	East 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. D. Ledding	
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. 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. J. R. Perry	
	*Dr. W. R. Plimbley	
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.
Agent	----- Whitecourt, 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 Daily	No. 413 Daily	No. 309 Daily	No. 303 Daily	STATIONS	No. 310	No. 314	No. 486	
Arr. CST	-----	-----	2210	1400	----- BIGGAR -----	0825	0010	-----	Lve. CST
Lve. MST	-----	-----	2125	1430		0710	2205	-----	Arr. MST
Arr.	-----	-----	0430	2220	----- CALDER -----	2300	1430	-----	Lve.
Lve.	0030	1830	1000	-----		1730	0820	1400	Arr.
Arr. MST	0955	0250	1735	-----	----- JASPER -----	0935	0045	0625	Lve. MST
Lve. PST	0955	0250	1705	-----		0750	2240	0425	Arr. PST
	No. 487	No. 413	No. 309	No. 303		Daily ex. Tues. No. 310	Daily No. 314	Daily No. 486	

	No. 485 Daily ex. Sun.	STATIONS	No. 484	
Lve.	1100	----- CALGARY (Sarcee Yard) -----	0550	Arr.
Arr.	1535	----- MIRROR -----	0055	Lve.
Lve.	1635		2355	Arr.
Arr.	2050	----- CALDER -----	1930	Lve.
	No. 485		Daily ex. Sat. No. 484	

	No. 315 Daily ex. Sat.	STATIONS	No. 316	
Lve.	1540	----- KINDERSLEY -----	0420	Arr.
Arr.	1850	----- HANNA -----	0100	Lve.
Lve.	1920		0020	Arr.
Arr.	2359	----- CALGARY (Sarcee Yard) -----	2030	Lve.
	No. 315		Daily ex. Sun. No. 316	

	No. 357 Daily ex. Sunday	STATIONS	No. 356	
Lve.	0700	----- NORTH BATTLEFORD -----	1930	Arr.
Arr.	1230	----- VERMILION -----	1430	Lve.
Lve.	1400		1345	Arr.
Arr.	1800	----- CALDER -----	0900	Lve.
	No. 357		Daily ex. Sunday No. 356	

EXPRESS TRAINS
For Information Only

	No. 213 Daily	No. 217 Daily	No. 201 Daily	STATIONS	No. 202	No. 218	No. 214	
Arr. CST	0235	2340	1125	----- BIGGAR -----	1140	1525	0925	Lve. CST
Lve. MST	0145	2255	1045		1020	1415	0815	Arr. MST
Arr.	0825	0445	1725	----- CALDER -----	0355	0815	0200	Lve.
Lve.	-----	0615	2230		0225	0615	-----	Arr.
Arr. MST	-----	1230	0440	----- JASPER -----	2035	0030	-----	Lve. MST
Lve. PST	-----	1150	0400		1915	2310	-----	Arr. PST
	No. 213	No. 217	No. 201		Daily No. 202	Daily ex. Sun., Mon. No. 218	Daily No. 214	

OFFICERS

G. W. Keefe ----- Operations Manager ----- Edmonton

J. L. McQuarrie ----- Superintendent ----- Edmonton
 B. A. Lowerson ----- Terminal Superintendent ----- Edmonton
 J. A. Dixon ----- Trainmaster ----- Edmonton
 H. G. Shuttleworth ----- Trainmaster ----- Edmonton
 W. H. Kawalilak ----- 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. Worsfold ----- 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	T. W. Korchinsky	F. P. Pylypaw
W. A. Burgess	A. N. Krauter	K. D. Roche
W. A. Footz	E. Kunkel	N. C. Ryhorchuk
W. F. Fowler	F. A. Matwychuk	G. A. Schiele
R. P. Geddis	K. O. McAmmond	W. Sherstenko
J. W. Hill	D. G. McMinn	D. A. Stewart
W. Jwaszko	M. F. O'Connor	H. L. Tilley
H. F. Kary	E. J. Patenaude	W. Zapitny

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

Train Dispatchers:

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