

MOUNTAIN REGION

ALBERTA AREA

EMPLOYEES' OPERATING TIMETABLE

26

TAKING EFFECT AT 0001 SUNDAY, OCTOBER 28th, 1973

ALL TIMES SHOWN ARE MOUNTAIN STANDARD

The Best Way Is The Safe Way

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GENERAL SUPT. TRANSPORTATION
EDMONTON

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CANADIAN NATIONAL RAILWAYS

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

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SYSTEM SPECIAL INSTRUCTIONS

1.0 UNIFORM CODE OF OPERATING RULES

1.1 Rule G—Employees are cautioned not to use any of the drugs or medicines which may produce drowsiness or a similar condition while on duty nor are such drugs to be taken for a period of 12 hours before reporting for duty. Such drugs are contained in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, etc., and employee must know if the medicine he is taking, or has been given to take, contains such a drug so as to avoid injury to himself and fellow employees.

1.2 Rule H—The use of tobacco by employees while on duty in the process of, or engaged in serving patrons in passenger carrying cars, or in and about passenger stations is prohibited except as follows:

Cigarette smoking is allowed in "Smoking Permitted" sections of passenger carrying cars, while seated at designated locations—providing there is no possibility of discomfort to passengers. The use of cigars or pipes is expressly forbidden.

1.3 Rule 3—In the application of the first paragraph of this rule employees are hereby directed to submit their watches and corresponding watch rating cards to a designated Watch Inspector for examination, comparison and record during the months of May and November or more often when there is evidence that attention is needed to ensure reliability. Except for the Bulova Accutron models and Universal Geneve Unisonic 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—Extra trains must display white lights 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(a)—Yard limit signs may be reflectorized and when this is done they will not be equipped with a yellow light.

(b) 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.

(c) 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.

When an engine consists of more than one unit, the number of one unit only will be illuminated when in service and will be the identifying number; the number of other units must not be illuminated. When practicable, the number of the leading unit must be used.

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—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, slow and cautionary 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

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signal prepared to stop. The EXCEPTION to Rule 514 is restricted accordingly.

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

2.0 GENERAL INSTRUCTIONS—FORM 696

2.1 Employees whose duties are in any way affected by the timetable must have a copy of the General Instructions, Form 696, accessible while on duty.

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

(a) All occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be 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 0-1. Instructions as given in item 9 remain the same, except that accident reports formerly addressed to the Chief Operating Officer of the Board of Transport Commissioners must now be addressed to the Director of Operation, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ont.

2.5 Page 82—Automobile Double Deck Transporter Cars Series 570400-570474 have been re-numbered 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

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indicates a possible abnormal situation, immediate contact will be made with the train involved, by radio or other means, to advise of one or the other of the following conditions:

WARNING—There is evidence of a possible overheated journal on the train. While temperature indication is not sufficiently high to make immediate stop necessary, the car must be kept under close observation and must be inspected should train be stopped for any other reason.

When a warning is received at the last detector prior to arriving at a Terminal, the Train Dispatcher will ensure that an inspection is made immediately on arrival by:

- (a) Equipment Department.
- (b) If no equipment department on duty, by outgoing crew if already on duty.
- (c) If outgoing crew not on duty, inspection will be made by the incoming crew.

After inspection has been made the Train Dispatcher must be notified and make record of results.

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

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

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 Movements 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 Movements 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. This instruction does not apply to movements handling rail 78 feet in length.

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.

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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SYSTEM SPECIAL INSTRUCTIONS

- 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.
- 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.
- A-4. In non-CTC territory, trains must stop and standing inspection made of engine and cars if radio contact with Train Dispatcher cannot be made within 1 to 4 miles after passing a Hot Box detector.

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		×	×	×	○	
LEGEND TO CHART						
	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
- ×

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						2	694	----	
Passenger Railiner	----	Passenger						Passenger	Passenger Railiner	----	
Daily	----	Daily	MOUNTAIN STANDARD TIME			-----	-----	-----			
STATIONS											
----	----	1125	0.0	↓ 2.2	BIGGAR CKPWY	BI	219	\$ 1800	----	----	
----	----	----	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 1230	57.9	----	6.7 UNITY -----PW	----	115	\$ 1650	----	----	
----	----	----	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	----	----	----	
----	----	1315	106.9	----	10.4 CHAUVIN -----P	----	115	1555	----	----	
----	----	----	116.8	----	9.9 DUNN -----P	----	117	----	----	----	
----	----	----	127.8	----	11.0 HEATH -----P	----	117	----	----	----	
----	----	----	135.3	----	7.5 GREENSHIELDS -----P	----	117	----	----	----	
----	----	s 1350	140.1	138.5	4.8 WAINWRIGHT KPWY	GN	124	\$ 1525	----	----	
----	----	1400	146.6	142.0	6.5 FABYAN -----P	----	117	\$ 1515	----	----	
----	----	----	157.7	----	11.1 IRMA -----P	----	115	----	----	----	
----	----	----	172.1	----	14.4 KINSELLA -----P	----	117	----	----	----	
----	----	1451	184.5	----	12.4 VIKING -----P	----	115	1425	----	----	
----	----	----	196.7	----	12.2 BRUCE -----P	----	117	----	----	----	
----	----	----	205.9	----	9.2 HOLDEN -----P	----	117	----	----	----	
----	----	1518	214.7	----	8.8 RYLEY -----P	----	122	1358	----	----	
----	----	----	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	----	----	----	
----	----	1600	250.0	257.0	6.2 ARDROSSAN -----P	----	116	1325	To Camrose Sub.	----	
From Camrose Sub.	----	----	259.1	↑	9.1 CLOVER BAR -----P	----	104	----	----	----	
1131	----	----	260.2	↑	1.1 BREVILLE JCT. -----P	----	----	----	1715	----	
1136	----	1615	263.4	↑	Jct. with Camrose Sub. 3.2 NORTH EDMONTON -----P	----	64	1310	1710	----	
Interlocked with Edmonton East Terminal and Vegreville Subs.									-----	-----	
695	----	1							2	694	----
Passenger Railiner	----	Passenger							Passenger	Passenger Railiner	----
Daily	----	Daily							Daily	Daily	----

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—Doddsland Sub. connects with siding at Biggar. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Doddsland Sub.
Signs are located 100 feet and 150 feet west of the station on both sides of the yard to designate a thoroughfare and except when trains are to make a through connection, cars must not be left standing between these signs on any track.
- 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.

(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 the Superintendent.
- 4.3 Units in series 2000-3240, 4000-4017, 5000-5299, 5500-5610 must not be operated on trackage serving Mid-West Chemical Co. at Palo.

5 SPEEDS

		Miles per Hour	
		Passenger	Freight
5.1 Mileage			
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

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed except that they may run at Express Train speed where applicable.

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	Freight
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 205.8 (Main Street) automatically protected. Equipped with push button.
- 7.10 Mileage 214.8 (North-South Road) automatically protected. Equipped with push button.
- 7.11 Mileage 226.3 (Queen's Street) automatically protected. Equipped with push button.
- 7.12 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.
- 7.13 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.

7.14 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	STATIONS	Office Signals	EASTWARD TRAINS				
FIRST CLASS									FIRST CLASS				
---	1	691	695	697					2	694	696	690	---
Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner	Passenger Railiner	Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner	Passenger Railiner	---			
---	Daily	Daily	Daily	Daily	---	---	---	---	---	---			
---	---	---	---	---	0.0	NORTH EDMONTON _P Interlocked with Vegreville and Wainwright Subs.	---	---	---	---			
---	---	---	---	---	2.5	CALDER _CKPWY 1.6	CD	---	---	---			
---	---	---	---	---	4.1	WEST JCT. _PY	---	---	---	---			
---	1615	1144	1136	1124	3.3	NORTH EDMONTON _P Interlocked with Vegreville and Wainwright Subs.	---	1310	1710	1720	1730	---	
---	s 1630	s 1155	s 1145	s 1135	0.0	EDMONTON _CKPW	MO	1300	1700	1710	1720	---	
---	1	691	695	697	On Edmonton-North Edmonton Line, main track commences at west boundary 96th Street mileage 0.4. Rule 105 applies between mileages 0.0 and 0.4. Line-up regulations not applicable between Edmonton and North Edmonton.			Daily	Daily	Daily	Daily	---	
---	---	---	---	---	---	---	---	2	694	696	690	---	

EDMONTON WEST TERMINAL SUBDIVISION													
WESTWARD TRAINS					Miles from Edmonton	Yard Limits	STATIONS	Office Signals	EASTWARD TRAINS				
FIRST CLASS									FIRST CLASS				
---	1	---	---	---					2	---	---	---	---
Passenger	Passenger	---	---	---	Passenger	---	---	---	---	---			
Daily	Daily	---	---	---	---	---	---	---	---	---			
---	1700	0.0	0.4	0.4	EDMONTON _CKPWZ	MO	s1230	---	---	---			
---	---	0.4	4.2	4.2	WEST JCT _PXYZ	---	1215	---	---	---			
---	---	4.2	4.9	---	N.A. RLY. _PX	---	---	---	---	---			
---	---	4.9	6.0	---	UNION JCT. _PX Jct. with Sangudo Sub.	---	---	---	---	---			
---	1715	6.0	7.2	---	BISSELL _P	---	1210	---	---	---			
---	---	7.2	---	---	Main track commences at the east boundary of 105th Street overpass mileage 0.4. Rule 105 applies between mileages 0.0 and 0.4. Line-up regulations not applicable between Edmonton and Bissell.			Daily	---	---	---		
---	1	---	---	---	---	---	2	---	---	---			

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION

FOOTNOTES ON PAGE 13

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 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.

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

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) 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—(a) 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.
(b) There is no main track through Calder yard between mileage 0.4 and West Jct. on North Edmonton-Calder line. Unless otherwise instructed, eastward movements leaving Calder for North Edmonton will use track E3 and westward movements from North Edmonton will use track E2. Spring switch at mileage 0.4 at North Edmonton lined for this route.

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

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.

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) 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—(a) 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.

(b) There is no main track through Calder yard between mileage 0.4 and West Jct. on North Edmonton-Calder line. Unless otherwise instructed, eastward movements leaving Calder for North Edmonton will use track E3 and westward movements from North Edmonton will use track E2. Spring switch at mileage 0.4 at North Edmonton lined for this route.

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

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

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.

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 the Superintendent.
- 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 Railer	Other Movements
5.1 Between		
Edmonton and West Jct. -- Zone	30	30
Mileages 1.5 and 1.7 -----	15	15
West Jct and Mileage 7.2 - Zone	70	50
Edmonton and North Edmonton ----- Zone	30	30

- 5.2 **Tracks E2 and E3**
Mileages 0.4 to 2.1
North Edmonton-Calder Line -- 20 20
- 5.3 **Tracks and Spurs not otherwise covered** ----- 10 10

CONDITIONAL SPEEDS

- 5.4 **Mileage 0.4** Edmonton - North Edmonton Line (96th Street) Eastward movements approaching within 600 feet of crossing and until crossing occupied ----- 20 20
- 5.5 **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
- 5.6 **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.

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

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 0645 to 0700, 0745 to 0800 and 1630 to 1645 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	STATIONS			FIRST CLASS		
---	---	1 Passenger							2 Passenger	---	---
---	---	Daily									
---	---	1715	7.2	7.8	Two Tracks	BISSELL P	YARD	1210	---	---	---
---	---	---	7.8			12.5					
---	---	---	19.7		SPRUCE GROVE P	109	---	---	---	---	
---	---	---			12.8						
---	---	1740	32.5		CARVEL P	108	1140	---	---	---	
---	---	---			11.8						
---	---	---	44.3		WABAMUN P	132	---	---	---	---	
---	---	---			13.8						
---	---	---	58.1		GAINFORD P	109	---	---	---	---	
---	---	---			8.2						
---	---	---	66.3		ENTWISTLE P	111	---	---	---	---	
---	---	---			1.8						
---	---	1825	68.1		EVANSBURG P	---	1052	---	---	---	
---	---	---			9.4						
---	---	---	77.5		WILDWOOD PW	111	---	---	---	---	
---	---	---			10.6						
---	---	---	88.1		LEAMAN P	107	---	---	---	---	
---	---	---			11.6						
---	---	1857	99.7		NITON P	108	1020	---	---	---	
---	---	---			10.1						
---	---	---	109.8		PEERS P	110	---	---	---	---	
---	---	---			11.0						
---	---	---	120.8		WOLF CREEK P	109	---	---	---	---	
---	---	---			8.8						
---	---	s1930	129.6	128.0	EDSON KPWY	FY	145	0950	---	---	
---	---	1940						s0940	---	---	
---	---	---			9.3						
---	---	---	138.9	131.0	BICKERDIKE PY	167	---	---	---	---	
---	---	---			10.2						
---	---	---	149.1		GALLOWAY P	131	---	---	---	---	
---	---	---			6.7						
---	---	2010	155.8		MEDICINE LODGE P	110	0905	---	---	---	
---	---	---			9.4						
---	---	---	165.2		OBED P	131	---	---	---	---	
---	---	---			11.8						
---	---	---	177.0		PEDLEY PW	132	---	---	---	---	
---	---	---			7.6						
---	---	s2050	184.6		HINTON P	120	s0835	---	---	---	
---	---	---			11.6						
---	---	---	196.2		SOLOMON P	113	---	---	---	---	
---	---	---			3.2						
---	---	---	199.4		SWAN LANDING P	160	---	---	---	---	
---	---	---			8.8						
---	---	2122	208.2		MIETTE P	131	0758	---	---	---	
---	---	---			6.4						
---	---	---	214.6		DEVONA P	133	---	---	---	---	
---	---	---			5.9						
---	---	---	220.5		SNARING P	131	---	---	---	---	
---	---	---			7.1						
---	---	---	227.6	233.0	HENRY HOUSE P	131	---	---	---	---	
---	---	---			8.1						
---	---	s2205	235.7		JASPER CKPWY	GH	52	0725	---	---	
---	---	---									
---	---	1									
---	---	---									
---	---	2									

EDSON SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

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

1.2 TRAIN REGISTER MODIFICATIONS—

Edson — Passenger trains may register by register ticket.

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

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EDSON SUBDIVISION FOOTNOTES

1.3 CTC SPECIAL FEATURES

No train or engine shall clear the main track at the following switches (BTC 115337, 117866, R-14022): East and west switches mileage 10.7, mileages 12.7, 23.2, 23.6, 24.0, 24.4, 38.8, 44.8, 51.8, 71.4, 92.0, 115.7, 130.6, 134.6, 143.5, 160.0, 184.5 and 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.

1.4 Other Modifications

System Special Instruction 5.5 not applicable to Inland Cement Co. cars in Unit Train service between Cadomin and Bissell.

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.

Trains and engines returning from Northwestern Pulp and Power Co. Ltd. must obtain train dispatcher's permission before re-entering Hinton siding.

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

4.1 Mileage Passenger Freight

Mileage	Zone	Passenger	Freight
7.2 to 47.0		70	50
33.4 to 33.7		55	40
*43.4 to 43.9		10	10
47.0 to 68.3	Zone	60	50
48.7 to 53.4		50	45
*68.3 to 148.0	Zone	70	50
73.3 to 73.7		65	--
*83.0 to 86.3		55	45
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	50
166.9 to 167.2		60	--
170.0 to 179.3	Zone	70	50
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	70	50
*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

Passenger trains with 5000-5299 series diesel units must not exceed freight train speed except that they may run at Express Train speed where applicable.

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

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.

9.6	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	91	E W
Ballast Spur	231.4	36	E

	Miles per Hour	
	Passenger	Freight
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.

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		
							694 Passenger Railiner	854 Freight	888 Freight	
695 Passenger Railiner Daily	95.1	93.7		MIRROR CKPYZ	MR	YARD		1150	2205	
	84.3			BASHAW P		40		1129	2146	
	75.8			DOREENLEE		47		1115	2133	
	70.6			FERINTOSH P		44		1107	2125	
	63.1			NEW NORWAY P		44		1055	2113	
From Stettler Sub.	59.8			DUHAMEL		44	To Stettler Sub.	1049	2108	
1015	54.3	55.2		FERLOW JCT. PYZ			1836	1039	2058	
	48.6	54.3	CTC	Jct. with Stettler Sub.						
	48.4			ALLIANCE JCT. PZ						
	48.1			Jct. with Alliance Sub.						
S 1025 1035	47.4			CAMROSE BPWZ	CO	55	1826	1025	2045	
	47.4			CAMROSE JCT. PYZ			1810			
	45.5	45.4		Jct. with Demay Sub.						
1038	45.5			BARLEE JCT. P			1807	1008	2039	
	45.5			Jct. with Kingman Sub.						
1046	38.3			ARMENA		32	1801	0956	2027	
	38.3			Jct. with Demay Sub.						
F 1054	31.3			HAY LAKES P		40	S 1754	0944	2015	
	31.3			Jct. with Demay Sub.						
F 1102	24.7			NEW SAREPTA P		31	F 1746	0932	2004	
	24.7			Jct. with Demay Sub.						
1111	17.0			LOOMA		31	1737	0921	1953	
	17.0			Jct. with Demay Sub.						
1119	9.9			BRETONA			1729			
	4.8		4.8	Jct. with Demay Sub.						
1125	4.5			STRATHCONA P			1723	0900	1930	
	4.5			Jct. with Demay Sub.						
1129	2.2			EAST EDMONTON PR	VS	198	1719			
	2.2			Jct. with Demay Sub.						
1131	0.0			BRETVILLE JCT P			1715			
	0.0			Jct. with Wainwright Sub.						
				CTC between Bretville Jct. and Mileage 4.8 controlled by Train Dispatcher at Edmonton.			Daily	Daily	Daily except Saturday	
				CTC between mileages 48.4 and Ferlow Jct. controlled by Operator at Camrose.						
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 the Superintendent.

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, 5500-5610 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	Restriction	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
PE BEN Truck Lines	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

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	Zone 25		
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	
	51.2	45.4	GALAHAD			31	
	45.0	42.9	FORESTBURG	Y Z		53	
	43.6		HEISLER			53	
	34.7		ANKERTON			34	
	28.5		ROSALIND			53	
	22.2		KELSEY			39	
	16.4		KIRON				
	8.2		ALLIANCE JCT.	PZ			
	0.0	1.0	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	EASTWARD TRAINS	
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	99.5	WHITECOURT KPYZ WO	YARD	0430			
	106.6	106.6	HURDY		84			
	121.8	Manual Block System	SILVER CREEK		82			
	132.7		KNIGHT		82			
	142.9		PASS CREEK		92			
	158.2		KAYBOB Z		YARD			
	165.4		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, 5500-5610— 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	120.3 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. 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
Alberta Concrete Products	12.0	177	W
Baroid of Canada Ltd.	28.3	4	E W
Baroid of Canada Ltd.	28.4	16	E
Simplot	64.7	15	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
60.5 to 62.5		10
76.6 to 76.8		15
81.0 to 93.1		15
4.2 Sidings and other tracks		10

5 OTHER TRACKS

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

WESTWARD TRAINS		FOOTHILLS SUBDIVISION		EASTWARD TRAINS	
Miles from Bickerdike	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	
0.0		BICKERDIKE PR			
0.4	1.2	5.5	Y		
5.5		MCLEOD RIVER		43	
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	37.1	5.3		YARD	
43.2		OKE		31	
47.2		3.5		33	
48.1		ROBB			
48.5		2.1			
49.9		PARKHILL JCT. Z Jct. with Mountain Park Sub.			
		0.5			
		COALSPUR YZ			
		6.6			
		DISS			
		4.0			
		STERCO			
		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 the Superintendent, 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

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.

2 GENERAL FOOTNOTES

2.1 Unless authorized by the Superintendent, 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 Leyland—Tracks 2 and 3 may be used for storing empty cars only.

2.6 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.

2.7 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

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

NORTHWARD TRAINS

NORTHWARD TRAINS		Miles from Swan Landing	Yard Limits	GRANDE CACHE SUBDIVISION		Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
				STATIONS					
		0.0	1.6	SWAN LANDING --- Z			YARD		
		2.8	2.8	20.4					
		20.4		WILDHAY			103		
		41.0		20.6					
		41.0		HANLON			140		
		73.0		32.0					
		73.0		GREY			144		
		89.7		16.7					
		89.7		DENARD					
		94.6		4.9					
		94.6		THORDARSON			101		
		108.9	106.7	14.3					
		108.9	111.2	WINNIANDY --- KZ			168		
		135.4		26.5					
		135.4		BOTTEN			113		
		156.7		21.3					
		156.7		AMUNDSON			116		
		175.6		18.9					
		175.6		LATORNELL			115		
		193.6		18.0					
		193.6		DORSCHIED			113		
		212.4		18.8					
		212.4		TOLSTAD			118		
		230.7	229.7	19.6					
		232.0	231.0	GRANDE PRAIRIE --- KZ			YARD		
		232.9		Jct. with N.A. Rly.					
MANUAL BLOCK SYSTEM									
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 229.7.

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		15
1.8 to 232.9		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	Hinton		
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		

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

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	

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			FIRST CLASS	FOURTH CLASS						
94	709	691			BLACKFOOT SUBDIVISION				690	508	884	93
C.P. Rly. Freight	Freight	Passenger Railiner			MOUNTAIN STANDARD TIME				Passenger Railiner	Freight	Freight	C.P. Rly. Freight
Tuesday, Thursday, Sunday	Daily except Sunday	Daily			STATIONS							
1630	0720	0700	0.0		NORTH BATTLEFORD CKPWYZ		FD	40	s 2225	0855	1625	1520
			0.3		Jct. with Turtleford Sub.							
			0.4		6.1							
1650	0735	0708	6.1		BATTLEFORD JCT.		PRZ		2214	0840	1610	1458
					Jct. with Battleford Sub.							
To Battleford Sub.	0745	0714	10.8		4.7 HIGHGATE			33	2206	0826	1601	From Battleford Sub.
					8.1 DELMAS		P	34	s 2157	0815	1551	
					7.3 BRESAYLOR			35	2149	0805	1542	
					7.7 PAYNTON		P AN	33	s 2141	0739	1530	
					9.5 BIRLING			35	2131	0712	1516	
					6.5 MAIDSTONE		P OD	47	s 2125	0703	1508	
					7.7 WASECA		P SA	33	s 2116	0653	1459	
					6.7 LASHBURN		P RS	33	s 2108	0642	1451	
					8.3 MARSHALL		P MR	34	s 2058	0628	1440	
					11.8 LLOYDMINSTER		PWZ YD	53	s 2045	0611	1420	
					7.0 BLACKFOOT		P	32	f 2034	0551	1400	
					7.9 KITSCOTY		P	42	s 2025	0539	1350	
					10.3 ISLAY		P	33	s 2014	0523	1335	
					7.7 BORRADAILE		P	34	2006	0511	1323	
					7.1 VERMILION		KPWYZ VN	30	1958	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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(Continued from Page 29)

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, 5500-5610 must not use sidings at Highgate, Delmas, Bresaylor, Birling, Blackfoot and Borradaile.

4 SPEEDS

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

4.2 Siding and Other Tracks -- 10 10 10

CONDITIONAL SPEEDS

4.3 Mileage 84.3 (49th Avenue)	Miles per Hour		
	Railiner	Passenger except Railiner	Other Move-ments
Approaching within 800 feet of crossing and until crossing occupied	20	20	20

Miles per Hour
Passenger except Railiner Other Move-ments

4.4 Mileage 84.4 (50th Avenue) Approaching within 700 feet of crossing and until crossing occupied 10 10 10

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

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

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

5 PUBLIC CROSSINGS AT GRADE

- 5.1 Mileage 84.4 (50th Avenue) automatically protected. Equipped with push buttons.
- Mileage 84.9 (55th Avenue) automatically protected. STOP signs erected on other than the main track.

6 OTHER TRACKS

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

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

- 3.1 Mileage 0.0 to 7.8 Zone All Movements 15

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

- 4.1 Mileage 0.0 to 26.8 Zone All Movements 20
- 1.8 to 2.1 Zone 10
- 26.8 to 43.8 Zone 15
- 4.2 Sidings and Other Tracks --- 10

5 OTHER TRACKS

5.1	Mileage	Car Capacity	Points Face
Newby	34.8	19	E

WESTWARD TRAINS

FOURTH CLASS

94 C.P. Ry. Freight

Tuesday, Thursday, Sunday

1715

1730

1755

1835

1850

38.0

43.8

94

Miles from Cut Knife Jct.

Yard Limits

0.0

3.4

9.5

23.0

26.8

38.0

43.8

42.9

CUT KNIFE SUBDIVISION

STATIONS

CUT KNIFE JCT. R Jct. with Battleford Sub. 3.4

LINDEQUIST 6.1

PRONGUA 13.5

GALLIVAN 3.8

ROSEMOUND R Jct. with C.P. Ry. 11.2

TATSFIELD 5.8

CARRUTHERS YZ

Office Signals

Siding Car Capacity

17

39

37

40

YARD

EASTWARD TRAINS

FOURTH CLASS

93 C.P. Ry. Freight

1433

1421

1402

1321

1310

40

Tuesday, Thursday, Sunday

93

RULES 41 and 44 APPLICABLE Rule 105A not applicable

KINGMAN SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 Special Instructions Apply—SYSTEM 8.1.

2 GENERAL FOOTNOTES

- 2.1 Unless authorized by the Superintendent, 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

- 4.1 Mileage 0.0 to 23.7 Zone All Movements 10
- 4.2 Sidings and Other tracks --- 10

NORTHWARD TRAINS

FOURTH CLASS

93 C.P. Ry. Freight

Tuesday, Thursday, Sunday

23.7

23.4

18.4

12.0

5.6

0.0

93

Miles from Tofield

Yard Limits

23.7

23.4

18.4

12.0

5.6

0.0

KINGMAN SUBDIVISION

STATIONS

BARLEE JCT. P Jct. with Camrose Sub. 5.3

DINANT 6.4

KINGMAN 6.4

BARDO 5.6

TOFIELD PY

Office Signals

Siding Car Capacity

43

44

44

44

SOUTHWARD TRAINS

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	ARGO		46			
		12.2		DUPEROW		46			
		18.5		SPRINGWATER		44			
		25.6		RUTHILDA	RU	43			
		29.9		DOWNE		45			
		35.9		AVA		45			
		43.0		WALLISVILLE					
		47.0		DODSLAND	DO	42			
		50.3		WHITEPOOL					
		53.3		MILLERDALE		43			
		59.7		BEAUFIELD		42			
		66.4	65.8	COLEVILLE - Z	CO	39			
		72.6	69.5	DRIVER		39			
		78.5		SMILEY	MY	42			
		85.9		DEWAR LAKE		43			
		90.4		HOOSIER		45			
		96.5		GREENE		43			
		103.5	102.7	LOVERNA - RYZ	VO	41			
		115.8	104.6	ESTHER		27			
		126.1		NEW BRIGDEN		37			
		134.2		SEDALIA		37			
		154.0	153.0	HEMARUKA - YZ		YARD			

Rules 41 and 44 applicable
Rule 105A not applicable

DODSLAND SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY SYSTEM 8.1

2 GENERAL FOOTNOTES

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

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

3 INTERLOCKING

3.1 Railway Crossing at Grade—
C.P. 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) 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		0924	0.0	↓	VERMILION - KPWYZ	VN	30	s 1954	1140		
1300		0932	7.4	0.8	CLAYSMORE		32	1946	1123		
1310		s 0940	14.6		MANNVILLE - P		33	s 1938	1111		
1322		s 0949	22.9		MINBURN - P		32	s 1927	1100		
1339		s 0959	31.6		INNISFREE - P		25	s 1916	1046		
1350		s 1008	39.2		RANFURLY - P		36	s 1907	1035		
1403		s 1019	48.2		LAVOY - P		33	s 1856	1019		
1415		s 1029	57.1	56.1	VEGREVILLE - PWZ	RG	64	s 1846	0947		
1417		1030	58.0	59.1	VEGREVILLE JCT. - PYZ			1844	0945		
1425		1035	64.0		ROYAL PARK		33	1839	0937		
1435		s 1042	70.9		MUNDARE - P		51	s 1832	0926		
1446		1048	77.6		HILLIARD		36	1825	0915		
1457		s 1055	85.1		CHIPMAN - P		37	s 1817	0904		
1509		s 1103	92.4		LAMONT - P		41	s 1807	0854		
1521		s 1111	99.2		BRUDERHEIM - P		34	s 1802	0844		
1532		1117	106.2		SCOTFORD		34	1755	0835		
1542		s 1125	112.7	110.4	FORT SASKATCHEWAN - PZ	FS	63	s 1747	0826		
1552	From Coronado Sub.	1131	114.6	115.0	RIVER BEND - P		33	To Coronado Sub. 1742	0816		
1559		1135	121.7		OLIVER		33	1738	0810		
1605		1118	122.9		ST. PAUL JCT. - PR			1726	1736	0805	
		1124	126.4		NORTH EDMONTON - P			1720	1730		
					Jct. with Wainwright and Edmonton East Terminal Subs.						
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.

(Continued from Page 33)

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, 5500-5610 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

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Other Move-ments
0.0 to 126.4	70	50	50
-- on curves --	60	--	--
2.1 to 3.2	50	--	40
9.6 to 10.2	55	--	45
11.5 to 11.8	55	--	45
19.2 to 20.0	55	--	45
21.0 to 21.3	55	--	45
26.8 to 27.0	55	--	40
27.8 to 29.6	45	40	35
32.3 to 35.0 --on curves --	50	45	40
35.9 to 36.7 --on curves --	50	45	40
38.5 to 39.0	55	--	45
40.7 to 41.9	50	45	40
48.4 to 48.7	50	45	40
52.9 to 54.1 --on curves --	55	--	45
111.2 to 111.4	50	45	40
113.5 to 114.6	40	20	20
115.1 to 116.1 --on curves --	55	--	40
117.0 to 117.2	30	30	30
125.2 to 126.3	20	20	20
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, 5500-5610	--	15	15

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
Eastward movements approaching within 720 feet of crossing and until crossing occupied	20	20	20
5.9 Mileage 57.1 (50th Street) Approaching within 350 feet of crossing and until crossing occupied	10	10	10
5.10 Mileage 111.4 (Forrest Road) Westward movements approaching within 2100 feet of crossing and until crossing occupied	55	--	--
Eastward movements proceeding at less than 15 miles per hour within 1500 feet of crossing until crossing occupied	10	10	10
5.11 Mileage 111.7 (Municipal Road) Westward movements proceeding at less than 15 miles per hour within 1500 feet of crossing until crossing occupied	10	10	10
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

(Continued on Page 35)

(Continued from Page 34)

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)

Unit Series	Car Factor	Car		Car Factor
		Westward	Eastward	
5000-5299 -----	7	3800	3400	5
4108-4599 -----	7	2300	2100	5
1200-1399 -----	7	1750	1570	5

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

DEMAY SUBDIVISION FOOTNOTES	NORTHWARD TRAINS		DEMAY SUBDIVISION			SOUTHWARD TRAINS	
	Miles from Camrose Jct.	Yard Limits	STATIONS		Office Signals	Siding Car Capacity	
1 RULE MODIFICATIONS 1.1 Special Instructions Apply—SYSTEM 8.1.	0.0		CAMROSE JCT. PYZ Jct. with Camrose Sub. 7.4				
2 GENERAL FOOTNOTES 2.1 Unless authorized by the Superintendent, 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.	7.4	1.3	DEMAY 5.5			33	
	12.9		ROUNDHILL 5.9			32	
	18.8		DODDS 6.2			31	
	25.0		RYLEY P				
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.	RULES 41 and 44 APPLICABLE Rule 105A not applicable						
4 SPEEDS					Miles per Hour		
4.1 Mileage 0.0 to 25.0					All Movements 15		
4.2 Sidings and Other tracks					10		
5 SPURS AND OTHER TRACKS					Car Points		
4.3 Mileage 13.0 (First Street)—Approaching within 500 feet of crossing until crossing occupied			E. H. Brown 24.7		Capacity 5 Face N		

WESTWARD TRAINS				CORONADO SUBDIVISION				EASTWARD TRAINS			
FOURTH CLASS	FIRST CLASS			Miles from St. Paul Jct.	Yard Limits	Office Signals	Siding Car Capacity	FIRST CLASS		FOURTH CLASS	
583 Freight	698 Passenger Railiner	697 Passenger Railiner	699 Passenger Railiner					696 Passenger Railiner	836 Freight	584 Freight	
Monday, Wednesday, Friday	Daily	Daily									
0500			160.0	159.5		YARD					1615
0529			149.4			32					1555
0550			139.6			33					1527
0630	2000	0850	120.2	121.2		32	s 0840	s 1950			1445
	F 2009	F 0858	112.8	119.5		29	F 0831	F 1942	To Bonnyville Sub.		1425
	F 2014	F 0903	108.5			24	F 0825	F 1937			1410
	2015	0904	108.1	109.0			0823	1935	0950		1405
	To Bonnyville Sub.	s 0908	104.7	107.6		34	From Bonnyville Sub.	s 1930	0938		1355
		s 0915	98.2					s 1922	0915		1330
		s 0924	89.8			36		s 1911	0848		1305
		s 0935	80.0			36		s 1859	0828		1235
		F 0941	74.7			33		F 1853	0818		1215
		s 0957	64.6			25		s 1840	0758		1150
		s 1007	57.0			32		s 1831	0744		1115
		s 1016	50.1			32		s 1823	0731		1050
		s 1024	43.1			37		s 1815	0718		1024
		1034	34.9			35		1805	0702		0954
		s 1041	29.6	30.3		45		s 1758	0652		0941
		F 1051	20.6	29.2		28		F 1748	0631		0900
		F 1058	15.6			49		F 1743	0622		0849
		1108	7.2			32		1734	0605		0829
		1118	0.0					1726	0550		0809
Rules 41 and 44 applicable between St. Paul and Heinsburg.											
583	698	697					Daily	Daily	Daily ex. Saturday, Sunday	Sunday, Tuesday, Thursday	
							699	696	836	584	

CORONADO SUBDIVISION FOOTNOTES ON PAGE 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.

	Miles per Hour		
	Railiner	Passenger except Railiner	Other Movements

4.2 Sidings and Other tracks -- 10 10 10

4.3 Over east and west legs of wye at Abilene Jct. ----- 25 25 25

CONDITIONAL SPEEDS

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	

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

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour		
		Railiner	Passenger except Railiner	Other Movements
0.0 to 119.5		70	50	40
	on curves	60	--	--
*14.1 to 15.0		55	--	--
16.0 to 17.4		55	--	--
17.8 to 18.1		45	40	35
19.5 to 19.8		40	35	30
29.3 to 31.9		45	40	35
33.1 to 34.7		55	--	--
61.8 to 64.0		45	40	30
66.1 to 67.0		45	40	35
68.8 to 71.0		45	40	35
73.2 to 74.0		45	40	35
86.8 to 87.0		40	35	30
95.7 to 96.6		45	40	30
104.5 to 105.8		40	35	30
106.5 to 106.7		55	--	--
112.3 to 112.6		45	40	35
119.5 to 160.0	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

*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

FIRST CLASS	699	Miles from Abilene Jct.	Yard Limits	BONNYVILLE SUBDIVISION				EASTWARD TRAINS	
				STATIONS	Office Signals	Siding Car Capacity	FIRST CLASS	FOURTH CLASS	
	Passenger Railiner						698	836	
	Daily						Passenger Railiner	Freight	
0710	61.1	59.5	↓	GRAND CENTRE PRYZ	NC	YARD	S2130	1205	
0715	57.2			BEAVER RIVER			2122	1154	
F 0726	48.2			ARDMORE	P		F2111	1134	
F 0732	42.9			FORT KENT			F2105	1123	
S 0740	36.6			BONNYVILLE	PW	N	S2057	1110	
0754	24.1			FRANCHERE			2043	1045	
S 0800	18.8			GLENDON	P		S2037	1034	
S 0805	14.7			THERIEN			S2032	1025	
S 0811	9.8			MALLAIG	P		S2026	1015	
0823	0.0	0.6	↑	ABILENE JCT. PRYZ			2015	0950	
				Jct. with Coronado Sub.					
	699						Daily	Daily ex. Saturday, Sunday	
							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, 5500-5610 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 except Railiner	Other Movements
0.0 to 61.1		65	40	30
On Curves		60	--	--
0.0 to 0.3		25	25	20
2.8 to 3.0		55	--	--
3.7 to 4.0		45	--	--
5.1 to 8.0	on curves	50	--	--
22.0 to 22.2		50	--	--
27.2 to 27.5		55	--	--
31.3 to 32.4		45	--	--
37.1 to 37.4		55	--	--
40.7 to 40.9		55	--	--
57.2 to 57.4		45	--	--
57.7 to 57.8		10	10	10
58.0 to 58.1		45	--	--
60.5 to 60.8		40	--	--

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

CONDITIONAL SPEEDS

- 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

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

PORTER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 SPECIAL INSTRUCTIONS APPLY SYSTEM 8.1.

2 GENERAL FOOTNOTES

2.1 Unless authorized by the Superintendent, movements must not be operated between mileage 19.0 and mileage 48.2.

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

Mileage	Zone	Miles per Hour
0.0 to 48.2	Zone	15
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		
	51.5			Z	YARD	

RULES 41 and 44 APPLICABLE
Rule 105A not applicable

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

Daily ex. Sunday
806

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, 5500-5610 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

Mileage	Zone	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.

OYEN SUBDIVISION FOOTNOTES

(Continued from Page 41)

4.2 Sidings and Other tracks -----	Miles per Hour All Movements 10	4.7 Mileage 132.89 (Highway 36) Approaching within 1650 feet of crossing and until crossing occupied -----	Miles per Hour All Movements 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	
CONDITIONAL SPEEDS			
4.5 Mileage 0.91 (Highway 30) Approaching within 1050 feet of crossing and until crossing occupied -----	25	5.1 Mileage 43.7 (Highway 44) automatically protected. Equipped with push button.	
Westward movements proceeding at less than 10 miles per hour within 1050 feet of crossing, until crossing occupied --	10	5.2 Mileage 83.1 (First Street West) All switching movements over crossing must be pro- tected by a flagman.	
4.6 Mileage 22.36 (Highway 7) Approaching within 1600 feet of cross- ing and until crossing occupied -----	50	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.			

ENDIANG SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS
1.1 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1.

2 GENERAL FOOTNOTES

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

3 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	Miles per Hour All Movements
0.0 to 75.2 -----	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.

NORTHWARD TRAINS		ENDIANG SUBDIVISION		SOUTHWARD TRAINS	
Miles from Endiang Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	
0.0	↓ 0.9	ENDIANG JCT. PYZ Jct. with Drumheller Sub. 11.2			
11.2		DOWLING 7.0		32	
18.2		SCAPA Y Jct. with Spondin Sub. 9.8		43	
28.0		ENDIANG 6.3		27	
34.3		BYEMOOR 12.8		32	
47.1		HACKETT 8.5		32	
55.6		SABINE 6.6		17	
62.2	↑ 61.6	WARDEN JCT. Z South Jct. with Stettler Sub.			
0.7 SEE STETTLER SUBDIVISION					
62.9	↓ 64.3	WARDEN Z North Jct. with Stettler Sub. 7.5			
70.4		OBERLIN 4.8		32	
75.2	↑ 74.7	NEVIS Z			
RULES 41 and 44 APPLICABLE Rule 105A not applicable					

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

3 SPEEDS

3.1 Mileage	Miles per Hour All Movements
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.

WESTWARD TRAINS		MANTARIO SUBDIVISION			EASTWARD TRAINS	
Miles from Glidden	Yard Limits	STATIONS	Office Signals	Siding Car Capacity		
0.0	↓ 0.3	GLIDDEN RYZ Jct. with Elrose Sub. 5.3				
5.3		DANKIN 4.8		32		
10.1		EATONIA AN 6.3		27		
16.4		LAPORTE 9.2		28		
25.6		MANTARIO MA 5.9		33		
31.5	↑ 31.5	EYRE RZ 0.6		33		
32.1	↑ 32.9	EYRE JCT YZ Jct. with Acadia Valley Sub. 11.7				
38.2						
43.8	↑ 43.1	Jct. with Oyen Sub. Y				
44.1		ALSASK PRZ SK				
RULES 41 and 44 APPLICABLE Rule 105A not applicable						

4 SPEEDS

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

5 OTHER TRACKS

Sodium Sulphate	Mileage	Capacity	Points Face
(Sask.) Ltd.---	38.2	3.2 Miles	E W

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 the Superintendent, 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 2000-3240, 4000-4017, 5000-5299, 5500-5610 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					
4.1 Mileage		Miles per Hour All Movements		Mileage		Car Capacity	Points Face
0.0 to 53.7		25		Battle River Coal Co. Ltd. 12.7		195	N S
4.2 Sidings and Other tracks		10		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		Miles per Hour All Movements					
0.0 to 17.7		10					
4.2 Sidings and Other tracks		10					

WESTWARD TRAINS				DRUMHELLER SUBDIVISION				EASTWARD TRAINS			
FOURTH CLASS	FIRST CLASS	Miles from Hanna	Yard Limits	STATIONS		Office Signals	Siding Car Capacity	FIRST CLASS	FOURTH CLASS		
707 Freight	694 Passenger Railer			695 Passenger Railer	844 Freight						
1730		0.0		HANNA	CKPWZ	HN	YARD				2315
		0.8		ENDIANG JCT.	PYZ						
		7.7	1.6	Jct. with Endiang Sub.							
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	2101	40.3	39.2	DINOSAUR	PRYZ		49	0750			2220
				Jct. with Stettler Sub.							
1827	2104	41.1	41.8	MUNSON	PZ		50	0747			2218
1849	s 2120	52.4	51.1	DRUMHELLER	BCPWZ	YD	68	0730			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		76.4		REDLAND			30				2105
2000		79.0		ROCKYFORD	P	RK	61				2052
2011		87.1		BAINTREE	P		32				2044
2034		93.5		ARDENODE	P		32				2034
2045		102.9		LYALTA			45				2025
2055		111.1		NORFOLK			33				2016
2105		118.4		JANET			38				2007
2115		126.6	130.0	SARCEE YARD	CKPWYZ	SJ	YARD				2000
		131.9		Main track Drumheller Sub. ends at Mileage 130.7. Rule 105 applies between Mileages 130.7 and 131.9.							
707	694							695	844		Daily ex. Saturday, Sunday

DRUMHELLER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

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

- 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, 5500-5610 must not be operated on sidings or other tracks.

5 SPEEDS

Mileage	Zone	Miles per Hour	
		Railiner	Other Movements
0.0 to 32.0	Zone	--	50
32.0 to 40.3	Zone	--	40
37.6 to 38.0		--	35
40.3 to 52.3	Zone	50	35
41.1 to 42.1		45	--
43.3 to 44.2		40	--
45.5 to 45.8		40	--
48.3 to 50.4		40	--
52.3 to 60.1	Zone	--	40
57.0 to 57.5		--	30
60.1 to 66.9	Zone	--	35
60.3 to 60.6		--	25
66.9 to 72.3	Zone	--	30
72.3 to 76.9	Zone	--	35
76.9 to 84.8	Zone	--	40
79.9 to 81.2		--	35
84.8 to 130.0	Zone	--	55
92.0 to 92.2		--	40
101.6 to 102.0		--	50
114.4 to 114.6		--	30
115.6 to 115.8		--	40
122.9 to 123.2		--	40
124.7 to 125.7		--	35
130.0 to 130.7	Zone	--	40
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, 5500-5610 and trains handling cars 220,000 to 251,000 lbs. gross weight must not exceed 30 miles per hour at the following locations:
Bridge milege 63.2
Bridge milege 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	83.0	98.8
64.9	83.5	98.9
68.5	84.4	99.8
69.5	87.6	100.4
76.0	92.7	101.3
80.5	92.9	102.5
81.5	93.9	102.7
81.9	94.7	103.8
82.3	98.6	

CONDITIONAL SPEEDS

- | | Miles per Hour | |
|--|----------------|-----------------|
| | Railiner | Other Movements |
| 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 approaching within 400 feet of crossing and until crossing occupied -- | 10 | 10 |
| Westward movements which have stopped between register booth Dinosaur and the crossing and movements from Stettler Sub., until crossing occupied ----- | 5 | 5 |
| Eastward movements approaching within 1250 feet of crossing and until crossing occupied -- | 40 | -- |
| 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 approaching within 2300 feet of crossing 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 approaching within 850 feet of crossing and until crossing occupied -- | 15 | 15 |
| 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 52.8 (Highway 9) automatically protected. STOP signs erected on other than main track. STOP sign governing eastward movements on spur track located to left of track.
- 6.2 Mileage 76.2 (First Avenue) automatically protected. Equipped with push button.

7 OTHER TRACKS

- 7.1 Shale Pit—
Mileage 49.4. Capacity 19 cars. At least 10 reachers must be used when switching shale pit track.
- | | Mileage | Car Capacity | Points Face |
|----------------------------|---------|--------------|-------------|
| 7.2 Independent Grain Spur | 60.8 | 30 | W |
| Grain Spur | 61.2 | 7 | W |
| Taylor | 66.2 | 20 | E W |
| Grain Spur | 68.4 | 5 | E W |
| Hart Spur | 70.3 | 10 | E |
| Calgary Power Ltd. | 127.7 | 12 | W |

CALGARY TERMINAL FOOTNOTES**1 GENERAL FOOTNOTES**

- 1.1 When switching in Calgary yard and Calgary Freight Shed tracks, movement must be brought to a stop before cars are detached.
- 1.2 Movements through crossover located 1000 feet east of station Calgary must not exceed 5 miles per hour.
- 1.3 McLeod Branch—STOP sign located at crossover connecting C.N. Rly. track with C.P. Rly. track at mileage 1.85 McLeod Branch. Before entering the crossover or switching Light Weight Aggregate Plant, movements must stop at the stop sign and be assured that no C.P. Rly. movement is working in that area.

2 INTERLOCKING

- 2.1 **Railway Crossing at Grade—**
C.P. Rly. ---- 17th Street East ---- Semi-Automatic
(Mileage 3.3 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, movements between the Calgary Industrial Lead and Calgary Freight Shed Line via crossovers on either side of crossing 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.

STETTNER SUBDIVISION FOOTNOTES	NORTHWARD TRAINS				SOUTHWARD TRAINS			
	FIRST CLASS	Miles from Ferlow Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FIRST CLASS	694 Passenger Railiner
	695 Passenger Railiner						694	
1 RULE MODIFICATIONS	Daily							
0750	108.0	↓	DINOSAUR PRYZ Jct. with Drumheller Sub. 7.6				2101	
\$ 0802	100.4	106.8	MORRIN 7.5		44		\$ 2050	
\$ 0812	92.9		ROWLEY 6.1		33		\$ 2039	
\$ 0820	86.8		RUMSEY 6.9		31		\$ 2030	
F 0829	79.9		SCOLLARD 7.8		33		F 2021	
\$ 0838	72.1		BIG VALLEY 7.3		39		\$ 2011	
F 0848	64.3		FENN 7.8		33		F 2001	
	56.5	57.1	WARDEN JCT. RZ South Jct. with Endiang Sub. 0.7					
F 0859	55.8	54.9	WARDEN PYZ North Jct. with Endiang Sub. 4.9		34		F 1950	
\$ 0908	50.9	51.3	STETTNER Z	SR	23		\$ 1943	
F 0920	40.4	49.8	RED WILLOW 9.5		33		F 1926	
\$ 0932	30.9		DONALDA 9.7		32		\$ 1915	
\$ 0944	21.2		MEETING CREEK 8.9		32		\$ 1903	
\$ 0956	12.3		EDBERG 7.0		31		\$ 1852	
F 1005	5.3	0.9	VIEWPOINT 5.3		32		F 1843	
1015	0.0		FERLOW JCT. PYZ Jct. with Camrose Sub.				1836	
							Daily	
	695						694	

4 SPEEDS

Mileage	Zone	Railiner	Miles per Hour Other Movements	Mileage	Miles per Hour Other Movements
0.0 to 108.0		65	30	0.0 to 108.0	
0.0 to 90.0	On Curves	60		Trains handling loaded Jumbo tank cars	15
90.0 to 108.0	On Curves	50			
0.0 to 108.0	Diesel units other than 1000-1077 series		20		
0.5 to 1.3		35	20		
17.3 to 17.6	On Curves	50			
20.3 to 20.8	On Curves	50			
24.5 to 24.8		50			
25.5 to 25.7		50			
27.1 to 27.8	On Curves	50			
29.7 to 30.2		50			
35.5 to 35.7		50			
40.4 to 40.6		50			
49.2 to 49.6		50			
52.4 to 52.8		50			
57.1 to 57.4		50			
60.4 to 62.2	On Curves	50			
64.4 to 65.3		40			
67.1 to 67.4		50			
81.0 to 82.3		50			
94.6 to 95.5	On Curves	40			
4.2 Sidings and Other tracks		10	10		

4.3 Mileage 0.0 to 108.0
Trains handling loaded Jumbo tank cars

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.

STETTNER SUBDIVISION FOOTNOTES	NORTHWARD TRAINS				SOUTHWARD TRAINS			
	FIRST CLASS	Miles from Ferlow Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	FOURTH CLASS	
	825 Freight						834 Freight	860 Freight
1 RULE MODIFICATIONS	Daily							
0430	126.0	↓	SARCEE YARD CKPWZ	SJ	YARD		0315	1510
0434	123.3	122.9	HUBALTA Z		42		0311	1501
0441	117.6		CONRICH 5.7		42		0302	1452
0448	111.9		DELACOUR P		42		0253	1443
0456	106.4		KATHYRN 5.5		42		0245	1435
0507	97.5		IRRICANA P		42		0233	1423
0514	91.9		BEISEKER P		43		0225	1415
0516	90.2		BILLHARTE P		96		0222	1412
0523	85.1		BIRCHAM 5.1		42		0215	1405
0531	79.4		GRAINGER 5.7		41		0207	1357
0539	73.2		SWALWELL P		110		0159	1349
0549	66.9		TWINING 6.3		49		0151	1341
0558	60.2		THREE HILLS P	WI	74		0142	1332
0606	53.8		EQUITY 6.4		38		0133	1323
0612	50.4		TROCHU P		40		0128	1318
0622	43.4		HUXLEY P		43		0118	1308
0630	37.8		ELNORA P		45		0109	1259
0642	27.9		LOUSANA P		42		0054	1244
0650	21.4		DELBURNE P		42		0044	1234
0657	16.3		ARDLEY P		43		0036	1226
0708	7.9	7.1	ALIX SOUTH JCT. PR Jct. with Brazeau Sub. 8.4				0023	1213
0711	6.1	5.0	ALIX PZ		41		0020	1210
0725	0.0	1.4	MIRROR CKPYZ	MR	YARD		0010	1200
							Daily	Daily
	825						834	860

THREE HILLS SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 TRAIN REGISTER MODIFICATIONS—
Mirror—Freight trains operating through may register by register ticket.
Alix South Jct.—Register station for No. 860 and trains to Brazeau Sub. Other trains will register only when directed by train order.

1.2 SPECIAL INSTRUCTIONS APPLY
SYSTEM 1.10(b)—within yard limits at Alix.

1.3 OTHER MODIFICATIONS—
RULE 111—Trains handling ore must stop for inspection between mileage 40.0 and mileage 60.0.

2 GENERAL FOOTNOTES

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.
When entraining and detraining lookout for foundation of dwarf signal D64.

3 INTERLOCKING

3.1 Railway Crossing at Grade—
C.P. Rly. Mileage 5.7 Automatic

(Continued from Page 49)

THREE HILLS SUBDIVISION FOOTNOTES

4 EQUIPMENT RESTRICTIONS

4.1 Units in series 2000-3240, 4000-4017, 5000-5299, 5500-5610 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.

5 SPEEDS

Mileage	Zone	Miles per Hour All Movements
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

5.2 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.

CONDITIONAL SPEEDS

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

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

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 the Superintendent, movements must not be operated beyond mileage 95.4.

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

2.4 Trains between connecting track at North Jct. mileage 7.6 C.P. Rly. Leduc Sub. and South Jct. mileage 93.1 C.P. Rly. Red Deer Sub. will be governed by C.P. Rly. timetable, rules and regulations.

Labuma siding, located at mileage 7.0 on Joint Section of C.P. Rly. Leduc Sub. is not to be used or entered by C.N. Rly. trains or engines.

3 EQUIPMENT RESTRICTIONS

3.1 Diesel units other than 1000-1077 and 1200-1399 series prohibited unless authorized by Supt. Transportation.

3.2 Heaviest car permitted 263,000 lbs. gross but restricted to 15 m.p.h. between mileages 25.0 and 95.4 when over 177,000 lbs. gross.

4 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 25.0		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.

WESTWARD TRAINS		BRAZEAU SUBDIVISION		EASTWARD TRAINS	
Miles from Alix South Jct.	Yard Limits	STATIONS	Office Signals	Siding	Car Capacity
0.0	↓ 0.8	ALIX SOUTH JCT. ----- PZ Jct. with Three Hills Sub. 10.0			
10.0		HAYNES -----			33
17.2		JOFFRE ----- 7.2			32
22.4		PRENTISS ----- 5.2			32
36.5	35.7 ↓ 37.3	RED DEER JCT. ----- RYZ 14.1			31
51.5		SYLVAN LAKE ----- 15.0			53
57.6		ELSPETH ----- 6.1			
65.7		ECKVILLE ----- 8.1	KI		34
72.7		WITHROW ----- 7.0			32
77.0		LESLIEVILLE ----- 4.3			32
85.5		CODNER ----- 8.5			32
90.9	90.5 ↑ Joint Track with C.P. Rly.	OTWAY ----- Z 5.4 Jct. with C.P. Rly. 0.3			11
91.2		ROCKY MT. HOUSE ----- RYZ 2.7			37
93.9		LOCHEARN ----- Z 1.5			41
95.4	95.3 ↓ End of Joint Section	ULLIN ----- 13.2			
108.6		HORBURG ----- 17.9			32
126.5		ANCONA ----- 5.2			32
131.7		SAUNDERS ----- 10.8			21
142.5		HARLECH ----- 7.1			32
149.6	148.0 ↑	BRAZEAU ----- RYZ			YARD

RULES 41 and 44 APPLICABLE
Rule 105A not applicable

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

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 3.0	N.A. Rly Jct. -----Z Jct. with N.A. Rly. 1.0				↑	
	1.0		ROMA JCT. -----CKYZ		Yard			
	3.0		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							

Manual Block System

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—
263,000 lbs. gross NA Rly. Jct. to Hawk hills.
220,000 lbs. gross Hawk hills to High Level.

3 SPEEDS

Mileage	Zone	Miles per Hour All Movements
0.0 to 2.0	Zone	15
2.0 to 182.9	Zone	30
73.1 to 74.4		20
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	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		8.2	Jct. with Pine Point Sub.				
	368.8			HAY RIVER -----BCZ		Yard		
	377.0		375.8					

Manual Block System

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 All Movements
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
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	49.0 ↓ Manual Block System ↑ 1.4	----- PINE POINT MINES -----Z	-----	Yard		
	50.3		----- PINE POINT -----YZ	-----	Yard		
	49.0		----- MELLOR -----	-----	55		
	34.3		----- BIRCH -----	-----	55		
	16.6		----- PINE JCT. -----YZ	-----	-----		
	1.8		Jct. with Meander River Sub.				
	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 0.0 to 54.3 Zone Miles per Hour All Movements **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)			BETWEEN	EASTWARD OR SOUTHWARD (Read Up)		
Single Unit Ratings				Single Unit Ratings		
Car Factor	1200-1399	4108-4399		4108-4399	1200-1399	Car Factor
			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%. If necessary, 5000-5299 series units may be operated with one pair of traction motors cut out, in which case tonnage rating for the affected unit will be reduced by one-third.

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 5500-5610	Designated Units 2000-2399 5000-5299			Designated Units 2000-2399 5000-5299	2500-2529 4000-4017 5500-5610	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 2	720 600 460	990 ----- 620	----	1260 ----- 755	1410 ----- 840	2060 ----- 1230	FOOTHILLS-MOUNTAIN PARK SUBDIVISIONS Bickerdike and Coalspur Coalspur and Foothills Coalspur and Cadomin								
10 10 10 5 5 7	1950 2400 1950 935 1170 1490	2700 3100 2400 1420 1570 2000	----	----- 3500 1660 1840 2320	----- 3900 1850 2050 2590	----- 5750 2720 3020 3800	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 5500-5610	Designated Units 2000-2399 5000-5299			Designated Units 2000-2399 5000-5299	2500-2529 4000-4017 5500-5610	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	-----	-----	-----	----	-----	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 Cadomin and Coalspur	5300 ----- 2700	3630 ----- 1825	3250 ----- 1640	----	2630 ----- 1560	1950 1860 1260	10 10 5	
							ATHABASCA-SANGUDO SUBDIVISIONS Morinville and N.A. Rly. Athabasca and Morinville Pass Creek and Calder Kaybob and Pass Creek	----- ----- 5800 3100	----- ----- 3920 2080	----- ----- 3500 1850	----	3050 2260 3050 1590	2600 1790 2250 1190	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 5500-5610	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	3420	5000	Kindersley and Hanna
10	2300	3150	----	3300	3650	5400	Hanna and Drumheller
10	1390	1900	----	2000	2420	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)

							EASTWARD OR SOUTHWARD (Read Up)						
							Single Unit Ratings						
BETWEEN							Designated Units 2000-2399 5000-5299	2500-2529 4000-4017 5500-5610	4108-4599 9000-9199	----	1200-1399	991-992 1000-1077	Car Factor
							DODSLAND-PORTER-CUTKNIFE and BATTLEFORD SUBDIVISIONS						
Ruthilda and Biggar							----	----	----	----	----	1755	5
Loverna and Ruthilda							----	----	----	----	----	1365	5
Hemaruka and Loverna							----	----	----	----	----	2140	10
Red Pheasant and Oban							----	----	----	----	----	2480	10
Battleford Jct. and Red Pheasant							----	----	----	----	----	1080	5
							THREE HILLS SUBDIVISION						
Alix and Sarcee Yard							3650	2480	2240	----	2050	1570	8
Mirror and Alix							4300	2940	2640	----	2400	1870	8
							OYEN-DRUMHELLER SUBDIVISIONS						
Hanna and Kindersley							5780	3940	3370	----	3200	2370	10
Munson and Hanna							4700	3200	2750	----	2600	1940	10
Drumheller and Munson							2360	1610	1225	----	1200	850	4
Sarcee Yard and Drumheller							7500	5100	4600	----	4400	3250	10
							BRAZEAU SUBDIVISION						
Red Deer Jct. and Alix							----	----	2800	----	2880	2070	8
Rocky Mt. House and Red Deer Jct.							----	----	----	----	----	2070	8
Brazeau and Rocky Mt. House							----	----	----	----	----	1460	8
							SHEERNESS SUBDIVISION						
Batter Jct. and Wardlow							----	----	2400	----	2080	1700	7
							MANTARIO SUBDIVISION						
Alsask and Glidden							----	----	----	----	2750	2480	10
							ACADIA VALLEY SUBDIVISION						
Acadia Valley and Eyre							----	----	----	----	2360	1740	10
							ENDIANG SUBDIVISION						
Nevis and Hanna							----	----	----	----	4400	2700	12
							SPONDIN SUBDIVISION						
Scapa and Spondin							----	----	----	----	----	2400	10
							C.P. RLY. LANGDON SUB.						
East Coulee and Rosedale							----	----	----	----	3200	2560	10
							STETTLER SUBDIVISION						
Warden and Dinosaur							----	----	----	----	2500	1760	8
Ferlow Jct. 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

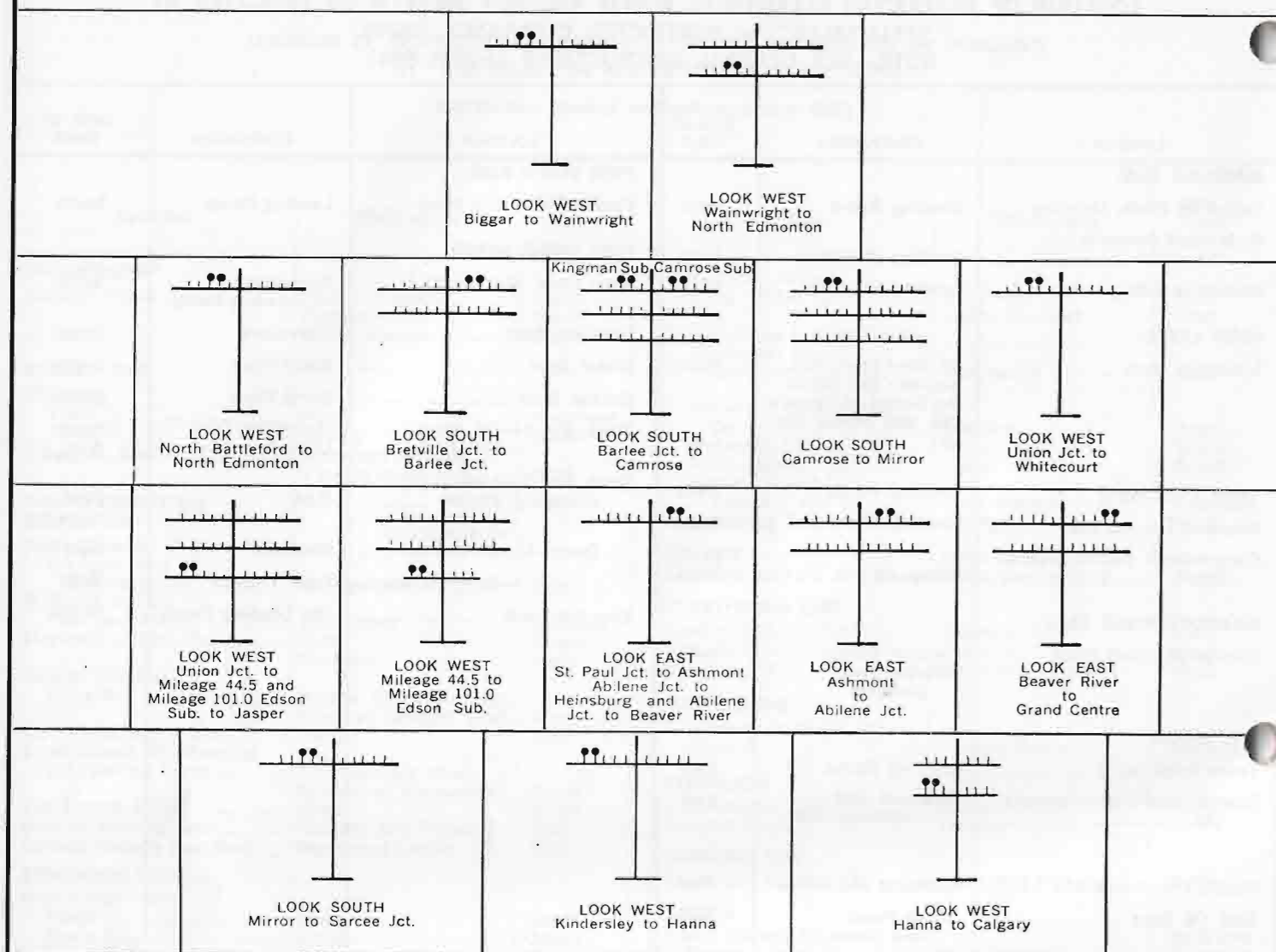
NOTE—See General Instructions (Form 696)

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 ----- Fibreglas Building -----	Pipes Canopy Machinery between 2 tracks inside bldg.	Overhead South Both	142nd Street Industrial Area Haliburton Oilwell Cementing Co. Ltd. -----	Warehouse	East
NORTH EDMONTON- EDMONTON Swift Canadian Co. On Spur West of Engine Room ----- P. Burns and Co. Two East Tracks ----- Hayward Lumber Co. -----	All Structures Each Other Gate Platform	Both Between North West	Universal Construction Co. ----- McLeod's Ltd. ----- A.L.C. Board ----- Inland Cement Co. Tracks 1 and 2 ----- Unloading Track -----	Platform Warehouse Inside Warehouse Plant Interior Car Puller	South South South Overhead North
Capital City Box Co. Track No. 3 -----	Narrow Gauge Railway Chute at Sawdust Shed Fence	West East	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 ----- Ogilvie Flour Mills ----- Halford Hide and Fur Co. ----- Western Salvage Ltd. -----	Platform and Gate Incinerator Gate Posts Power House Building Building Down Pipe and Fence	Both West West Both North North	SANGUDO SUB. Texas Gulf Sulphur Co. -----	Stairs and Building	Both
Lane 103½ Street Marshall Wells Co. ----- Allis Chalmers Ltd. ----- Revillon Building ----- J. H. Ashdown Ltd. -----	Floodlight Platform Platform Warehouse Corner	East East West East	BISSELL Inland Cement Co. Tracks 1 and 2 -----	Plant Interior	Both and Overhead
Lane 104½ Street Alley Spur -----	Pole Line	West	SPRUCE GROVE Industrial Track ----- Platform Track -----	Shed Shed	South South
Lane 106½ Street N.A.D. Pool Spur ----- General Steel Wares -----	Crossing Sign 103 Ave. Pole	East East	WABAMUN C. Huebert Spur -----	Wood Piles	Both
Lane 107½ Street Alberta Poultry Products Spur ----- D. H. Bain Spur ----- D. H. Bain Warehouse ----- Teas and Persse Co. -----	Pole Line Pole Line Platform Roof Platform	East West West East	CADOMIN Inland Cement Co. Ltd. -----	New Tipple	Overhead
Lane 108½ Street Alley Spur -----	Power Pole Line	West	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 109½ Street W. H. Clark Lumber Co. City Yard Scale Track ----- Stores Track -----	Cement Shed Scale House Platform	East North South	CALGARY Freight Shed Track -----	Massey-Harris -----	North
			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 --- Track No. 2—Lime unloading station ----- —Concentrator Doors 43, 44 and 45 --- —Grinding Bay --- Zinc tail track -----	Concentrate Loading Ramp Conveyors Stand Pipes Stand Pipes Unloading Dock Unloading Dock Pipe Platform Door Frames Old Loading Ramp	South South South West West East East Both South
Team Track No. 2 ----- Swanson Lbr. Co. Ltd. ----- Consolidated Hydro-Carbons Ltd. -----	Loading Ramp Loading Ramp Gateposts	West South Both			
MEANDER RIVER SUB: Enterprise: Team track -----	Loading Ramp Dirk Vos shed platform	West West			
AY 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

DIRECTOR OF MEDICAL SERVICES

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. J. D. Ledding

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

Edmonton, Alta. -----	Dr. R. N. Eidem	488-7879	439-3276
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	*Dr. R. J. Johnston	422-4246	488-2737
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	*Dr. K. E. Schmidt	422-6525	469-6073
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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
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Harry L. Jackson	10129 - 102nd Street -----	Edmonton, Alta.
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Westmount Jewellers	132 Westmount Shoppers' Park	Edmonton, Alta.
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Brodie's Jewellery	9442 - 118 Ave. -----	Edmonton, Alta.
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Freeman's Credit Jewellers	10810 - 82 Ave. -----	Edmonton, Alta.
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Duane's Credit Jewellers		Biggar, Sask.
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Kinniburgh Jewellers		Vermilion, Alta.
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Asmussen's Jewellers		North Battleford, Sask.
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Walker's Jewellers		Wainwright, Alta.
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*Agent		Edson, Alta.
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Agent		Whitecourt, Alta.
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Whistler's Jewellery		Jasper, Alta.
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Agent		Kindersley, Sask.
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Blair's Jewellery		Hanna, Alta.
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Walter Brooke Wade Jewellery		Drumheller, Alta.
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Revitt Jewellers		
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717 - 7th Ave. S.W. -----		Calgary, Alta.
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Pride Jewellers		
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3601A - 17th Ave. S.E. -----		Calgary, Alta.
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Agent		Mirror, Alta.
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Ed Galenza Jeweller		Lacombe, Alta.
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Curry's Jewellers		Grande Prairie
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Ash Jewellers		Peace River, Alta.
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Yard Agent		High Level, Alta.
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Terminal Supervisor		Hay River, N.W.T.
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*For employees assigned at Edson only

APPEARANCE	Additional operating signs contained in U.C.O.R. insert outline: Zone Speed Signs. Advance Speed Restriction Signs. Permanent slow order restricting and resume speed signs.	STANDARD OPERATING SIGNS	Signs of the former type will also continue to appear. The new signs will only be installed as replacements are required.
APPEARANCE	INDICATION	APPEARANCE	INDICATION
	Yard Limit		"Stop". As prescribed by Rule 98. As outlined in subdivision footnotes pertaining to certain Public Road Crossings at Grade. At such other places as may be required.
	Yard Limit — One Mile		Snow Plow/Flanger Wing Blades
	Station Protection Signal (not provided with Approach Signal) — One Mile		C.T.C. Begins
	Station — One Mile		C.T.C. Ends
	Railway Crossing at Grade. Junction. Drawbridge. End of Main Track. End of two or more tracks		Block Clearance Point
	Engine Prohibited Beyond this Point		Block End
	Cars Prohibited Beyond this Point		Whistle and Bell As prescribed by Rules 14L and 30
	Restricted Side Clearance		Whistle — Tunnel 1000 Feet
	Derail		Spring Switch
			Crossing Protection Circuit
			Subdivision Mileage
			Distance in Feet from Siding Switch

OFFICERS

- G. W. Keefe Operations Manager Edmonton
-
- J. L. McQuarrie Superintendent Edmonton
 B. A. Lowerison Terminal Superintendent Edmonton
 E. W. Worsfold Assistant Superintendent Edmonton
 H. G. Shuttleworth Trainmaster Edmonton
 K. G. MacDonald Trainmaster Edmonton
 K. H. McIntyre Trainmaster Edmonton
 W. H. Kawalik Trainmaster Edmonton
 J. R. Fruno Trainmaster Edmonton
 R. J. Robinson Master Mechanic Edmonton
 A. O. Quevillon Master Mechanic Edmonton
 J. Kleinsasser Trainmaster Biggar
-
- C. L. Brown Assistant Superintendent Jasper
 W. S. Rodgers Trainmaster Jasper
 R. I. Richardson 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
 A. N. Krauter 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 | D. L. Krowchenko | E. J. Patenaude |
| D. G. Buchinski | E. Kunkel | F. P. Pylypow |
| W. A. Burgess | R. G. Landry | K. D. Roche |
| W. A. Footz | R. J. Lewyk | N. C. Ryhorchuk |
| W. F. Fowler | F. A. Matwychuk | G. A. Schiele |
| R. P. Geddis | M. Medvid | W. Sherstenko |
| J. W. Hill | K. O. McAmmond | D. A. Stewart |
| W. Jwaszko | D. G. McMinn | H. L. Tilley |
| H. F. Kary | M. F. O'Connor | W. Zaplitny |
| T. W. Korchinsky | | V. Zavaduk |

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

Train Dispatchers:

- | | |
|------------|----------------|
| J. Babiuk | C. L. Graham |
| E. F. Ford | R. J. Strachan |