

MOUNTAIN REGION

ALBERTA AREA

EMPLOYEES' OPERATING TIMETABLE

27

TAKING EFFECT AT
**0300 MOUNTAIN DAYLIGHT SAVING TIME,
 SUNDAY, APRIL 28th, 1974**

ALL TIMES SHOWN ARE MOUNTAIN DAYLIGHT SAVING TIME
 EXCEPT WHEN MOUNTAIN STANDARD TIME IS IN EFFECT

Safety Rules Are Essential Tools

S. A. BLACK
 GENERAL SUPT. TRANSPORTATION
 EDMONTON

W. J. A. DALY
 ASST. GENERAL SUPT. TRANSPORTATION
 EDMONTON

CANADIAN NATIONAL RAILWAYS

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

SUBDIVISION INDEX

Subdivision	Page	From	To
Acadia Valley	44	Eyre Jct.	Acadia Valley
Alliance	21	Alliance Jct.	Alliance
Athabasca	24	Morin Jct.	Athabasca
Battleford	32	Battleford Jct.	Battleford
Blackfoot	30	North Battleford	Vermilion
Bodo	41	Unity	Bodo
Bonnyville	40	Abilene Jct.	Grand Centre
Brazeau	52	Alix South Jct.	Brazeau
Camrose	19	Bretville Jct.	Mirror
Coronado	38	St. Paul Jct.	Heinsburg
Cut Knife	29	Cut Knife Jct.	Carrollers
Demay	37	Camrose Jct.	Ryley
Dodsland	33	Inggar	Hemaruka
Drumheller	46	Hanna	Sarcee Yard
Edmonton East Terminal and Edmonton West Terminal	17	North Edmonton	Bissell
Edson	16	Bissell	Jasper
Endiang	43	Endiang Jct.	Nevis
Foothills	25	Bickardie	Foothills
Grande Cache	27	Swan Landing	Grande Prairie
Haight	37	Haight Jct.	Vegreville Jct.
Kingman	29	Tofield	Barlow Jct.
Manning	53	N.A. Rly. Jct.	High Level
Mantario	44	Girden	Alsask
Meander River	54	High Level	Hay River
Mountain Park	26	Parkhill Jct.	Mountain Park
Oyen	42	Kindersley	Hanna
Pine Point	55	Pine Jct.	Pine Point Mines
Porter	41	Oban Jct.	Battleford
Sangudo	22	Union Jct.	Kaybob
Sheerness	45	Batter Jct.	Wardlow
Spondin	45	Scapa	End of Track
Stettler	49	Ferlow Jct.	Dinosaur
Three Hills	50	Mirror	Sarcee Yard
Vegreville	34	Vermilion	North Edmonton
Wainwright	8	Biggar	North Edmonton

Total Mileage—3389.3

GENERAL INDEX

	Page
Area Officers	Inside back cover
Area Radio Systems	65
Equated Tonnage Ratings	56
Manual Block System Instructions	7
Medical Officers	64
Restricted Clearances	61
Special Instructions	1
Standard Operating Signs	68
Train Dispatchers	Inside back cover
Train Phone Wires	63
Watch Inspectors	64

SYSTEM SPECIAL INSTRUCTIONS

INSTRUCTIONS FOR CHANGING RAILWAY TIME

Whenever reference is made to Standard Time in the Uniform Code of Operating Rules, Special Instructions and Form 696, it also applies to Daylight Saving Time wherever and whenever it is in effect.

In order that action will be uniform in making the change in time, watches and clocks must be changed as follows:

TO CHANGE FROM STANDARD TO DAYLIGHT SAVING TIME

At 0200 Standard Time, on the date time changes, watches and clocks must be **ADVANCED** one hour to indicate 0300, Daylight Saving Time.

TO CHANGE FROM DAYLIGHT SAVING TO STANDARD TIME

At 0200 Daylight Saving Time, on the date time changes, watches and clocks must be **RETARDED** one hour to indicate 0100 Standard Time.

OPEN TRAIN ORDER OFFICES AND OPEN DESIGNATED STANDARD CLOCK LOCATIONS

After standard clocks have been set for new time, time must be compared with the train dispatcher before resuming normal duties.

CLOSED TRAIN ORDER OFFICES AND CLOSED DESIGNATED STANDARD CLOCK LOCATIONS

Standard clocks must be set for new time immediately the office is opened. After clocks have been set for new time, time must be compared with the train dispatcher before resuming normal duties.

EMPLOYEES ON DUTY AND COMING ON DUTY

All employees required to carry a railway grade watch and all other employees concerned in train movements on duty at 0200 on the date time changes, or as they come on duty after that hour, must change their watch to conform with the new time.

CONDUCTORS: Must compare watch immediately with rear trainmen on freight trains, all trainmen and baggagemen on passenger trains and with the engineman at the first opportunity.

ENGINEMEN: Must compare watch immediately with all members on the crew on the engine and with their conductors at the first opportunity.

YARD CREWS: Must compare watches immediately with all members of the crew.

OTHERS: Must compare time:

- (a) With designated standard clock or
- (b) With the train dispatcher or
- (c) With an employee who has complied with (a) or (b) above.

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 employees must know if the medicine he is taking, or has been given to take, contains such a drug so as to avoid injury to himself and fellow employees.

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 M—Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

1.4 Rule 3—(Time service regulations contained in Form 696 are hereby changed accordingly.)

(a) 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 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. (b) (This special instruction applies only at locations specified.)

In the application of the fourth paragraph of this rule 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.

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

1.6 Rule 21—Extra trains must display white lights in CTC.

1.7 Rule 42—(Paragraph (b) is modified to read): By day place a yellow flag and, in addition, by night a yellow light at least 2,200 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where there is a clear view of the signal of, if possible, 500 yards.

(Paragraph (e) is modified to read): By day place a red flag and in addition by night a red light at the mileage stated in the train order to the right of the track as seen from an approaching train. The working limits must be kept 200 yards inside the red signals.

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

1.9 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

(Continued on Page 2)

(Continued from Page 1)

SYSTEM SPECIAL INSTRUCTIONS

- 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.
- 1.10 **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.
- 1.11 **Rule 93**—(a) Yard limit signs may be reflectorized and when this is done they will not be equipped with a yellow light.
(b) 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.
(c) (This special instruction applies only at locations specified)
In yard limits, third class, fourth class, extra trains and engines accepting an ABS signal indication permitting them to proceed, must move at restricted speed regardless of the indication and the "NOTE" in Rule 93 does not apply.
- 1.12 **Rule 103, paragraph 3**—Whenever an emergency vehicle such as ambulance or fire truck is observed or reported being obstructed at a public or private crossing at grade, train dispatchers, yardmasters and members of train and engine crews must do everything possible to immediately clear such crossing consistent with safety. Clearance of the crossing must take precedence over train movement delays or railway inconvenience.
- 1.13 **Rule 104-104E**—Main track switches and derail stands may be equipped with reflectorized lenses or target tips of the prescribed colour in lieu of lights.
- 1.14 **Rule 152**—(251-257 Territory) (This special instruction applies only at locations specified).
Crossover movements may be made, upon receipt of authority from the train dispatcher without protecting against movements against the current of traffic at that location. This authority must be in writing and repeated to the train dispatcher before being acted on. The train dispatcher must make record of movement on train sheet and enter such authority in train order book.
Movements re-entering a main track to move with the current of traffic may be made in accordance with the rules, upon receipt of verbal permission from the train dispatcher.
- 1.15 **Rule 206**—(a) All engines of Canadian National Railways ownership, consisting of CN, GTW, DW&P and CV are considered as the same railway in the application of this rule.
(b) When an engine consists of more than one unit, the number of one unit 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.
- 1.16 **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.
- 1.17 **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.
- 1.18 **Rule 266**—(a) When it becomes necessary to move a train or engine into a CTC block already occupied by another train or engine a Rule 266 authority will be issued to the Conductor or Engineman occupying the block. The Conductor or Engineman of the train or engine required to enter the occupied block must obtain permission from the Conductor and Engineman of the train or engine occupying the block, which must be in writing and repeated for a clear understanding. The Conductor or Engineman of the train or engine required to enter the block must also obtain authority in writing and repeated to the train dispatcher in the following form:
Authority given (occupation), (name) on (train or engine) to pass stop signal (number) at (location) after permission received from Conductor (name) and Engineman (name) of (train or engine) who holds Rule 266 authority between (signal number) at (location) and (signal number) at (location) on (track) from (time) to (time).
Restricted speed as required by ABS rules and Rules 104A, 104B and 672 must be applied. Such authority and permission may be obtained and repeated by radio.
(b) A joint Rule 266 may be issued when it is necessary for more than one train or engine to work within the same working limits. The Conductors and Enginemen of trains or engines required to protect against each other must first have a thorough understanding in writing as to the movements of each other and the protection to be provided.
(c) Fifth paragraph is amended to read:
The train or engine must be clear of the track or tracks specified, switches restored to normal position before expiration of time specified and train dispatcher so advised. If not clear by the time specified, protection must be provided as prescribed by Rule 99, UNLESS SUCH TRAIN OR ENGINE IS STANDING. If additional time is required, authority must be secured from the train dispatcher before previously authorized time expires.
(d) Rule 266 may be used to protect Maintenance-of-Way Machines. When requesting track and time limits, employee will give his name, occupation and location and specify time and work limits and track or tracks to be used. When such authority is granted the instructions must be in writing and repeated to and acknowledged by the Train Dispatcher before being acted on. Train Dispatcher must make proper record immediately.

(Continued on Page 3)

(Continued from Page 2)

SYSTEM SPECIAL INSTRUCTIONS

- Before authorizing track occupancy, Train Dispatcher must block all levers governing movements into such limits at STOP and must not remove lever blocks nor permit any train or engine to enter such limits until the employee in charge reports the time track and/or machines are clear, REGARDLESS OF THE TIME LIMITS GRANTED. If additional time is required, authority must be obtained in writing before previously authorized time expires.
Train Dispatcher must, when practicable, line track switches against potential conflicting movements and in addition, when practicable, line signals away from the protected limits.
- 1.19 **Requirements for Entering Main Track in C.T.C.**
Rule 268—When using a hand operated switch not electrically-locked or an electrically-locked hand operated switch on which it has been necessary to break the seal, the permission required from Train Dispatcher must be copied in writing and repeated before being acted on. Before granting such permission the Train Dispatcher must provide protection against movements from all directions until advice received from a member of the crew that the main track is occupied. When the seal on an electric switch lock is broken, restricted speed must be observed to the next signal.
Rule 514—When a train or engine enters the block at an electrically-locked hand operated switch such movement must approach the next signal prepared to stop. The EXCEPTION to Rule 514 is restricted accordingly.
- 1.20 **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 Railway purposes. This order does not restrict the movement of revenue livestock with attendants on the head-end of trains.
- 2.3 **Page 38**—B.T.C. General Order 07 has replaced General Order 707 and railways are now exempt from complying with the terms of Paragraph (a) in General Order 707 as shown in Item 4, in respect to all trains, provided all cars of such train are of all steel construction.
- 2.4 **Page 43**—General Order 361 has been revised by Railway Transport Committee General Order O-1. Instructions as given in item 9 remain the same, except that accident reports formerly addressed to the Chief Operating Officer of the Board of Transport Commissioners must now be addressed to the Director of Operation, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ont.
- 2.5 **Page 82**—Automobile Double Deck Transporter Cars Series 570400-570474 have been renumbered to 730000-730073. Series 570700-570774 have been renumbered to 720000-720069.
- 3.0 RAILWAY RADIO COMMUNICATION SYSTEM**
- 3.1 The following changes are to be made in the "Instructions governing the use of Railway Radio Communication System", as outlined in Form 696.
- 3.2 **Page 7, item 3**, add the following:
"Continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal."
- 3.3 **Page 8, Item 1(b)** is changed to read as follows:
Channel designations on C.N. radio equipment are progressively being changed from numbers to a combination of letters and numbers for clarification. The most common channel designations and normal assignments are listed below.
- EE (formerly Channel 1)—End to End
Standby channel for road locomotives and train crew employees. For communication between train crews, other trains and other parties involved in train operation.
- TW1 (formerly Channel 2) TW2 to TW6 inclusive—Train to Wayside
Standby channel for radio base stations in train dispatchers wayside radio systems as specified on special page in employees operating timetables.
- CC1 to CC4 inclusive—Car Control
Standby channel for radio base stations controlled by operators, general yardmasters, yardmasters or car controllers as specified on special page in employees operating timetables.
- GT1 General Terminal
Standby channel for radio base stations controlled by General Yardmasters or yardmasters in hump yards or major terminals having several separate radio systems. Commonly used for exclusive communication between members of yard crews at other locations.
- HU1, SW1 to SW11 inclusive—Special designations for hump control or separate classifications yard systems.
During transition period in channel designations and normal assignments, above channels may be used for other purposes as specified on special page in employees operating timetables or by monthly bulletin.
Radio channels used primarily for communications concerning the movement of trains are coded white.

(Continued on Page 4)

(Continued from Page 3)

SYSTEM SPECIAL INSTRUCTIONS

- Radio channels used primarily for communications concerning yard movements or car movements are coded green.
- Radio channels used primarily for exclusive crew communications during switching operations are coded amber.
- 3.4 Page 9, Item 1(g)** is changed to read as follows: Radios are provided with one of two types of channel control—Reverting or Manual. When the Reverting Feature is present the radio will be on standby channel when the handset is in the control head hanger. Road locomotives and Base Stations are of this type. In Manual operation, the radio will remain on the channel indicated by the channel selector switch. Yard locomotives and portables are of this type.
- 3.5 Pages 10 and 11, Items 2(b), 2(c) and 2(d).** When identifying, himself, the train dispatcher, yardmaster operator or switchtender must always say "CN" before the name of his position. Whenever the words "Channel 2" appear, substitute proper channel designation (EE, TW1, TW2, CC3, etc.) as specified on special page in employees operating timetables. Whenever the words "DISP. 2" appear, substitute the proper tone signalling button (DISP. 1 or 2) as specified on special page in employees operating timetables.
- 3.6 Page 12, Item III para. 2** is cancelled.
- 4.0 HOT BOX AND DRAGGING EQUIPMENT DETECTOR SYSTEM**
- When a hot box or dragging equipment detector system indicates a possible abnormal situation, immediate contact will be made with the train involved, by radio or other means, to advise of one or the other of the following conditions:
- WARNING**—There is evidence of a possible overheated journal on the train. While temperature indication is not sufficiently high to make immediate stop necessary, the car must be kept under close observation and must be inspected should train be stopped for any other reason.
- When a warning is received at the last detector prior to arriving at a Terminal, the Train Dispatcher will ensure that an inspection is made immediately on arrival by:
- Equipment Department.
 - If no equipment department on duty, by outgoing crew if already on duty.
 - 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.

(Continued on Page 5)

(Continued from Page 4)

SYSTEM SPECIAL INSTRUCTIONS

- 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:
- 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.
 - 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, yard limit signs and derail stands.
- 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** 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.
- 8.4** 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.
- 8.5** 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.
- 8.6** 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.** Movements handling loaded covered hopper cars of 95 tons capacity or more should not be operated in the speed range between 15 and 25 miles per hour, except when accelerating or decelerating through this speed range.
- 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.

(Continued on Page 6)

(Continued from Page 5)

REGIONAL SPECIAL INSTRUCTIONS

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

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

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

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

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

M-15. At public crossings at grade where automatic warning device is in service, except as provided in Rule 103, timetable footnotes, bulletins or train orders, track circuits are designed to activate the required protection for through movements.

(a) In CTC, when authorized to pass a stop indication of a block or interlocking signal, movement must not obstruct any crossing within the block governed by

that signal until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.

(b) In CTC, where this special instruction applies, movements stopped by a stop indication of a block or interlocking signal, must stop clear of the crossing and if authorized to pass the stop indication, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.

(c) Except as provided in 15(a) and 15(b), when on bonded track a movement is switching, has passed from one track to another or has turned a switch, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds and where provided, gates are horizontal, or until movement is protected by a flagman. Where a stop sign is erected, after stopping, the crossing may be obstructed when protection is observed to have been in operation for 7 seconds.

Note:—Passing from one track to another includes movement from a siding or other track to main track when the switch is within the circuits of the crossing.

(d) Employees must observe and familiarize themselves with the operation of protection and whenever possible, avoid its unnecessary operation. At crossings so equipped, push buttons or other appliance must be used to activate or de-activate protection as required.

M-16. At spring switches where switch heater is in service and where there has been sufficient snow fall to cause ice to obstruct the full and free movement of the switch points, a trailing movement through the diverging route under the provisions of Rule 264 must not be made until the switch has first been hand thrown to full reverse and then restored to its normal position.

M-17. Roller bearing journal boxes of cars and engines contain heat indicator device, which when exposed to excessive temperatures discharge an obnoxious odor (similar to that of rotten eggs). When such an odor is detected on or in the vicinity of a movement it will indicate a dangerous condition.

AREA SPECIAL INSTRUCTIONS

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

A-2. Under the provisions of Rules 93 and 105, trains and engines moving at Restricted Speed must be prepared to stop short of a switch not properly lined, and must be prepared to stop short of a hand signal when given as prescribed by Rule 12(a). This special instruction applies on specified subdivisions or portions thereof.

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

A-4. In non-CTC territory, trains must stop and a standing inspection must be made of engine and all cars in train 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.

(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	Hour Freight
and Railiner			
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

	Miles per Hour	
	Passenger	Hour Freight
5.4 Mileage 0.7 (Highway 4-14)		
Eastward movements approaching within 2050 feet of crossing and until crossing occupied	65	---
Westward movements approaching within 1100 feet of crossing and until crossing occupied	35	35
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	3					2	4	694	696	690
Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner	Passenger	Passenger	Passenger	Passenger Railiner	Passenger Railiner	Passenger Railiner	Passenger Railiner			
Daily	Daily	Daily	Daily	Daily									
---	---	---	---	---	---	0.0	NORTH EDMONTON --P Interlocked with Vegreville and Wainwright Subs. 2.5	---	---	---			
---	---	---	---	---	---	2.5	----- CALDER - CKPW 1.6	CD	---	---			
---	---	---	---	---	---	4.1	----- WEST JCT.PY	---	---	---			
1534	1147	1136	1127	1044	3.3	---	NORTH EDMONTON P Interlocked with Vegreville and Wainwright Subs. 3.3	---	1345	1710 1719 1729 1739			
s1550	s1155	s1145	s1135	s1055	0.0	---	----- EDMONTON CKPW	MO	1335	1700 1710 1720 1730			
1	691	695	697	3			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 Daily			
									2	4 694 696 690			

EDMONTON WEST TERMINAL SUBDIVISION										
WESTWARD TRAINS					Miles from Edmonton	Yard Limits	STATIONS	Office Signals	EASTWARD TRAINS	
FIRST CLASS									FIRST CLASS	
1	3								2	4
Passenger	Passenger				Passenger	Passenger				
Daily	◆Daily									
1620	1125	0.0	0.4	---	---	EDMONTON -- CKPWZ	MO	s1305	s1630	
---	---	0.4	4.2	---	---	WEST JCT -----PXYZ	---	1250	1615	
---	---	4.2	4.2	---	---	0.7	---	---	---	
---	---	4.9	---	---	---	N.A. RLY.PX	---	---	---	
---	---	6.0	---	---	---	1.1	---	---	---	
1635	1140	7.2	---	---	---	UNION JCT.PX Jct. with Sangudo Sub. 1.2	---	---	---	
						1.2	---	1240	1605	
1	3					----- BISSELL -----P	---	Daily	◆Daily	
								2	4	

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.

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 O4 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 cross-overs 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 1.4(b)—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.,
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 O2 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 O2 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

(Continued on Page 14)

(Continued from Page 13)

**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 Railiner	Other Movements
5.1 Between		
Edmonton and West Jct. — Zone	30	30
Mileages 1.5 and 1.7 — Zone	15	15
West Jct and Mileage 7.2 — Zone	35	35
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 — 10 10

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.

(Continued on Page 15)

(Continued from Page 14)

**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 fuseses 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 0700 to 0735 and 1600 to 1630 Monday to Friday inclusive.

6.11 **Mileage 6.4** (156th Street) automatically protected. Equipped with push buttons 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 Track E3 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.

(Continued from Page 19)

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

5.1 Mileage

Mileage	Zone	Miles per Hour Railiner	Hour Other Trains
0.0 to 54.3	Zone 75	60	40
On curves	Zone	55	--
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

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 Trains on all curves.

CONDITIONAL SPEEDS

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

(Continued on Page 21)

(Continued from Page 20)

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.

PUBLIC CROSSING AT GRADE—

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

4 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 59.2	Zone 25	25

4.2 Tracks and Spurs not otherwise covered 10
4.3 Engines in 1200-1399 series 20

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

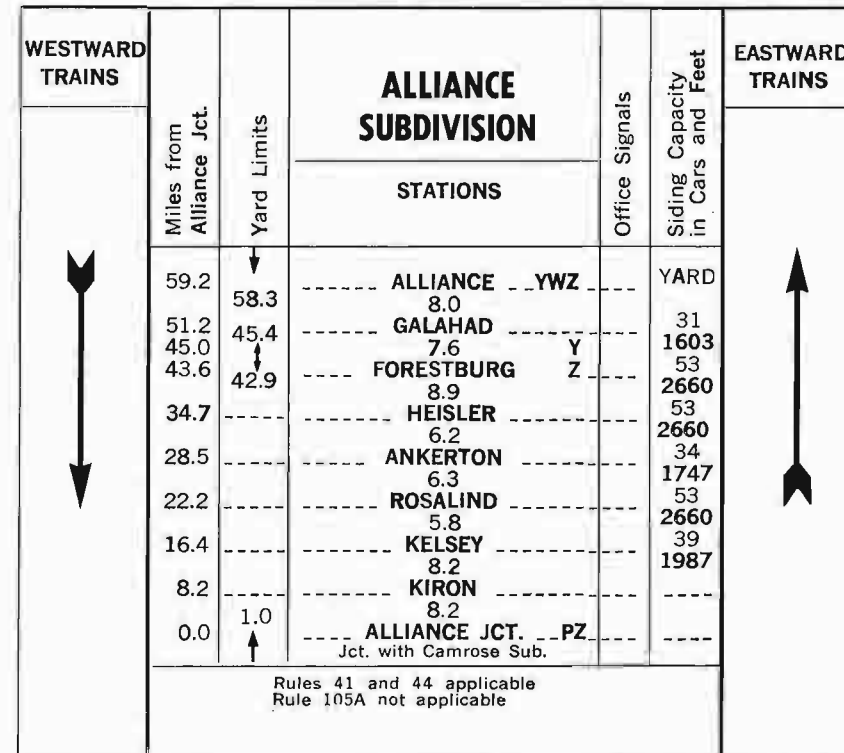
6.1 FORESTBURG COLLIERIES LTD.
Mileage 45.0—Extends 7.4 miles. Connected to Wye switch.

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.

Hand brakes must be applied to each car left on main tracks.
MAXIMUM SPEED 20 m.p.h.

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



WESTWARD TRAINS				SANGUDO SUBDIVISION			EASTWARD TRAINS		
FOURTH CLASS	Miles from Union Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	Siding Capacity In Feet	FOURTH CLASS	Freight	
515							516		
Freight									
Daily									
0730	*0.0	↓	UNION JCT. PRZ <small>Jct. with Edmonton West Terminal Sub.</small>				1000		
0735	1.7	2.3	CANNELL Z		20	1075	0954		
0743	5.0	11.5	ST. ALBERT P		28	1460	0944		
0755	13.0	13.5	VILLENEUVE PZ		32	1650	0920		
0806	19.4		CALAHOO		32	1650	0900		
0830	29.4		ONOWAY		65	3235	0830		
0841	36.0		GUNN P		31	1603	0755		
0855	44.4		GLENEVIS P		31	1603	0735		
0906	51.5		CHERRILL P		21	1123	0718		
0915	57.0		LISBURN		31	1603	0705		
0924	62.5		SANGUDO P		34	1747	0652		
0937	68.9		ROCHFORD BRIDGE		32	1650	0630		
0948	74.2		MAYERTHORPE		66	3283	0613		
1000	79.8		GREENCOURT P		29	1507	0553		
1022	89.7		BLUE RIDGE P		30	1555	0520		
1100	103.3	99.5	WHITECOURT KPYZ	WO	YARD	YARD	0430		
	106.6	106.6	HURDY		84	4147			
	121.8		SILVER CREEK		82	4051			
	132.7		KNIGHT		82	4051			
	142.9		PASS CREEK		92	4531			
	158.2	165.4	KAYBOB Z		YARD	YARD			
	165.4								
	167.6								
Rules 41 and 44 applicable between Union Jct. and Whitecourt. Rule 105A not applicable. Rules 321 to 323 applicable between Whitecourt and Kaybob. Rear flag protection in accordance with Rule 99 is not required between Whitecourt and Kaybob.								Daily ex. Sunday	
515							516		

SANGUDO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

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

2 GENERAL FOOTNOTES

- *2.1 Mileage between Union Jct. and Whitecourt commences 0.2 miles west of Junction switch.
- 2.2 **Kaybob**—Jumbo LPG tanks must not be moved on Loop track. Restricted clearance 17 feet 6 inches ATR at the tipple. Snowplows and flangers must not be operated under tipple.
- 2.3 Texas Gulf Sulphur and Kaybob—Due to the danger of starting fires in and around the bulk sulphur loading sites, crews are to refrain from smoking in this area. Wheel slip on diesel units must be curtailed as much as possible in this area as flying sparks will also ignite powdered sulphur.

3 EQUIPMENT RESTRICTIONS

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

(Continued on Page 23)

(Continued from Page 22)

SANGUDO SUBDIVISION FOOTNOTES

4	SPEEDS	Miles per Hour All Trains	6	SPURS
4.1	Mileage		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.
	0.0 to 34.0	Zone 20	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.
	* 3.3 bridge	10	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.
	* 26.4 bridge	10	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:
	* 27.1 bridge	8		
	* 33.4 bridge	10		
	34.0 to 60.0	Zone 30		
	* 52.8 bridge	10		
	60.0 to 63.0	Zone 20		
	* 63.0 to 65.0	Zone 10		
	65.0 to 91.5	Zone 20		
	* 67.8 bridge	10		
	* 71.4 bridge	8		
	* 72.3 bridge	8		
	* 73.0 bridge	10		
	* 82.8 bridge	10		
	* 88.7 bridge	10		
	* 90.1 bridge	10		
	* 90.4 bridge	10		
	91.5 to 101.5	Zone 10		
	* 93.3 bridge	8		
	* 93.6 bridge	8		
	* 94.8 bridge	8		
	101.5 to 120.5	Zone 20		
	106.3 to 108.1	10		
	115.3 to 116.7	10		
	*117.6 bridge	10		
	*120.3 bridge	10		
	120.5 to 140.0	Zone 40		
	*120.6 bridge	10		
	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	Mileage 30.65 (Highway 43)— Approaching within 1200 feet of crossing until crossing occupied	35		
4.5	Mileage 103.4 (51st Street) Westward movements approaching within 350 feet of crossing until crossing occupied	10		

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	10	E

NORTHWARD TRAINS		ATHABASCA SUBDIVISION					SOUTHWARD TRAINS	
Miles from N.A. Rly.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	Siding Capacity In Feet			
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	1650			
31.5		LEGAL		39	1987			
39.4		VIMY		39	1987			
45.2		CLYDE		32	1650			
52.1		NESTOW		31	1603			
58.6		TAWATINAW		30	1555			
64.5		ROCHESTER		26	1363			
72.3		PERRYVALE		33	1987			
80.7		MEANOOK		32	1650			
85.4		COLINTON Y		25	1315			
87.0								
93.1	92.3	ATHABASCA Z		YARD	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 Trains
0.0 to 81.0	Zone	20
60.5 to 62.5		10
76.6 to 76.8		15
81.0 to 93.1	Zone	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	Siding Capacity In Feet			
0.0	1.2	BICKERDIKE PRYZ						
5.5		McLEOD RIVER		43	2179			
10.7		ERITH		51	2563			
16.3		WEALD		42	2131			
25.2		EMBARRAS		51	2563			
30.5		OKE						
34.0		ROBB						
36.1	35.5	PARKHILL JCT. Z Jct. with Mountain Park Sub.						
36.6	37.1	COALSPUR YZ		YARD	YARD			
43.2		DISS		31	1603			
47.2		STERCO		33	1987			
48.1								
48.5		COAL VALLEY Y						
49.9		FOOTHILLS						
RULES 41 and 44 APPLICABLE Rule 105A not applicable								

FOOTHILLS SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 TRAIN REGISTER MODIFICATIONS—
Bickerdike—Trains will register only when directed by train order.

1.2 SPECIAL INSTRUCTIONS APPLY—
SYSTEM 8.1

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

2 GENERAL FOOTNOTES

2.1 Unless authorized by 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 Trains
0.0 to 36.6	Zone	25
32.9 to 33.4		10
36.6 to 49.9	Zone	15
On down grade:		
36.1 to 47.2		10
4.2 Sidings and other tracks		10

5 TUNNEL

5.1 Mileage 33.4 ----- 591 feet

6 SPURS AND OTHER TRACKS

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

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

MOUNTAIN PARK SUBDIVISION FOOTNOTES

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

4 SPEEDS

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

WESTWARD TRAINS	Miles from Parkhill Jct.	Yard Limits	MOUNTAIN PARK SUBDIVISION STATIONS	Office Signals	Siding Car Capacity	Siding Capacity In Feet	EASTWARD TRAINS
	0.0		PARKHILL JCT. --- Z Jct. with Foothills Sub. 0.5				
	0.5	1.5	COALSPUR --- PYZ 6.4		YARD	YARD	
	6.9		MERCOAL --- 1.3		24	1267	
	8.2		STEEPER --- 3.6		33	1700	
	11.8		SHAW --- 6.2		33	1700	
	18.0		FIDLER --- 4.5		30	1555	
	22.4	20.6	LEYLAND --- Y 1.2	AN	50	2515	
	22.5		CADOMIN --- Z 7.9		55	2755	
	23.7	24.7	MOUNTAIN PARK --- Y		YARD	YARD	
	31.6						

RULES 41 and 44 APPLICABLE
Rule 105A not applicable

5 PUBLIC CROSSING AT GRADE

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

6 SPURS AND OTHER TRACKS

6.1 Luscar Industrial Spur—
Mileage 22.4—Extends northward 5.3 miles. Connected to tail of Wye.
Maximum Speed ----- 15 m.p.h.

Eastward movements must comply with General Instruction A-220 and T-311 (Form 696).

Cardinal River Coals Ltd. spur located 4.8 miles west of Leyland has capacity of 51 cars. Restricted clearance 17 feet 6 inches ATR at the tipple. Snow plows and flangers must not be operated under tipple.

Protection of impassable or slow track on Luscar Industrial spur may be as prescribed by Rule 41.

6.2 Spur—
Mileage 23.6, capacity 4 cars, switch points face west.

6.3 Inland Cement Co. Ltd.—
Look out for restricted clearance on old tipple when chute is down.

6.4 Safety Spur—
Mileage 24.7—Connected at west end.

When the switch is not in use it must be left in the reverse position lined for the safety spur. Second paragraph of Rule 104 amended accordingly.

NORTHWARD TRAINS

GRANDE CACHE SUBDIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS	Miles from Swan Landing	Yard Limits	GRANDE CACHE SUBDIVISION STATIONS	Office Signals	Siding Car Capacity	Car Capacity In Feet	SOUTHWARD TRAINS
	0.0	1.6	SWAN LANDING --- Z		YARD	YARD	
	2.8	2.8	20.4 WILDHAY ---		103	5060	
	20.4		20.6 HANLON ---		140	6835	
	41.0		32.0 GREY ---		144	7025	
	73.0		16.7 DENARD ---				
	89.7		4.9 THORDARSON ---		101	4960	
	94.6	106.7	14.3 WINNIANDY --- KZ		168	8180	
	108.9	111.2	26.5 BOTTEN ---		113	5540	
	135.4		21.3 AMUNDSON ---		116	5680	
	156.7		18.9 LATORNELL ---		115	5635	
	175.6		18.0 DORSCHIED ---		113	5540	
	193.6		18.8 TOLSTAD ---		118	5780	
	212.4	229.7	19.6 GRANDE PRAIRIE --- KZ		YARD	YARD	
	230.7	231.0	Jct. with N.A. Rly.				
	232.0						
	232.9						

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 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 Trains
0.0 to 1.8		15
1.8 to 232.9		30
169.7 to 171.5		10
172.4 to 172.8		15
Sidings and Other tracks ----- 10		

CONDITIONAL SPEEDS

4.3 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 |
| 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 |
- 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.

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

7 OTHER TRACKS

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

CUT KNIFE SUBDIVISION FOOTNOTES

- 1 RULE MODIFICATIONS**
- 1.1 Clearances—**Rosemound** — No. 93 may leave without obtaining clearance.
- 1.2 SPECIAL INSTRUCTIONS APPLY—SYSTEM 8.1.

- 2 GENERAL FOOTNOTES**
- 2.1 Cut Knife Jct.—Junction switch is in normal position when set for Cut Knife Sub.

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

- 4 SPEEDS**
- | | | | |
|-----|--------------|------|---------------------------|
| | Mileage | Zone | Miles per Hour All Trains |
| 4.1 | 0.0 to 26.8 | | 20 |
| | 1.8 to 2.1 | | 10 |
| | 26.8 to 43.8 | | 15 |
- 4.2 Sidings and Other Tracks --- 10

- 5 OTHER TRACKS**
- | | | | |
|-----|---------|--------------|-------------|
| | Mileage | Car Capacity | Points Face |
| 5.1 | Newby | 34.8 | 19 E |

WESTWARD TRAINS		Miles from Cut Knife Jct.	Yard Limits	CUT KNIFE SUBDIVISION		Office Signals	Siding Capacity In Cars and Feet	EASTWARD TRAINS	
FOURTH CLASS				STATIONS				FOURTH CLASS	
94								93	
C.P. Ry. Freight								C.P. Ry. Freight	
Tuesday, Thursday, Sunday									
	1715	0.0		CUT KNIFE JCT. R				1433	
				Jct. with Battleford Sub.					
	1730	3.4		LINDEQUIST			17	1421	
				6.1			930		
	1755	9.5		PRONGUA			39	1402	
				13.5			1985		
	1835	23.0		GALLIVAN			37	1321	
				3.8			1890		
	1850	26.8		ROSEMOUND R				1310	
				Jct. with C.P. Ry.					
		38.0		TATSFIELD			40		
				11.2			2035		
		43.8	42.9 ↑	CARRUTHERS YZ			YARD		
94								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**
- | | | | |
|-----|-------------|------|---------------------------|
| | Mileage | Zone | Miles per Hour All Trains |
| 4.1 | 0.0 to 23.7 | | 10 |
- 4.2 Sidings and Other tracks --- 10

NORTHWARD TRAINS		Miles from Tofield	Yard Limits	KINGMAN SUBDIVISION		Office Signals	Siding Capacity In Cars and Feet	SOUTHWARD TRAINS	
				STATIONS					
		23.7		BARLEE JCT. P					
				Jct. with Camrose Sub.					
		23.4		5.3					
		18.4		DINANT			43		
				6.4			2180		
		12.0		KINGMAN			44		
				6.4			2225		
		5.6		BARDO			44		
				5.6			2225		
		0.0		TOFIELD PY					
								RULES 41 and 44 APPLICABLE Rule 105A not applicable	

WESTWARD TRAINS				Miles from North Battleford	Yard Limits	BLACKFOOT SUBDIVISION	
FOURTH CLASS	THIRD CLASS		FIRST CLASS			MOUNTAIN TIME	
94 C.P. Rly. Freight Tuesday, Thursday, Sunday	353 Freight Daily	709 Freight Daily except Sunday	691 Passenger Railiner Daily			STATIONS	
1630	2245	0720	0650	0.0 0.3		NORTH BATTLEFORD CKPWYZ Jct. with Turtleford Sub.	
				0.4		6.1	
1650	2304	0735	0659	6.1		BATTLEFORD JCT. PRZ Jct. with Battleford Sub.	
To Battleford Sub.	2318	0745	0706	10.8	0.8 5.8 6.7	4.7 HIGHGATE	
	2332	0756	s0717	18.9		8.1 DELMAS P	
	2344	0805	0725	26.2		7.3 BRESAYLOR	
	2357	0815	s0733	33.9		7.7 PAYNTON P	
	0013	0828	0742	43.4		9.5 BIRLING	
	0025	0837	s0750	49.9		6.5 MAIDSTONE P	
	0038	0847	s0758	57.6		7.7 WASECA P	
	0050	0857	s0806	64.3		6.7 LASHBURN P	
	0107	0918	s0816	72.6		8.3 MARSHALL P	
	0135	0940	s0833	82.9 84.4	82.2 ↑ 86.8	11.8 LLOYDMINSTER Y PWZ	
	0148	0950	F0840	91.4		7.0 BLACKFOOT P	
	0201	1000	s0848	99.3		7.9 KITSCOTY P	
	0217	1013	s0859	109.6		10.3 ISLAY P	
	0230	1023	0907	117.3		7.7 BORRADAILE P	
	0245	1035	s0915	124.4	122.9 ↑	7.1 VERMILION P KPWYZ	
94	353	709	691				

BLACKFOOT SUBDIVISION FOOTNOTES ON PAGE 31

BLACKFOOT SUBDIVISION		Office Signals	Siding Car Capacity	Siding Capacity In Feet	EASTWARD TRAINS				
MOUNTAIN TIME					FIRST CLASS	FOURTH CLASS			
STATIONS					690 Passenger Railiner	508 Freight	884 Freight	93 C.P. Rly. Freight	354 Freight
NORTH BATTLEFORD CKPWYZ Jct. with Turtleford Sub.		FD	40	2035	s2240	0850	1625	1520	0120
6.1									
BATTLEFORD JCT. PRZ Jct. with Battleford Sub.					2229	0837	1610	1458	0103
4.7 HIGHGATE			33	1700	2222	0826	1601	From Battleford Sub.	0046
8.1 DELMAS P			34	1748	s2211	0815	1551		0031
7.3 BRESAYLOR			35	1795	2203	0805	1542		0017
7.7 PAYNTON P		AN	33	1700	s2155	0733	1530		2357
9.5 BIRLING			35	1795	2145	0711	1516		2330
6.5 MAIDSTONE P		OD	47	2370	s2139	0703	1508		2316
7.7 WASECA P		SA	33	1700	s2130	0653	1459		2301
6.7 LASHBURN P		RS	33	1700	s2122	0642	1451		2249
8.3 MARSHALL P		MR	34	1748	s2112	0628	1440		2232
11.8 LLOYDMINSTER Y PWZ		YD	53	2660	s2100	0611	1420		2207
7.0 BLACKFOOT P			32	1650	F2048	0551	1400		2147
7.9 KITSCOTY P			42	2130	s2040	0539	1350		2132
10.3 ISLAY P			33	1700	s2029	0523	1335		2110
7.7 BORRADAILE P			34	1748	2021	0511	1323		2057
7.1 VERMILION P KPWYZ		VN	30	1555	2013	0500	1310		2040
					Daily	Tuesday, Thursday, Saturday	Daily except Sunday	Tuesday, Thursday, Sunday	Daily
					690	508	884	93	354

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 westward regular trains except first class trains 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.

(Continued on Page 32)

(Continued from Page 31)

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	Mixed and Freight
0.0 to 12.0	45	40	30	
5.0 to 6.2	30	20	20	
12.0 to 116.0	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	55	50	45	

4.2 Siding and Other Tracks -- 10 10 10

CONDITIONAL SPEEDS

- 4.3 Mileage 50.1 (Highway 2) Westward movements approaching within 1725 feet of crossing and until crossing occupied ----- 50 -- --
- 4.4 Mileage 84.3 (49th Avenue) Approaching within 800 feet of crossing and until crossing occupied ----- 20 20 20

Miles per Hour
Passenger except Railiner Mixed and Freight

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

4.5 Mileage 84.4 (50th Avenue) Eastward movements proceeding at 10 miles per hour or less within 1200 feet of crossing until crossing occupied ----- 10 10 10

4.5 Mileage 84.4 (50th Avenue) 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 -----

4.6 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 Trains 15

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

WESTWARD TRAINS

EASTWARD TRAINS

Miles from Connecting Switch	Yard Limits	DODSLAND SUBDIVISION		Office Signals	Siding Car Capacity	Car Capacity In Feet
		STATIONS				
0.0	0.6	-----	BIGGAR - CKWYZ	BI	YARD	YARD
6.0		6.0	ARGO		46	2323
12.2		6.2	DUPEROW		46	2323
18.5		6.3	SPRINGWATER		44	2227
25.6		7.1	RUTHILDA	RU	43	2180
29.9		4.3	DOWNE		45	2275
35.9		6.0	AVA		45	2275
43.0		7.1	WALLISVILLE			
47.0		4.0	DODSLAND	DO	42	2130
50.3		3.3	WHITEPOOL			
53.3		3.0	MILLERDALE		43	2180
59.7		6.4	BEAUFIELD		42	2130
66.4	65.8	6.7	COLEVILLE - Z	CO	39	1985
72.6	69.5	6.2	DRIVER		39	1985
78.5		5.9	SMILEY	MY	42	2130
85.9		7.4	DEWAR LAKE		43	2180
90.4		4.5	HOOSIER		45	2275
96.5		6.1	GREENE		43	2180
103.5	102.7	7.0	LOVERNA - RYZ	VO	41	2085
115.8	104.6	12.3	ESTHER		27	1410
126.1		10.3	NEW BRIGDEN		37	1890
134.2		8.1	SEDALIA		37	1890
154.0	153.0	19.8	HEMARUKA - YZ		YARD	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 0.0 to 66.0 Zone All Trains 25
- 34.0 --westward trains (on curve) -- 20
- 66.0 to 154.0 Zone 20
- 5.2 Sidings and Other tracks ----- 10

WESTWARD TRAINS						VEGREVILLE SUBDIVISION					EASTWARD TRAINS			
FOURTH CLASS		FIRST CLASS		Miles from Vermilion	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	Siding Capacity In Feet	FIRST CLASS		FOURTH CLASS		
709 Freight Daily ex. Sun.	353 Freight Daily	697 Passenger Railiner Daily	691 Passenger Railiner Daily							696 Passenger Railiner	690 Passenger Railiner	884 Freight	354 Freight	
1245	0300		0919	0.0	↓ 0.8	VERMILION	KPWYZ VN	30	1555		s2009	1140	1915	
1300	0317		0927	7.4		CLAYSMORE		32	1650		2001	1123	1900	
1310	0329		s0935	14.6		MANNVILLE	P	33	1700		s1953	1111	1848	
1322	0343		s0944	22.9		MINBURN	P	32	1650		s1942	1100	1834	
1339	0402		s0954	31.6		INNISFREE	P	25	1315		s1932	1046	1818	
1350	0415		s1003	39.2		RANFURLY	P	36	1843		s1923	1035	1804	
1403	0430		s1015	48.2		LAVOY	P	33	1700		s1911	1015	1748	
1415	0445		s1026	57.1	↑ 56.1	VEGREVILLE	PWZ RG	64	3187		s1900	0947	1731	
				58.0	↓ 59.1	VEGREVILLE JCT.	PYZ							
1425	0459		1033	64.0		ROYAL PARK		33	1700		1853	0937	1718	
1435	0511		s1040	70.9		MUNDARE	P	51	2563		s1846	0926	1705	
1446	0524		1047	77.6		HILLIARD		36	1843		1838	0915	1652	
1457	0537		s1054	85.1		CHIPMAN	P	37	1891		s1830	0904	1639	
1509	0551		s1102	92.4		LAMONT	P	41	2083		s1822	0854	1626	
1521	0605		s1110	99.2		BRUDERHEIM	P	34	1748		s1814	0844	1613	
1532	0619		1116	106.2	↑ 110.4	SCOTFORD		34	1748		1807	0835	1603	
1553	0633		s1125	112.7	↑ 115.5	FORT SASKATCHEWAN	PZ PR FS	63	3139		s1758	0826	1553	
1605	0645	From Coronado Sub.	1132	114.6		RIVER BEND		33	1700	To Coronado Sub.	1753	0816	1542	
1612	0652		1136	118.0		OLIVER		33	1700		1749	0810	1535	
1615	0655	1119	1139	122.9		ST. PAUL JCT.	PR				1737	1747	0805	1530
			1127	126.4		NORTH EDMONTON	P				1729	1739		
						Interlocked with Wainwright and Edmonton East Terminal Subs.				Daily	Daily	Daily except Sunday	Daily	
709	353	697	691							696	690	884	354	

VEGREVILLE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

St. Paul Jct.—Unless otherwise provided, No. 884 and No. 354 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.

Beamer Spur (Mileage 114.6) — Trains will register only when directed by train order.

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

1.3 OTHER MODIFICATIONS—

RULE 5—Vermilion—Time of No. 884 and No. 354 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 on Page 35)

(Continued from Page 34)

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 the Superintendent.

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 (EXCEPTION: Trains handling grain will be governed by Item 5.3 below).

5 SPEEDS

5.1 Mileage

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

5.2 Tracks and Spurs not otherwise covered 10 10 10

5.3 Mileage 43.9 to 77.8
Movements of grain only in hopper cars with gross weight up to 263,000 lbs. 30

Miles per Hour
Passenger except and Freight
Railiner Railiner Freight

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 36)

(Continued from Page 35)

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.

- 7.4 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. 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 except when necessary to lift cars from track 72 west. 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.

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.

Equated Tonnage Ratings (Single Unit)

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

HAIGHT 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 0.0 and mileage 13.0.

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.

NORTHWARD TRAINS	Miles from Haight Jct.	Yard Limits	HAIGHT SUBDIVISION		Office Signals	Siding Capacity In Cars and Feet	SOUTHWARD TRAINS
			STATIONS				
↓	0.0		HAIGHT JCT. P				↑
			Jct. with Wainwright Sub.				
	6.5		HAIGHT			34	
	13.9		INLAND			32	
	20.7		VEGREVILLE JCT. PYZ			1650	
	21.8		Jct. with Vegreville Sub.				
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

4 SPEEDS

Mileage	Miles per Hour
0.0 to 21.8	All Trains 15
Sidings and Other tracks	10

DEMAY 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 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.

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.

NORTHWARD TRAINS	Miles from Camrose Jct.	Yard Limits	DEMAY SUBDIVISION		Office Signals	Siding Capacity In Cars and Feet	SOUTHWARD TRAINS
			STATIONS				
↓	0.0		CAMROSE JCT. PYZ				↑
			Jct. with Camrose Sub.				
	7.4	1.3	DEMAY			33	
	12.9		ROUNDHILL			32	
	18.8		DODDS			1650	
	25.0		RYLEY P			31	
						1600	
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

5 SPURS AND OTHER TRACKS

Mileage	Car Capacity	Points Face
E. H. Brown	24.7	5 N

4 SPEEDS

Mileage	Miles per Hour
0.0 to 25.0	All Trains 15
Sidings and Other tracks	10

CONDITIONAL SPEEDS

- 4.3 Mileage 13.0 (First Street)—
Approaching within 500 feet of crossing until crossing occupied ----- 10

WESTWARD TRAINS						CORONADO SUBDIVISION						EASTWARD TRAINS			
FOURTH CLASS		FIRST CLASS		Miles from St. Paul Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	Siding Capacity In Feet	FIRST CLASS		FOURTH CLASS			
583 Freight	698 Passenger Railer	697 Passenger Railer	699 Passenger Railer							696 Passenger Railer	836 Freight	584 Freight			
Monday, Wednesday, Friday	Daily	Daily													
0500	---	---	160.0	↓	HEINSBURG	PRYZ	---	YARD	YARD	---	---	---	1615		
0529	---	---	149.4	↓	10.6 LINDBERGH	---	P	32	1651	---	---	---	1555		
0550	---	---	139.6	↓	9.8 ELK POINT	---	---	33	1700	---	---	---	1527		
0630	2015	0850	120.2	↑	19.4 ST. PAUL	PRWYZ	AU	32	1651	s 0840	s 2005	---	1445		
---	F 2024	F 0858	112.8	↑	7.4 OWLSEYE	---	P	29	1507	F 0831	F 1956	To Bonnyville Sub.	1425		
---	F 2029	F 0903	108.5	↑	4.3 ABILENE	---	Z	24	1267	F 0825	F 1951	To Bonnyville Sub.	1410		
---	2031	0905	108.1	↑	0.4 ABILENE JCT.	PRYZ	---	---	---	0823	1949	0920	1405		
---	To Bonnyville Sub.	S 0910	104.7	↑	3.4 ASHMONT	---	P	34	1747	From Bonnyville Sub.	s 1944	0910	1355		
---	S 0918	98.2	---	---	6.5 SPEDDEN	---	---	---	---	s 1936	0845	1330	---		
---	S 0928	89.8	---	---	8.4 VILNA	---	P	36	1843	---	s 1925	0830	1305		
---	S 0939	80.0	---	---	9.8 BELLIS	---	P	36	1843	---	s 1913	0810	1235		
---	F 0945	74.7	---	---	5.3 EDWARD	---	P	33	1700	---	F 1907	0800	1215		
---	S 0958	64.6	---	---	10.1 SMOKY LAKE	PW	SM	25	1315	---	s 1854	0740	1150		
---	S 1008	57.0	---	---	7.6 WARSPITE	---	---	32	1651	---	s 1844	0726	1115		
---	S 1017	50.1	---	---	6.9 WASKATENAU	---	P	32	1651	---	s 1835	0713	1050		
---	S 1025	43.1	---	---	7.0 RADWAY	---	P	37	1891	---	s 1829	0700	1025		
---	1035	34.9	---	---	8.2 KERENSKY	---	---	35	1795	---	1817	0644	0954		
---	S 1043	29.6	30.3	↓	5.3 REDWATER	PZ	R	45	2275	---	s 1810	0634	0941		
---	F 1053	20.6	28.6	↓	9.0 CORONADO	---	P	28	1460	---	F 1759	0613	0900		
---	F 1100	15.6	---	---	5.0 GIBBONS	---	P	49	2467	---	F 1754	0602	0849		
---	1110	7.2	---	---	8.4 DUAGH	---	---	32	1651	---	1745	0545	0829		
---	1119	0.0	---	---	7.2 ST. PAUL JCT.	PR	---	---	---	---	1737	0530	0809		
Rules 41 and 44 applicable between St. Paul and Heinsburg.										Daily	Daily	Daily ex. Saturday, Sunday	Sunday, Tuesday, Thursday		
583	698	697							699	696	836	584			

CORONADO SUBDIVISION FOOTNOTES ON PAGE 39

CORONADO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—
St. Paul Jct.—Unless otherwise provided, No. 836 and No. 584 must obtain clearance at Calder and may then leave St. Paul Jct. without obtaining clearance.

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

All other trains must obtain clearance.

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

1.2 TRAIN REGISTER MODIFICATIONS—

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

1.3 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 8.1—between Elk Point and Heinsburg.

1.4 OTHER MODIFICATIONS—

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

2 GENERAL FOOTNOTES

2.1 Ashmont—When necessary, trains must be cut at the temporary private crossing east of station to permit school children to cross the tracks. When train is so cut, it must not be recoupled until all children are clear of the crossing.

3 EQUIPMENT RESTRICTIONS

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

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

4 SPEEDS

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Mixed and Freight
0.0 to 119.5	70	50	40
Zone on curves	60	---	---
* 2.2 bridge	---	---	10
* 3.1 bridge	---	---	10
** 14.1 to 15.0	55	---	---
** 16.0 to 17.4	55	---	---
* 17.7 bridge	---	---	10
* 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	---	---
* 42.4 bridge	---	---	10
* 42.6 bridge	---	---	10
* 61.8 to 64.0	45	40	30
* 66.1 to 67.0	45	40	35
* 68.8 to 71.0	45	40	35
* 71.6 bridge	---	---	10
* 73.2 to 74.0	45	40	35
* 77.3 bridge	---	---	10
* 77.6 bridge	---	---	10
* 80.1 bridge	---	---	10
* 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	---	---

Mileage	Miles per Hour		
	Railiner	Passenger except Railiner	Mixed and Freight
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

* Not marked with speed restriction signs.
** 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.

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 29.5 (Main Street)	50	---	---
4.5 Mileage 64.3 (Highway 855)	45	45	---
4.6 Mileage 120.1 (51st Street)	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.			
6.2	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

WESTWARD TRAINS				BONNYVILLE SUBDIVISION						EASTWARD TRAINS			
FIRST CLASS	Miles from Abilene Jct.	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	Siding Capacity In Feet	FIRST CLASS	FOURTH CLASS	Office Signals	Siding Car Capacity	Siding Capacity In Feet	FIRST CLASS	FOURTH CLASS
							699 Passenger Railiner	698 Passenger Railiner				836 Freight	698 Passenger Railiner
Daily													
0710	61.1	↓ 59.5	GRAND CENTRE PRYZ	NC	YARD	YARD	s 2150	1135					
			3.9 BEAVER RIVER					2140					1124
F 0726	48.2		9.0 ARDMORE	P			F 2129	1104					
F 0732	42.9		5.3 FORT KENT				F 2123	1053					
s 0740	36.6		6.3 BONNYVILLE	PW	N	40	s 2115	1040					
0754	24.1		12.5 FRANCHERE					2101					1015
s 0800	18.8		5.3 GLENDON	P			s 2055	1004					
s 0805	14.7		4.1 THERIEN				s 2049	0955					
s 0811	9.8		4.9 MALLAIG	P		31	s 2043	0945					
0823	0.0	↑ 0.6	9.8 ABILENE JCT. PRYZ					2031					0920
			Jct. with Coronado Sub.										
							Daily	Daily ex. Saturday, Sunday					
699							698	836					

BONNYVILLE SUBDIVISION FOOTNOTES

1 GENERAL FOOTNOTES

- 1.1 Spur mileage 37.0—switch spiked and spur cannot be used.
- 1.2 CFB Spur Mileage 59.6—switch spiked and spur cannot be used.

2 EQUIPMENT RESTRICTIONS

- 2.1 Units in series 2000-3240, 4000-4017, 5000-5299, 5500-5610 prohibited.
- 2.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

3

SPEEDS

3.1 Mileage	Zone	Miles per Hour		
		Railiner	Passenger except Railiner	Mixed and Freight
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		
* 51.8 bridge				20
* 53.2 bridge				20
57.2 to 58.1		45		
60.5 to 60.8		40		
3.2 Sidings and Other tracks		10	10	10

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 220,000 lbs. gross must be covered by handling instructions.

4 SPEEDS

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

WESTWARD TRAINS		BODO SUBDIVISION			EASTWARD TRAINS	
Miles from Connecting switch	Yard Limits	STATIONS		Office Signals	Siding Capacity In Cars and Feet	
0.0	↓ 0.9	UNITY	PWZ	NI		
11.2		11.2 SUNNYGLEN			32	
14.6		3.4 REWARD			1650	
20.7		6.1 DONEGAL			34	
26.3		5.6 SALVADOR			1750	
31.6		5.3 HEARTS HILL			35	
39.5		7.9 CACTUS LAKE			1795	
44.8		5.3 COSINE			36	
51.1	↑ 50.9	6.7		Y	1845	
51.5		BODO	Z		35	
						YARD
RULES 41 and 44 APPLICABLE Rule 105A not applicable						

PORTER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 SPECIAL INSTRUCTIONS APPLY SYSTEM 8.1.

2 GENERAL FOOTNOTES

- 2.1 Unless authorized by 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

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

NORTHWARD TRAINS		PORTER SUBDIVISION			SOUTHWARD TRAINS	
Miles from Oban Jct.	Yard Limits	STATIONS		Office Signals	Siding Capacity In Cars and Feet	
0.0		OBAN JCT.				
		Jct. with Wainwright Sub.				
5.8		5.8 LETT			46	
11.4		5.6 SALTER			2325	
17.5		6.1 CANDO			44	
23.6		6.1 RED PHEASANT			2227	
31.9		8.3 IBSTONE			46	
36.4		4.5 PORTER			2325	
43.0		6.6 DACER			44	
48.2	↑ 47.3	5.2 BATTLEFORD PRYZ	BF		2227	
RULES 41 and 44 APPLICABLE Rule 105A not applicable						

WESTWARD TRAINS			OYEN SUBDIVISION					EASTWARD TRAINS		
FOURTH CLASS	Miles from Kindersley	Yard Limits	MOUNTAIN TIME		Office Signals	Siding, Car Capacity	Siding Capacity In Feet	FOURTH CLASS		
707 Freight Daily								806 Freight		
1300	0.0		KINDERSLEY CKPWZ		KY	YARD		0310		
	0.7		ELROSE JCT.		Z					
	1.9		Jct. with Elrose Sub.		Y					
		2.6								
1312	8.3		FAIRMOUNT			50	2515	0255		
1321	15.0		PINKHAM			58	2900	0246		
1331	22.6		FLAXCOMBE			46	2323	0236		
1342	30.9		MARENGO		P	GO	44	2227	0225	
1351	36.8		MERID		P		40	2035	0216	
		42.9								
1402	43.7		Jct. with Mantario Sub.		Y					
	44.0		ALSASK		PRZ	SK	52	2611	0205	
		44.2								
1411	50.9		SIBBALD		P		46	2323	0156	
1423	60.7		BENTON			46	2323	0144		
1431	66.7		OYEN		P	YN	68	3380	0136	
1437	71.6		EXCEL				40	2035	0130	
1444	77.0		LANFINE			54	2707	0123		
1452	83.0		CEREAL		P		43	2179	0115	
1500	88.8		CHINOOK		P		40	2035	0107	
1516	102.3		YOUNGSTOWN			80	3955	0051		
1523	108.3		SCOTFIELD			52	2611	0044		
1533	116.2		STANMORE			42	2131	0034		
1539	120.7		RICHDALE			53	2660	0028		
1552	131.1		BONAR			52	2611	0014		
1554	131.8		BATTER JCT.		PR			0012		
		135.5	Jct. with Sheerness Sub.							
1605	136.4		HANNA CKPWYZ		HN	YARD	YARD	0005		
707								806		

OYEN SUBDIVISION FOOTNOTES

- 1 RULE MODIFICATIONS**
- 1.1 TRAIN REGISTER MODIFICATIONS—
 Alsask } Trains will register only when directed
 Batter Jct. } by train order.
- 2 GENERAL FOOTNOTES**
- 2.1 Except for the train dispatching function, the territory between Kindersley and mileage 1.9 is under the jurisdiction of the Saskatchewan area.
- 3 EQUIPMENT RESTRICTIONS**
- 3.1 With the exception of yard tracks 3 and 4 at Hanna, units in series 2000-3240, 4000-4017, 5000-5299, 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 All Trains |
|---------------|------|---------------------------|
| 0.0 to 5.2 | Zone | 50 |
| 5.2 to 8.1 | Zone | 40 |
| 8.1 to 30.9 | Zone | 55 |
| 15.0 to 18.0 | | 30 |
| 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.

(Continued on Page 43)

(Continued from Page 42)

OYEN SUBDIVISION FOOTNOTES

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

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**
- | Mileage | Miles per Hour All Trains |
|-----------------------------------|---------------------------|
| 0.0 to 75.2 | 25 |
| Sidings and Other tracks | 10 |
| 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 Capacity In Cars and Feet			
0.0	↓	ENDIANG JCT.	PYZ				
		Jct. with Drumheller Sub.					
11.2	0.9	DOWLING		32			
		7.0		1650			
18.2		SCAPA	Y	43			
		Jct. with Spondin Sub.		2180			
28.0		ENDIANG		27			
		6.3		1410			
34.3		BYEMOOR		32			
		12.8		1650			
47.1		HACKETT		32			
		8.5		1650			
55.6		SABINE		17			
		6.6		930			
62.2	↑	WARDEN JCT.	Z				
		South Jct. with Stettler Sub.					
		0.7					
		SEE STETTLER SUBDIVISION					
62.9	↓	WARDEN	Z				
		North Jct. with Stettler Sub.					
		7.5					
70.4		OBERLIN		32			
		4.8		1650			
75.2	↑	NEVIS	Z				
		RULES 41 and 44 APPLICABLE Rule 105A not applicable					

ACADIA VALLEY SUBDIVISION FOOTNOTES		WESTWARD TRAINS	ACADIA VALLEY SUBDIVISION				EASTWARD TRAINS
			Miles from Eyre Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity In Cars and Feet
1 RULE MODIFICATIONS		↓	0.0	0.9	EYRE JCT. YZ Jct. with Mantario Sub. 7.7		
1.1 TRAIN REGISTER MODIFICATIONS— Acadia Valley—Trains will register only when directed by train order.			7.7		CUTHBERT		31
			16.2		ARNESON		1600
1.2 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1.			23.7		ACADIA VALLEY RY		1600
							YARD
2 EQUIPMENT RESTRICTIONS			RULES 41 and 44 APPLICABLE Rule 105A not applicable				
2.1 Only units in 1000-1077 and 1200-1399 series permitted.		3 SPEEDS					
2.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.		3.1 Mileage		Miles per Hour			
		0.0 to 23.7		All Trains			
		6.5		over bridge			
		3.2 Sidings and Other tracks		10			

MANTARIO SUBDIVISION FOOTNOTES		WESTWARD TRAINS	MANTARIO SUBDIVISION				EASTWARD TRAINS
			Miles from Glidden	Yard Limits	STATIONS	Office Signals	Siding Capacity In Cars and Feet
1 RULE MODIFICATIONS		↓	0.0		GLIDDEN RYZ Jct. with Elrose Sub. 0.3		
1.1 TRAIN REGISTER MODIFICATIONS— Glidden } Trains will register only when Eyre } directed by train order. Alsask }			5.3	0.9	DANKIN		32
1.2 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1.			10.1		EATONIA	AN	1650
			16.4		LAPORTE		27
			25.6		MANTARIO	MA	1410
2 GENERAL FOOTNOTES						28	
2.1 Except for the train dispatching function, the territory between Glidden and Mileage 0.3 is under the jurisdiction of the Saskatchewan Area.						1460	
						1700	
						33	
						1700	
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							
4.1 Mileage		Miles per Hour					
0.0 to 43.8		All Trains					
		25					
4.2 Sidings and Other tracks		10					
		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
			Miles from Batter Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity In Cars and Feet
1 RULE MODIFICATIONS		↓	53.7		WARDLOW Y		Yard
1.1 REGISTER MODIFICATIONS— Batter Jct.—Trains will register only when directed by train order.			46.3		CESSFORD		32
1.2 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1.			39.2		POLLOCKVILLE		1650
			25.6		SUNNYNOOK		40
			11.5		SHEERNESS		2035
2 GENERAL FOOTNOTES						33	
2.1 Unless authorized by the Superintendent, movements must not be operated beyond mileage 46.8.						1700	
2.2 Pollockville—Siding is located between south switch and crossover north of station.						33	
						1700	
						32	
						1650	
3 EQUIPMENT RESTRICTIONS							
3.1 Units in series 2000-3240, 4000-4017, 5000-5299, 5500-5610 prohibited.							
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.							
4 SPEEDS							
4.1 Mileage		Miles per Hour					
0.0 to 53.7		All Trains					
		25					
4.2 Sidings and Other tracks		10					
		5 OTHER TRACKS					
		Battle River Coal Co. Ltd.		Mileage	Car Capacity	Points	Face
				12.7	195	N	S
		Ipex Oil & Gas Ltd.		34.1	14	S	
		Ballast Pit		39.8	88	N	
		Murphy Oil Co. Ltd.		46.0	20	S	

SPONDIN SUBDIVISION FOOTNOTES		NORTHWARD TRAINS	SPONDIN SUBDIVISION				SOUTHWARD TRAINS
			Miles from Scapa	Yard Limits	STATIONS	Office Signals	Siding Capacity In Cars and Feet
1 RULE MODIFICATIONS		↓	0.0		SCAPA Y Jct. with Endiang Sub. 8.6		
1.1 SPECIAL INSTRUCTIONS APPLY— SYSTEM 8.1.			8.6		GARDEN PLAIN		38
2 GENERAL FOOTNOTES			17.4		SPONDIN		1940
2.1 Scapa—Jct. switch spiked for through movement on Endiang Sub. and must not be reversed.							32
			17.7		End of Operated Track		1650
3 EQUIPMENT RESTRICTIONS							
3.1 Only units in 1000-1077 series permitted.							
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.							
4 SPEEDS							
4.1 Mileage		Miles per Hour					
0.0 to 17.7		All Trains					
		10					
4.2 Sidings and Other tracks		10					
		RULES 41 and 44 APPLICABLE Rule 105A not applicable					

WESTWARD TRAINS				DRUMHELLER SUBDIVISION					EASTWARD TRAINS	
FOURTH CLASS	FIRST CLASS	Miles from Hanna	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	Siding Capacity In Feet	FIRST CLASS	FOURTH CLASS	
707 Freight	694 Passenger Railer							695 Passenger Railer	844 Freight	
Daily ex. Saturday	Daily							To Stettler Sub.	Daily ex. Saturday, Sunday	
1730		0.0	↓ 1.6	HANNA CKPWZ	HN	YARD	YARD		2315	
		0.8		ENDIANG JCT. PYZ						
		6.9		Jct. with Endiang Sub.						
1740		7.7		WATTS P		51	2563			2303
1749		14.5		CRAIGMYLE P		50	2515			2255
1758		21.9		DELIA P		55	2755			2247
1808		29.9		MICHICHI P		44	2227			2236
1813	From Stettler Sub.	32.9		GARTLY		44	2227		To Stettler Sub.	2231
1825	2110	40.3		39.2	DINOSAUR PRYZ		49	2467	0750	2220
				↑	Jct. with Stettler Sub.					
1827	2113	41.1	41.8	MUNSON PZ		50	2515	0747	2218	
1849	s2130	52.4	51.1	DRUMHELLER BCPWZ	YD	68	3380	0730	2155	
1858		56.8	54.2	ROSEDALE		75	3715		2148	
1900		57.0		JCT. WITH JOINT SECTION PR					2147	
1907		60.4		WAYNE P		25	1315		2142	
1939		66.2		ROSEBUD P		53	2660		2110	
1945		76.4		REDLAND		30	1555		2105	
2000		79.0		ROCKYFORD P	RK	61	3043		2052	
2011		87.1		BAINTREE P		32	1651		2044	
2034		102.9		ARDENODE P		32	1651		2034	
2045		111.1		LYALTA		45	2275		2025	
2055		118.4		NORFOLK		33	1700		2016	
2105		126.6		JANET		38	1939		2007	
2115		131.9	130.0	SARCEE YARD CKPWYZ	SJ	YARD	YARD		2000	
			↑	Jct. with Three Hills Sub.						
				Main track Drumheller Sub. ends at Mileage 130.7.					Daily	Daily ex. Saturday, Sunday
				Rule 105 applies between Mileages 130.7 and 131.9.						
707	694							695	844	

DRUMHELLER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 TRAIN REGISTER MODIFICATIONS—
Dinosaur—Register station for Nos. 695 and 694 only.
Drumheller—Register station for trains originating and terminating only, and other trains will register only when directed by train order.
Jct. with Joint Section—Trains will register only when directed by train order.
- 1.2 ABS SPECIAL FEATURES—
ABS between 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 on Page 47)

(Continued from Page 46)

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	Miles per Hour	
	Railiner	Other Trains
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
* 63.2 bridge	--	20
* 64.9 bridge	--	20
66.9 to 72.3 Zone	--	30
* 68.5 bridge	--	20
* 69.5 bridge	--	20
72.3 to 76.9 Zone	--	35
* 76.0 bridge	--	20
76.9 to 79.9 Zone	--	40
79.9 to 87.8 Zone	--	20
87.8 to 130.0 Zone	--	55
92.0 to 92.7	--	40
92.7 to 94.9	--	20
* 98.6 bridge	--	20
* 98.8 bridge	--	20
* 98.9 bridge	--	20
99.2 to 102.7	--	20
* 103.8 bridge	--	20
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 131.7 Zone	--	40
* Not marked with Speed Restriction signs.		
5.2 Sidings and Other tracks	10	10
5.3 0.0 to 130.0 movements handling ballast	40	

CONDITIONAL SPEEDS

- 5.4 Mileage 18.9 (Highway 9)
Approaching within 1500 feet of crossing and until crossing occupied --- 45
- 5.5 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 --
- 5.6 Mileage 49.9 (Dinosaur Trail)
Approaching within 1500 feet of crossing and until crossing occupied 45 45
- 5.7 Mileage 50.3 (Highway 146H)
Westward movements approaching within 2300 feet of crossing and until crossing occupied 45 45
- 5.8 Mileage 52.3 (First Street West)
Approaching within 500 feet of crossing and until crossing occupied 10 10
- 5.9 Mileage 52.8 (Highway 9)
Westward movements approaching within 850 feet of crossing and until crossing occupied 15 15
- 5.10 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.
- 7.2

Mileage	Car Capacity	Points Face
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 **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.

- 4.4 **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.

STETTLER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

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

2 INTERLOCKING

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

3 EQUIPMENT RESTRICTIONS

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

NORTHWARD TRAINS		Miles from Ferlow Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity In Cars and Feet	SOUTHWARD TRAINS	
FIRST CLASS	FIRST CLASS							
695	694							
Passenger Railiner	Passenger Railiner							
Daily								
0750		108.0	↓	DINOSAUR --- PRYZ Jct. with Drumheller Sub. 7.6				2110
\$ 0803		100.4	106.8	MORRIN 7.5		44		\$ 2059
\$ 0813		92.9		ROWLEY 6.1		2227		\$ 2048
\$ 0822		86.8		RUMSEY 6.9		1700		\$ 2039
F 0832		79.9		SCOLLARD 7.8		33		F 2028
\$ 0842		72.1		BIG VALLEY 7.8		1700		\$ 2018
F 0852		64.3		FENN 7.8		1987		F 2008
		56.5	57.1	WARDEN JCT. --- RZ South Jct. with Endiang Sub. 0.7		1700		
F 0903		55.8		WARDEN --- PYZ North Jct. with Endiang Sub. 4.9		34		F 1957
\$ 0911		50.9	54.9	STETTLER --- Z 10.5	SR	23		\$ 1950
F 0923		40.4	51.3	RED WILLOW 9.5		1220		F 1934
\$ 0935		30.9	49.8	DONALDA 9.7		1700		\$ 1922
\$ 0947		21.2		MEETING CREEK 8.9		1650		\$ 1909
\$ 0959		12.3		EDBERG 7.0		31		\$ 1857
F 1008		5.3		VIEWPOINT 5.3		1603		F 1847
1017		0.0	0.9	FERLOW JCT. --- PYZ Jct. with Camrose Sub.		1650		1840
								Daily
695	694							

4 SPEEDS

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

CONDITIONAL SPEEDS

	Miles per Hour	
	Railiner	Other Trains
4.3 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
4.4 Mileage 106.0 (Highway 9) Approaching within 1400 feet of crossing and until crossing occupied	40	--

5 OTHER TRACKS

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

NORTHWARD TRAINS				THREE HILLS SUBDIVISION					SOUTHWARD TRAINS	
FOURTH CLASS	825 Freight	Miles from Mirror	Yard Limits	STATIONS	Office Signals	Siding Car Capacity	Siding Capacity In Feet	FOURTH CLASS		
								834 Freight	860 Freight	
Daily										
		0530 126.0		SARCEE YARD CKPWZ Jct. with Drumheller Sub. 2.7 Y	SJ	YARD	YARD	0315	1610	
		0534 125.7 123.3	↓	HUBALTA 5.7 Z		42	2130	0311	1601	
		0541 117.6	122.9	CONRICH 5.7		42	2130	0302	1552	
		0548 111.9		DELACOUR 5.5 P		42	2130	0253	1543	
		0556 106.4		KATHYRN 8.9		42	2130	0245	1535	
		0607 97.5		IRRICANA 5.6 P		42	2130	0233	1523	
		0614 91.9		BEISEKER 1.7 P		43	2178	0225	1515	
		0616 90.2		BILLHARTE 5.1 P		96	4723	0222	1512	
		0623 85.1		BIRCHAM 5.7		42	2130	0215	1505	
		0631 79.4		GRAINGER 6.2		41	2083	0207	1457	
		0639 73.2		SWALWELL 6.3 P		110	5395	0159	1449	
		0649 66.9		TWINING 6.7		49	2467	0151	1441	
		0658 60.2		THREE HILLS 6.4 P	WI	74	3667	0142	1432	
		0708 53.8		EQUITY 3.4		38	1939	0133	1423	
		0712 50.4		TROCHU 7.0 P		40	2035	0128	1418	
		0722 43.4		HUXLEY 5.6 P		43	2178	0118	1408	
		0730 37.8		ELNORA 9.9 P		45	2275	0109	1359	
		0742 27.9		LOUSANA 6.5 P		42	2130	0054	1344	
		0750 21.4		DELBURNE 5.1 P		42	2130	0044	1334	
		0757 16.3		ARDLEY 8.4 P		43	2178	0036	1326	
		0808 7.9	↑	ALIX SOUTH JCT. 1.8 PR Jct. with Brazeau Sub.				0023	1313	
		0811 6.1	↑	ALIX 6.1 PZ		41	2083	0020	1310	
		0825 0.0	↑	MIRROR 6.1 CKPYZ	MR	YARD	YARD	0010	1300	
				Rules 261-262 applicable between Alix South Jct. and Southward Interlocking signal at mileage 5.7					Daily	Daily
		825						834	860	

THREE HILLS SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

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 on Page 51)

(Continued from Page 50)

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.

CONDITIONAL SPEEDS

Miles per Hour
 All Trains

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

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

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

5 SPEEDS

Mileage	Zone	Miles per Hour All Trains
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.

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 Kathyrn must reverse siding south switch before passing crossing circuit sign located 50 feet south of switch.

7 OTHER TRACKS

Mileage	Car Capacity	Points Face
Gravel Pit 95.9	120	S
Western Canada Steel Ltd. 123.6	17	N
Western Canada Steel Ltd. 124.2	50	S
Calgary Freight Shed Line 125.7	3.5 miles	N

CALGARY TERMINAL FOOTNOTES ON PAGE 48

NORTHWARD TRAINS		Miles from N.A. Rly. Jct.	Yard Limits	MEANDER RIVER SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity In Feet	SOUTHWARD TRAINS	
				STATIONS							
↕	182.9	184.5 ↓	-----	HIGH LEVEL	BCYZ	---	Yard	Yard	↕		
	184.2		-----	18.3							
	201.2		-----	HUTCH LAKE			73	3619			
			-----	21.8							
	223.0		-----	MEANDER RIVER			73	3619			
			-----	17.8							
	240.8		-----	SLAVEY CREEK			73	3619			
			-----	18.3							
	259.1		-----	LUTOSE			73	3619			
			-----	12.7							
	271.8		-----	STEEN RIVER			73	3619			
			-----	19.5							
291.3		-----	INDIAN CABINS			73	3619				
		-----	20.0								
311.3		-----	GRUMBLER			73	3619				
		-----	19.7								
331.0		-----	ALEXANDRA FALLS			73	3619				
		-----	18.8								
349.8		-----	ENTERPRISE			73	3619				
		-----	19.0								
367.3	367.3 ↓		PINE JCT.	YZ	---	73	3619				
368.8			Jct. with Pine Point Sub.								
		-----	8.2								
377.0	375.8 ↑		HAY RIVER	BCZ	---	Yard	Yard				

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

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

3 SPEEDS

- 3.1 Mileage
182.9 to 377.0 **Zone** Miles per Hour
All Trains 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	Siding Capacity In Feet	EASTWARD TRAINS	
				STATIONS							
↕	54.3		-----	PINE POINT MINES	Z	---	Yard	Yard	↕		
			-----	4.0							
	50.3		-----	PINE POINT	YZ	---	Yard	Yard			
	49.0	49.0 ↓		16.0			55	2755			
	34.3		-----	MELLOR			55	2755			
			-----	17.7							
	16.6		-----	BIRCH			55	2755			
	1.8		-----	16.6							
1.4	1.4 ↑		PINE JCT.	YZ	---						
0.0			Jct. with Meander River Sub.								

Manual Block System

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.

2 OTHER MODIFICATIONS—

RULE 111—Westward trains handling ore from Pine Point Mines must stop for standing inspection at Mellor.

2 EQUIPMENT RESTRICTIONS

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

3 SPEEDS

- 3.1 Mileage
0.0 to 54.3 **Zone** Miles per Hour
All Trains 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								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 ----	----	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 60)

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 ----	3630 ----	3250 ----	----	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	----	----	----	----	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 60)

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 60)

EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

BETWEEN			EASTWARD OR SOUTHWARD (Read Up)						
			Single Unit Ratings						
			Designated Units 2000-2399 5000-5299	2500-2529 4000-4017 5500-5610	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 60)

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.

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

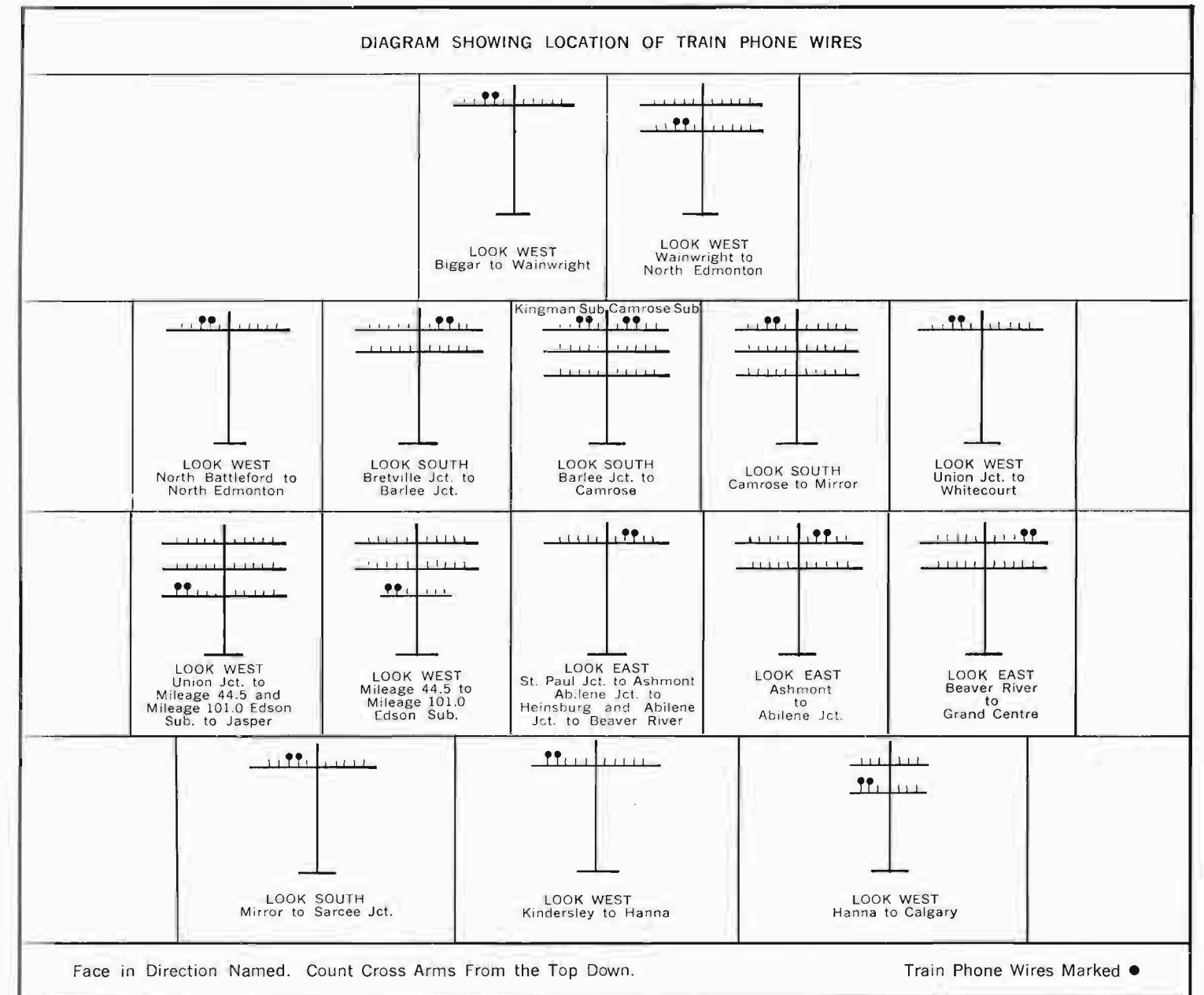
NOTE—See General Instructions (Form 696)

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

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES



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 ResidenceEdmonton, Alta. ----- *Dr. R. V. Johnston
429-8783

DISTRICT MEDICAL OFFICERS

Biggar, Sask. ----- *Dr. S. M. T. Yakub
Dr. M. K. Sas
Dr. J. C. O. ObanyeCalgary, Alta. ----- Dr. L. A. McKercher
263-8219 255-8283
*Dr. Wm. M. Chisholm
263-6262 244-3210
*Dr. Frank L. Dallison
263-6261 288-8736

Camrose, Alta. ----- Dr. F. M. Smith

Edmonton, Alta. ----- Dr. R. N. Eidem
488-7879 439-3276
*Dr. R. J. Johnston
426-0623 435-6082
*Dr. K. E. Schmidt
422-6525 469-6073

Edson, Alta. ----- *Dr. J. E. Crawford

Elk Point, Alta. ----- *Dr. F. G. Miller

Drumheller, Alta. ----- *Dr. B. A. Nahornick

Grande Prairie ----- Dr. A. R. Murray

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. Peter R. Callegari
*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

Location

Name

Biggar, Sask. ----- Duane's Credit Jewellers

Calgary, Alta. ----- Pride Jewellers
3601A - 17th Ave. S.E.Calgary, Alta. ----- Revitt Jewellers
717 - 7th Ave. S.W.

Drumheller, Alta. ----- Walter Brooke Wade Jewellery

Edmonton, Alta. ----- Brodie's Jewellery
9442 - 118 Ave.Edmonton, Alta. ----- Freeman's Credit Jewellers
10810 - 82 Ave.Edmonton, Alta. ----- Harry L. Jackson
10129 - 102nd StreetEdmonton, Alta. ----- Westmount Jewellers
132 Westmount Shoppers' Park

Edson, Alta. ----- *Agent

Grande Prairie ----- Curry's Jewellers

Hanna, Alta. ----- Blair's Jewellery

Hay River, N.W.T. ----- Terminal Supervisor

High Level, Alta. ----- Yard Agent

Jasper, Alta. ----- Whistler's Jewellery

Kindersley, Sask. ----- Agent

Lacombe, Alta. ----- Ed Galenza Jeweller

Mirror, Alta. ----- Agent

North Battleford, Sask. ----- Asmussen's Jewellers

Peace River, Alta. ----- Ash Jewellers

Vermilion, Alta. ----- Kinniburgh Jewellers

Wainwright, Alta. ----- Walker's Jewellers

Whitecourt, Alta. ----- Agent

*For employees assigned at Edson only

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						
Calder West Class. Yard	Lens	SW10	SW11	CC2	CC3	HU1
Calder East Class. Yard		○	×	×	×	
Calder Hump		×	×	×	×	○
Calder Industrial		×	×	×	○	
Calgary Yard						
	Lens	EE	GT1	CC2	CC3	
		×	×	×	○	

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

LEGEND TO CHART

○ standby channel

① standby channel with tone 1 call

② standby channel with tone 2 call

× alternate channel

DEFINITIONS

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

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

HOW TO USE CHART

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

PORTABLE RADIOS

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

MAINTENANCE OF WAY RADIOS

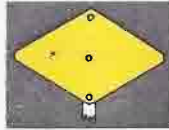

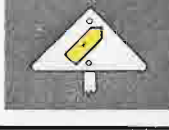

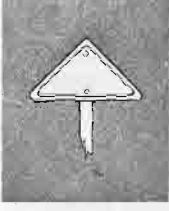


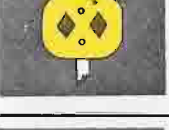

Channel "EE" is the standby channel only when radio-equipped track units are operating on-track or under train order protection provided by Example (2) of Form Y, otherwise normal standby channel is "MW1".


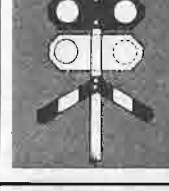










STANDARD OPERATING SIGNS

Additional operating signs are contained in U.C.O.R. insert outlining:

- Zone Speed Signs.
- Advance Speed Restriction Signs.
- Permanent slow order restricting and resume speed signs.

Signs of the former type will also continue to appear. The new signs will only be installed as replacements are required.

APPEARANCE	INDICATION
	Yard Limit
	Yard Limit — One Mile
	Station Protection Signal (not provided with Approach Signal) — One Mile
	Station — One Mile
	Railway Crossing at Grade Junction Drawbridge End of Main Track End of two or more tracks
	Engine Prohibited Beyond this Point
	Cars Prohibited Beyond this Point
	Restricted Clearance
	Derail

APPEARANCE	INDICATION
	"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.
	Snow Plow/Flanger Wing Blades
	C.T.C. Begins
	C.T.C. Ends
	Block Clearance Point
	Block End
	Whistle and Bell As prescribed by Rules 14L and 30
	Whistle — Tunnel 1000 Feet
	Spring Switch
	Crossing Protection Circuit
	Subdivision Mileage
	Distance in Feet from Siding Switch

Notes

Notes

OFFICERS

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

J. L. McQuarrie ----- Superintendent ----- Edmonton
 G. W. Burton ----- Terminal Superintendent ----- Edmonton
 E. W. Worsfold ----- Assistant Superintendent ----- Edmonton
 K. G. Macdonald ----- Trainmaster ----- Edmonton
 K. H. McIntyre ----- Trainmaster ----- Edmonton
 J. W. Gorrie ----- 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
 J. F. Maloney ----- Trainmaster ----- Calgary

F. S. Jessop ----- 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	T. W. Korchinsky	E. J. Patenaude
D. G. Buchinski	D. L. Krowchenko	F. P. Pylypow
W. A. Burgess	E. Kunkel	K. D. Roche
R. W. Chamberlain	R. G. Landry	N. C. Ryhorchuk
W. A. Footz	R. J. Lewyk	G. A. Schiele
W. F. Fowler	F. A. Matwychuk	W. Sherstenko
R. P. Geddis	M. Medvid	D. A. Stewart
C. L. Graham	K. O. McAmmond	H. L. Tilley
J. W. Hill	D. G. McMinn	W. Zaplitny
R. R. Hillis	M. F. O'Connor	V. Zavaduk
W. Jwaszko		
H. F. Kary		

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

Train Dispatchers:

J. Babiuk	R. J. Strachan
E. F. Ford	P. F. VanHoof