



MOUNTAIN REGION

ALBERTA AREA

EMPLOYEES' OPERATING TIME TABLE

28

TAKING EFFECT SUNDAY, APRIL 27th, 1975

REFER TO PAGE 1 FOR EFFECTIVE TIME, AND FOR
OTHER TIME AND DATE CHANGES THAT WILL OCCUR

Respect Rules – Protect Lives

S. A. BLACK
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CANADIAN NATIONAL RAILWAYS

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

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ALBERTA AREA**TAKING EFFECT AT 0300 MOUNTAIN DAYLIGHT SAVING TIME, SUNDAY, APRIL 27th, 1975**

Governed by:

Mountain Daylight Saving Time commencing 0300
Sunday, April 27th, 1975 and by:Mountain Standard Time commencing 0100 Sunday,
October 26th, 1975 and by:Mountain Daylight Saving Time commencing 0300
Sunday, April 25th, 1976 and by:Mountain Standard Time commencing 0100 Sunday,
October 24th, 1976.**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 TIMEAt 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.

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(Continued from Page 1):

SYSTEM SPECIAL INSTRUCTIONS

- (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 it is not practicable to obtain the necessary information by other means, advice may be received by the Conductor or Engineman directly from the Train Dispatcher specifying 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 it is not practicable to obtain the necessary information by other means advice may be received by Conductor or Engineman directly from the Train Dispatcher specifying actual arrivals and departures of first and second class 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.
(c) (This paragraph 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 107**—Conductors and Trainmen of passenger carrying trains will be responsible for the 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.
- 1.15 **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.
- 1.16 **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.
- 1.17 **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.
Train orders received by a crew will be retained when so instructed by Train Dispatcher and such of these train orders as may be required will be included on subsequent clearances issued to that crew when train is redesignated or recreated.
- 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.

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*(Continued from Page 2)***SYSTEM SPECIAL INSTRUCTIONS**

ty 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 heavy track units when accompanied by a Conductor-Pilot. 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. 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 INSTRUCTIONS GOVERNING THE USE OF RADIO.

2.3 Radio instructions contained in General Instructions, Form 696 are hereby cancelled in their entirety and the following applies:

2.4 A Railway Radio Communication System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

2.5 Conditions requiring the use of Radio. On trains not equipped with communicating signal appliance Conductor must contact Engineman and obtain acknowledgment:

(a) When approaching points where train is restricted by train orders issued for the protection of impassable or slow track, Rules 42 or 43.

(b) On trains affected when approaching yard limits.

(c) Between one and three miles from every station at which it is to meet or wait for a train, clear a superior train or move through a siding or crossover when so instructed.

(d) In C.T.C. when approaching every siding preferably at a point where Engineman can see and communicate the indication of the approach signal.

Should the Engineman fail to acknowledge the call as herein prescribed, action must be taken by the Conductor to stop the train before reaching the point of restriction under (a), (b) or (c), and in C.T.C. before passing the next signal.

2.6 When radio is used in lieu of hand signals during switching operations, instructions as to the movement required must be specific and carefully given. For example: "CN Engine 5050 back up 5 car lengths." Continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal.

2.7 Radio shall not be used for transmission of train orders except as may be authorized by the Chief Train Dispatcher, as occasions demand, and when so used, rules governing the transmission of train orders by telephone must be observed.

2.8 When using radio there may be times when an employee is unable to contact or get response from another party. If necessary to transmit important information, it should be transmitted regardless of whether an acknowledgement is received. In these circumstances any action required to be taken must be on the basis that the information was not received.

2.9 A distress call will be preceded by the word "MAYDAY" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstruction of tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the travelling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.

2.10 Failure of radio equipment must be promptly reported.

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SYSTEM SPECIAL INSTRUCTIONS**2.11 OPERATION OF RADIO EQUIPMENT**

- (a) "Push-to-Talk" button on handset must be depressed to transmit and released to receive.
- (b) Channel designations on radio equipment can be shown as numbers or as a combination of letters and numbers. The most common channel designations and normal assignments are listed below:

CHANNEL 1 OR EE — END-TO-END

Standby channel for engine crews on road engines and train crews.

CHANNEL 2 OR TW1 — TRAIN-TO-DISPATCHER

Standby channel for Train Dispatchers as specified in Time Table depending on territory controlled.

CHANNEL 3 OR TW2 — TRAIN-TO-DISPATCHER

Another standby channel for Train Dispatchers as specified in Time Table depending on territory controlled.

CHANNEL 4 OR CC3 — CAR CONTROL, OPERATORS, YARDMASTERS

Standby channel for Operators, General Yardmasters, Yardmasters or Car Controllers as specified in Time Table.

8-channel engine radios are progressively being added to the radio system. Where this is the case Time Table will indicate channel designations and usage.

HU1, SW1 TO SW11 inclusive — Special designations for hump control or separate classification yard radio systems.

During transition period in channel designations and normal assignments, above channels may be used for other purposes as specified in Time Table or Bulletin.

Radio channels used primarily for communications concerning the movement of trains are coded white. Radio channels used primarily for communications concerning yard movements or car movements are coded green. Radio channels used exclusively for crew communications during switching operations are coded yellow.

- (c) Employees should speak slowly and clearly into the mouthpiece. **DO NOT SHOUT OR TALK FAST.**
- (d) Profanity, indecent or obscene language is strictly forbidden by law.
- (e) Only authorized technicians are permitted to make technical adjustments to radio sets.
- (f) Any duly authorized officer of the Department of Transport may, from time to time, and at all reasonable times, inspect any radio station within Canada, any apparatus fixed or in use in such station, for the purpose of sending or receiving by radio.
- (g) 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 the standby channel when the handset is in the control head hanger. Road engines and base stations are of this type. In manual operation, the radio will remain on the channel indicated by the channel selector switch. Yard engine and portable radios are of this type.

2.12 CALLING PROCEDURES

- (a) Positive identification of party called and party calling must be ensured. When identifying themselves the Engineman, Conductor, Train Dispatcher, Yardmaster, Operator or Other Employee must always say "CN" before the name of their occupation. When-

ever the words "Channel 2" appear, substitute proper channel designations as specified in Time Table. Whenever the words "Disp. 2" appear, substitute the proper tone signalling button (Disp. 1 or 2) as specified in Time Table.

- (b) The word "Over" is used at the end of each transmission. Its use means "my transmission is ended and I expect a response from you".

The word "Out" signifies "this transmission is ended and no response is expected."

After communication has been established and when no confusion is likely to arise a shortened form of procedure may be used by omitting the words such as "this is", etc.

2.13 PORTABLE RADIO UNITS (1-2-5 WATT)

- (a) Shock-mount racks are provided in cabooses to hold portable sets supplied. The portable in the cupola shock-mount should be connected to the exterior antenna using the cable and connector provided. The displaced whip antenna should be stored in the container provided.

- (b) **POCKET RADIOS (1-2 WATT PORTABLES)** are powered from rechargeable batteries and are designed for intermittent use. Continuous monitoring should be avoided as much as possible.

FIVE (5) WATT PORTABLES (caboose type) are normally powered by replaceable lantern type batteries and may be used for continuous monitoring where required.

2.14 GENERAL SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS RE HANDLING AND MARSHALLING IN TRAINS: DEAD OR IDLING LOCOMOTIVES, WRECKING CRANES, SELF PROPELLED WORK EQUIPMENT, SCALE TEST CARS, BOARDING CARS, ETC.**2.15 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.

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*(Continued from Page 4)***SYSTEM SPECIAL INSTRUCTIONS****2.16 RULES AND REGULATIONS GOVERNING THE HANDLING OF PASSENGER OR MIXED TRAINS.**

2.17 **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.

2.18 ACCIDENTS

2.19 **Page 43**—General Order 361 has been revised by Railway Transport Committee General Order 0-1. Instructions as given in item 9 remain the same, except that accident reports formerly addressed to the Chief Operating Officer of the Board of Transport Commissioners must now be addressed to the Director of Operation, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ont.

2.20 AUTOMOBILE DOUBLE DECK TRANSPORTER CARS

2.21 **Page 82**—Automobile Double Deck Transporter Cars Series 570400 - 570474 have been re-numbered to 730000 - 730073. Series 570700 - 570774 have been renumbered to 720000 - 720069.

3.0 HOT BOX AND DRAGGING EQUIPMENT DETECTOR SYSTEM

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

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

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

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

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

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

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

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.

4.0 SPEED RESTRICTIONS

4.1 **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.

4.2 **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.

4.3 **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.

4.4 **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 shipments of rail measuring 78 feet in length.

4.5 **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. This does not apply to CNWX grain cars.

5.0 EQUIPMENT RESTRICTIONS**5.1 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.

5.2 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.

5.3 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.

5.4 **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.

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SYSTEM SPECIAL INSTRUCTIONS

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.

- 5.5 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.

Certain cars with long shank couplers have been equipped with a standard coupler centering device to keep a free coupler centered in relation to the end sill. If necessary to manually move coupler out of the center position, the release lever must be thrown to disengage the device. Cars equipped with the standard centering device are stencilled accordingly.

- 5.6 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.
- 5.7 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.

6.0 TURBO TRAINS

On this equipment the following will apply:

- (a) Voice communication on the Engine-Train Crew Intercom will replace sound signals on the conventional "communicating signal appliance" in the application of U.C.O.R. Rule 16.
- (b) Green and White lights only will be displayed without flags of the corresponding color, in complying with the requirements of the U.C.O.R. Rules 20 and 21.

7.0 GENERAL INSTRUCTIONS

- 7.1 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.
- 7.2 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.)
- 7.3 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.
- 7.4 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.
- 7.5 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.

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 diesel electric locomotive type cranes 50368, 50369, 50372, 50400, 50401, 50402, 50403, 50417, 50435 and 50436 must not exceed 30 miles per hour where maximum freight speed is 40 miles per hour or more, and 20 miles per hour or as much lower as is necessary for safety where maximum freight speed is less than 40 miles per hour. Speed restriction as contained in second paragraph of Item 3, page 32, General Instructions (Form 696) is modified accordingly.

M-3. Movements handling cars equipped with arch bar trucks must at no time exceed 30 miles per hour.

M-4. 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-5. 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-6. Roller bearing journal boxes of cars and engines contain heat indicator device, which when exposed to excessive temperatures discharge an obnoxious odor (similar to that of rotten eggs). When such an odor is detected on or in the vicinity of a movement it will indicate a dangerous condition.

M-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.

(Continued on Page 7)

(Continued from Page 6)

REGIONAL SPECIAL INSTRUCTIONS

M-9. When movements are in collision with animals of sufficient size to cause derailment or damage if they remain or fall back under the equipment, stop must immediately be made, equipment inspected and when practical, the carcass removed.

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

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

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

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

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

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

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

- (a) In CTC, when authorized to pass a stop indication of a block or interlocking signal, movement must not obstruct any crossing within the block governed by that signal until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.
- (b) In CTC, where this special instruction applies, movements stopped by a stop indication of a block or interlocking signal, must stop clear of the crossing and if authorized to pass the stop indication, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.
- (c) Except as provided in 15(a) and 15(b), when on bonded track a movement is switching, has passed from one track to another or has turned a switch, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds and where provided, gates are horizontal, or until movement is protected by a flagman. Where a stop sign is erected, after stopping, the crossing may be obstructed when protection is observed to have been in operation for 7 seconds.
Note:—Passing from one track to another includes movement from a siding or other track to main track when the switch is within the circuits of the crossing.
- (d) Employees must observe and familiarize themselves with the operation of protection and whenever possible, avoid its unnecessary operation. At crossings so equipped, push buttons or other appliance must be used to activate or de-activate protection as required.

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.

A-5. Radio Systems—(These additional Radio Instructions apply only on Subdivisions specified)

- (a) Call dispatcher: With channel switch on the appropriate

channel, depress call tone 2 button 2-3 secs. After an answerback tone is received confirming connection, voice call dispatcher.

If no answer received, the base station remains connected for 20 seconds only but dispatcher's control console light continues to identify calling base station. Dispatcher acknowledges by reactivating the calling base station and identifying himself.

- (b) Emergency Call: Proceed as above to call dispatcher. On receipt of answerback tone voice call MAYDAY three times followed by your identification, location, nature of distress and assistance required. Base station remains latched to dispatcher 20 seconds after voice communication ends.
- (c) End to End Call on Train or Between Trains: Voice call on the appropriate channel without using call tone buttons. Communication is completed using the near base station as a repeater rather than direct radio to radio.

If train being called does not answer and is likely to be beyond range of near base station, depress call tone 1 button 2-3 secs. After answerback tone is received, voice call desired train. Call tone 1 connects all base stations and the one activated by answering train remains connected for duration of communication.

MANUAL BLOCK SYSTEM SPECIAL INSTRUCTIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WESTWARD TRAINS			Miles from Biggar	Switching Zones	WAINWRIGHT SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity in Feet	EASTWARD TRAINS		
FIRST CLASS					MOUNTAIN TIME						FIRST CLASS		
3	695	1			4	694	2						
Passenger	Passenger Railiner	Passenger			Passenger	Passenger Railiner	Passenger						
Daily	Daily	Daily											
STATIONS													
1130	----	0015	0.0	↓ 2.2	----- BIGGAR .. CKPWY	BI	219	10644	s0545	----	s0350		
----	----	----	8.6	-----	8.6	-----	-----	117	5746	----	----		
----	----	----	8.8	-----	0.2	-----	-----	-----	-----	----	----		
----	----	----	16.3	-----	OBAN JCT. P	-----	-----	-----	-----	----	----		
----	----	----	30.0	-----	Jct. with Porter Sub.	-----	-----	-----	-----	----	----		
----	----	----	42.7	-----	7.5	-----	-----	117	5750	----	----		
----	----	----	51.2	-----	PALO	P	-----	-----	-----	----	----		
----	----	----	57.9	-----	13.7	-----	-----	117	5731	----	----		
s1232	----	s0123	68.5	-----	CAVELL	P	-----	-----	-----	----	----		
----	----	----	77.3	-----	12.7	-----	-----	113	5539	----	----		
----	----	----	84.5	-----	SCOTT	P	-----	-----	-----	----	----		
----	----	----	96.5	-----	8.5	-----	-----	114	5587	----	----		
1329	----	0224	106.9	-----	TAKO	P	-----	-----	-----	----	----		
----	----	----	116.8	-----	6.7	-----	-----	115	5635	s0431	s0229		
----	----	----	127.8	-----	UNITY	PW	-----	-----	-----	----	----		
----	----	----	135.3	-----	10.6	-----	-----	115	5635	----	----		
----	----	----	140.1	138.5	-----	8.8	-----	-----	-----	----	----		
s1410	----	s0305	146.6	↑ 142.0	WINTER	P	-----	-----	-----	----	----		
1420	----	0315	157.7	-----	7.2	-----	-----	114	5587	----	----		
----	----	----	172.1	-----	YONKER	P	-----	-----	-----	----	----		
1509	----	0415	184.5	-----	12.0	-----	-----	115	5635	----	----		
----	----	----	196.7	-----	ARTLAND	P	-----	-----	-----	----	----		
1538	----	0447	205.9	-----	10.4	-----	-----	115	5635	0327	0121		
----	----	----	214.7	-----	CHAUVIN	P	-----	-----	-----	----	----		
----	----	----	215.6	-----	9.9	-----	-----	117	5731	----	----		
1617	From Camrose Sub.	0529	250.0	-----	DUNN	P	-----	-----	-----	----	----		
----	1130	----	259.1	-----	11.0	-----	-----	117	5731	----	----		
1636	1136	0554	260.2	-----	HEATH	P	-----	-----	-----	----	----		
----	----	----	263.4	-----	7.5	-----	-----	117	5731	----	----		
----	----	----	257.0	-----	GREENSHIELDS	P	-----	-----	-----	----	----		
----	----	----	260.2	-----	4.8	-----	-----	-----	-----	----	----		
----	----	----	263.4	-----	WAINWRIGHT	KPWY	GN	124	6067	s0240	0045		
----	----	----	263.4	-----	6.5	-----	-----	-----	-----	s0230	s0035		
----	----	----	263.4	-----	FABYAN	P	-----	-----	-----	----	----		
----	----	----	263.4	-----	11.1	-----	-----	-----	-----	----	----		
----	----	----	263.4	-----	IRMA	P	-----	-----	-----	----	----		
----	----	----	263.4	-----	14.4	-----	-----	115	5635	----	----		
----	----	----	263.4	-----	KINSELLA	P	-----	-----	-----	----	----		
----	----	----	263.4	-----	12.4	-----	-----	117	5731	----	----		
----	----	----	263.4	-----	VIKING	P	-----	-----	-----	0131	2336		
----	----	----	263.4	-----	12.2	-----	-----	115	5635	----	----		
----	----	----	263.4	-----	BRUCE	P	-----	-----	-----	----	----		
----	----	----	263.4	-----	9.2	-----	-----	117	5731	----	----		
----	----	----	263.4	-----	HOLDEN	P	-----	-----	-----	----	----		
----	----	----	263.4	-----	8.8	-----	-----	117	5731	----	----		
----	----	----	263.4	-----	RYLEY	P	-----	-----	-----	0103	2304		
----	----	----	263.4	-----	0.9	-----	-----	122	5971	----	----		
----	----	----	263.4	-----	HAIGHT JCT. P	-----	-----	-----	-----	----	----		
----	----	----	263.4	-----	Jct. with Haight Sub.	-----	-----	-----	-----	----	----		
----	----	----	263.4	-----	10.6	-----	-----	-----	-----	----	----		
----	----	----	263.4	-----	TOFIELD	PY	-----	-----	-----	----	----		
----	----	----	263.4	-----	6.2	-----	-----	-----	-----	----	----		
----	----	----	263.4	-----	LINDBROOK	P	-----	-----	-----	----	----		
----	----	----	263.4	-----	11.4	-----	-----	-----	-----	----	----		
----	----	----	263.4	-----	UNCAS	P	-----	-----	-----	----	----		
----	----	----	263.4	-----	6.2	-----	-----	-----	-----	----	----		
----	----	----	263.4	-----	ARDROSSAN	P	-----	-----	-----	0029	To Camrose Sub.		
----	----	----	263.4	-----	9.1	-----	-----	-----	-----	----	2227		
----	----	----	263.4	-----	CLOVER BAR	P	-----	-----	-----	----	----		
----	----	----	263.4	-----	1.1	-----	-----	-----	-----	----	----		
----	----	----	263.4	-----	BRETVILLE JCT. P	-----	-----	-----	-----	1725	----		
----	----	----	263.4	-----	Jct. with Camrose Sub.	-----	-----	-----	-----	----	----		
----	----	----	263.4	-----	3.2	-----	-----	-----	-----	0006	1719		
----	----	----	263.4	-----	NORTH EDMONTON	P	-----	64	3187	----	2202		
----	----	----	263.4	-----	Interlocked with Edmonton East Terminal and Vegreville Subs.	-----	-----	-----	-----	----	----		
3	695	1								Daily	Daily		
3	695	1								4	694		
											2		

WILL OPERATE JUNE 22 TO SEPTEMBER 5 INCLUSIVE

WILL OPERATE JUNE 25 TO SEPTEMBER 8 INCLUSIVE

CTC

WAINWRIGHT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

WAINWRIGHT—All trains must obtain clearance.

1.2 TRAIN REGISTER MODIFICATIONS—

WAINWRIGHT — First class trains may register by register ticket.

1.3 CTC SPECIAL FEATURES—

No train or engine shall clear the main track at the following locations (BTC 109010-111212):

Mileages 36.5, 55.3, 58.2, 102.9, 106.7, 112.0, 165.9, 210.4, 221.3 and 254.6.

Movements entering the main track from siding through either crossover at Biggar or through crossover east switch at west end of run-around track mileage 259.2 must obtain train dispatcher's permission before reversing switch upon which the movement is standing.

1.4 OTHER MODIFICATIONS—

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

2 GENERAL FOOTNOTES

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

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

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

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

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

2.4 **Ryley**—Demay Sub. connects with siding at Ryley. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Demay Sub. Trains from Demay Sub. must obtain permission from train dispatcher before entering Ryley siding.

2.5 **Tofield**—Kingman Sub. connects with siding at Tofield. The connecting switch is in normal position when lined for through movement on siding and against move-

ment to or from Kingman Sub. Trains from Kingman Sub. must obtain permission from train dispatcher before entering Tofield siding.

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

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

Switch No. V-050 leading from the Clover Bar Service track to the East leg of the wye is to be left set for movement from the service track to the east leg of the wye. When in this position, yellow target will so indicate. Second paragraph, Rule 104, amended accordingly.

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

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

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

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

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

3 INTERLOCKINGS

3.1 Railway Crossing at Grade—

C.P. Rly. ----- Mileage 37.7 ----- Automatic Passenger trains do not exceed 45 miles per hour and Freight trains do not exceed 25 miles per hour while passing the governing approach signal. Interlocking signals are not controlled by the train dispatcher and Rules 264 or 265 do not apply. If necessary to pass an interlocking signal indicating STOP, the requirements of Rule 672 must be observed, after which, movement may proceed at Restricted Speed to the next signal.

3.2 Railway Crossing at Grade—

C.P. Rly. ----- Mileage 257.8 ----- Controlled If necessary to pass an interlocking signal indicating STOP in accordance with Rule 264 or 265 or when the STOP indication is considered suspended in accordance with Rule 104B, the requirements of Rule 672 must be observed.

3.3 Vegreville Sub., Wainwright Sub. and Edmonton East Terminal Sub. ---- North Edmonton ---- Controlled Includes a connecting track between Wainwright Sub. and Edmonton - North Edmonton Line; also between Vegreville Sub. and Calder - North Edmonton Line.

(Continued on Page 11)

(Continued from Page 10)

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.

CONDITIONAL SPEEDS

Miles per Hour
Passenger Freight

- 5.3 **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
- 5.4 **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
- 5.5 **Mileage 140.9 (Camp Road)**
Westward movements approaching within 2000 feet of crossing and until crossing occupied -- 60 --
- 5.6 **Mileage 259.2 (First Street)**
Approaching within 2150 feet of crossing and until crossing occupied ----- 45 45

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, 5500-5700, 9400-9600 must not be operated on trackage serving Mid-West Chemical Co. at Palo.

5 SPEEDS

Miles per Hour
Passenger and
Freight
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
152.7 to 153.0	-----	35	30
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 Spurs and Other Tracks ----- 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.

6 CONDITIONAL PASSENGER STOPS

- 6.1 At Viking, No. 1 will stop to detrain revenue passengers from Saskatoon and beyond and upon advance notice, will stop to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.
- 6.2 At Viking, No. 2 will stop to detrain revenue passengers from west of Jasper and upon advance notice, will stop to entrain revenue passengers for Saskatoon and stations beyond where train is scheduled to stop.

7 PUBLIC CROSSINGS AT GRADE

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

(Continued on Page 12)

(Continued from Page 11)

WAINWRIGHT SUBDIVISION FOOTNOTES

- 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 262.5 (50th Street) automatically protected. Equipped with push button. Push button will not function if main track is occupied within 100 feet on either side of crossing.

7.15 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				
3	691	695	697	1					694	696	690	2	4
Passenger	Passenger Railer	Passenger Railer	Passenger Railer	Passenger	Passenger Railer	Passenger Railer	Passenger Railer	Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily									
WILL OPERATE JUNE 22 TO SEPTEMBER 5 INCLUSIVE	---	---	---	---	---	0.0	NORTH EDMONTON ---P Interlocked with Vegreville and Wainwright Subs. 2.5	CD	---	---	---	WILL OPERATE JUNE 24 TO SEPTEMBER 7 INCLUSIVE	---
	---	---	---	---	---	2.5	----- CALDER - CKPW 1.6		---	---	---		---
	---	---	---	---	---	4.1	----- WEST JCT.PY		---	---	---		---
1636	1147	1136	1127	0554	3.3	CTC { NORTH EDMONTON P Interlocked with Vegreville and Wainwright Subs. 3.3	---	1719	1729	1739	2202	0006	
s1650	s1155	s1145	s1135	s0610	0.0	----- EDMONTON CKPW	MO	1710	1720	1730	2155	2359	
3	691	695	697	1	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	
	694	696	690	2				694	696	690	2	4	

EDMONTON WEST TERMINAL SUBDIVISION											
WESTWARD TRAINS				Miles from Edmonton	Yard Limits	STATIONS	Office Signals	EASTWARD TRAINS			
FIRST CLASS								FIRST CLASS			
3	1	2	4					Passenger	Passenger	Passenger	Passenger
Passenger	Passenger	Passenger	Passenger								
Daily	Daily	Daily	Daily								
WILL OPERATE JUNE 22 TO SEPTEMBER 5 INCLUSIVE	1720	0710	0.0	0.4	CTC TWO TRACKS	--- EDMONTON -- CKPW	MO	s 2115	WILL OPERATE JUNE 24 TO SEPTEMBER 7 INCLUSIVE	s 2300	
	---	---	0.4	4.2		--- WEST JCT -----PXYZ		2100		2243	
	---	---	4.2	4.2		--- N.A. RLY.PX		---		---	
	---	---	4.9	---		--- UNION JCT.PX Jct. with Sangudo Sub.		---		---	
	1737	0728	6.0	---		--- BISSELL -----P		2053		2235	
		7.2	---	Main track commences at the east boundary of 105th Street overpass mileage 0.4. Rule 105 applies between mileages 0.0 and 0.4. Line-up regulations not applicable between Edmonton and Bissell.			Daily	Daily			
3	1	2	4				2	4			

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION

FOOTNOTES ON PAGE 14

EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

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

1.2 TRAIN SIGNALS—

Passenger Extra Trains arriving or leaving CTC at Edmonton or West Jct. must display white flags and white lights while operating between Edmonton and West Jct.

1.3 CTC SPECIAL FEATURES—

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

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

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

(c) CTC between West Jct. and Bissell. Two main tracks between West Jct. and Bissell are designated as north track and south track. There is no approach signal on westward track between Edmonton and West Jct. and westward movements must approach block signal 39 prepared to stop and there be governed by indication displayed.

There is no approach signal on Sangudo Sub. and eastward movements must approach block signal 62D prepared to stop and there be governed by indication displayed. Movements entering South Track from service track through crossover at N.A. Rly. must obtain train dispatcher's permission before reversing switch on service track.

Dwarf signals 47D and 48D on the Gov't Elevator Track at N.A. Rly. are switching signals controlled by the train dispatcher, who will upon request, set them to display a RESTRICTING SIGNAL aspect which will automatically be repeated each time the track between the signals is made clear. However, this aspect can be changed to a STOP indication anytime the track between the signals is clear.

1.4 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 1.4(b)—Applicable to yard foremen and yard enginemen commencing duty at Calder, North Edmonton, Clover Bar and Edmonton City Interchange.

SYSTEM 7.2—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, between mileages 6.5 and 7.5 Edmonton-Bissell Line, and the North Boundary of 63rd Avenue mileage 5.2

Strathcona Line. All yard trackage leading off the main track between these mileages are within the limits of the City of Edmonton.

1.5 OTHER MODIFICATIONS—

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

2 GENERAL FOOTNOTES

2.1 North Edmonton—

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

(b) AC1 scanner located approximately 200 feet west of eastward block signal 02 on North Edmonton-Calder line. In order to obtain a proper reading of all cars in a train or Yard movement, the following instructions apply:

Eastward movements stopped by a stop indication on eastward signal 02 must stop clear of the AC1 scanner bungalow until permission has been obtained to pass the stop signal or a more favorable indication has been accepted.

Movements from Wainwright Sub. thence to Vegreville Sub. or from Vegreville Sub. thence to Wainwright Sub. must pull clear of AC1 scanner before reversing direction.

2.2 Calder—(a) Power operated switches in conjunction with route indicator signals are controlled by switch tender in Main Tower. Crews may operate the switches manually by the use of push buttons located in manual control box after receiving permission from switch tender. When operated manually, the push buttons must not be pressed for alternate route until entire movement has passed over the switch.

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

2.3 Edmonton—

(a) East yard limit sign governing movements on the Two Tracks between Edmonton and West Jct. is located adjacent to track short 6 at 105th Street overpass.

(b) Switchtenders are assigned 1000 until 1800 daily at West end and East end of Edmonton station tracks. Switchtenders at east end are responsible for all switches at the east end of station tracks and crossover switches between this point and 96th Street. Switchtenders at west end are responsible for all switches at the west end of Edmonton station tracks including crossover switches and those leading to and from the Two Tracks and will also handle switches for way freights and transfer movements entering the city yard. All movements must approach Edmonton station tracks prepared to stop and during the assigned hours of the switchtender, will proceed on hand signal given by him with a yellow flag by day and a yellow light by night or during foggy or stormy weather.

(c) Two tracks between West Jct. and east boundary 105th Street overpass mileage 0.4.

2.4 West Jct.—(a) West yard limit sign governing movements on the Two Tracks between West Jct. and

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EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

Edmonton is located on the south side of the Munsey track turnout opposite westward block signal 39AD.

(b) West Jct. Bissell Line—West yard limit one mile sign governing the approach to yard limits between West Jct. and Edmonton is located on north side of the North Main Track. Approaching Union Jct., westward railway junction one mile sign is located on north side of the North Main Track and eastward railway junction one mile sign is located on the south side of the Service Track.

(c) Switch leading to the Munsey Track at east end of the service track at West Jct. is to be left set and locked for through movement on the service track and against movement to and from the Munsey track. When in this position, yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

2.5 **N.A. Rly.**—(a) Movements handling ore, potash or sulphur must not use the Government Elevator Run-around track between West Jct. and N.A. Rly.

(b) At N.A. Rly., the switch leading from the Government Elevator Run-around track to the N.A. Rly. lead is to be left set and locked for movement from the Government Elevator Run-around to the N.A. Rly. lead. When in this position yellow target and light will so indicate. Second paragraph Rule 104 amended accordingly.

3 INTERLOCKING

3.1 **Railway Crossing at Grade**—
Vegreville Sub., Wainwright Sub. and Edmonton East Terminal Sub. ---- North Edmonton ---- Controlled Includes a connecting track between Wainwright Sub. and Edmonton - North Edmonton Line; also between Vegreville Sub and Calder - North Edmonton Line.

4 EQUIPMENT RESTRICTIONS

- 4.1 Engines of 1000-1077 series must not enter or use any industrial track within the switching limits of the Edmonton terminal without permission from the Superintendent.
- 4.2 Engines must not be moved over the undertrack unloading pit at O.K. Construction Ltd., 107th Avenue and 92nd Street.
- 4.3 Engines with 6 wheel trucks must not be operated on any track on north side of diesel shops at Calder.
- 4.4 All movements on Loop Track at 21st Street and 125th Avenue on Edmonton-Bissell Line must be headed by an engine and not exceed 5 m.p.h.

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 -----	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 0.3** Edmonton - North
Edmonton Line (96th Street)
Eastward movements ap-
proaching within 600 feet of
crossing and until crossing
occupied ----- 10 10

5.5 **Mileage 3.87** Edmonton - Bissell
Line (125th Avenue)
Westward movements on east-
ward 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 CROSSINGS 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 0.3 the crossing must not be obstructed until protection has been in operation for 35 seconds.

6.2 **Mileage 0.3** (96th Street) automatically protected. STOP sign erected on other, than main track.

6.3 **Mileage 0.5** (95th Street)
Movements on south service track or City Waterworks Spur must not exceed 5 miles per hour until crossing occupied.

6.4 **Mileage 1.5** (82nd Street) automatically protected. One or more STOP signs erected on other than the main track.

6.5 **Mileage 1.74** (115th Avenue) automatically protected. Special Instruction M-15(b) applicable to westward movements.

6.6 **Mileage 3.1** (66th Street) automatically protected. Equipped with push button. Westward movements on south service track must start crossing protection by operating push button. One or more STOP signs erected on other than the main track.

North Edmonton - Calder Line

6.7 127th Avenue (between 102nd Street and 103rd Street) STOP signs erected on Wye track. STOP sign governing northward movements on east leg of Wye located to left of this track.

Edmonton - Bissell Line

6.8 **Interchange Tracks**—104th Avenue (between 110th and 111th Streets). Automatically protected. Equipped with push button. STOP signs erected on other than the main track.

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EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

- 6.9 Movements must be protected by a flagman over public crossings at grade on all tracks over 103rd and 104th Avenues between 101st and 111th Streets, except Interchange Tracks between 110th and 111th Streets. Day signals shall be used by day and lighted yellow 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.

WESTWARD TRAINS			Miles from Edmonton	Switching Zones	EDSON SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity In Feet	EASTWARD TRAINS				
FIRST CLASS		STATIONS			FIRST CLASS										
3	1				2	4									
Passenger	Passenger				Passenger	Passenger									
Daily	Daily														
WILL OPERATE JUNE 22 TO SEPTEMBER 5 INCLUSIVE	1737	0728	7.2	CTC	Two Tracks	BISELL	P				2053	2235			
			7.8			12.5	SPRUCE GROVE	P	131	6400					
			19.7			12.8	CARVEL	P	131	6400	2018	2201			
		1803	0804			32.5	11.8	WABAMUN	P	132	6450				
						44.3	13.8	GAINFORD	P	109	5350				
						58.1	8.2	ENTWISTLE	P	131	6400				
						66.3	1.8	EVANSBURG	P			1926	2111		
		1848	0902			68.1	9.4	WILDWOOD	PW	131	6400				
						77.5	10.6	LEAMAN	P	107	5250				
						88.1	11.6	NITON	P	108	5300	1846	2035		
		1930	0942			99.7	10.1	PEERS	P	110	5395				
						109.8	11.0	WOLF CREEK	P	109	5350				
						120.8	8.8	EDSON	KPWY	FY	145	7075	1810	1955	
		s 2015	s 1020			129.6	9.3	BICKERDIKE	PY	167	8131	s 1800	s 1945		
		2025	1030			138.9	10.2	GALLOWAY	P	131	6400				
						149.1	6.7	MEDICINE LODGE	P	131	6400	1715	1902		
		2059	1105			155.8	9.4	OBED	P	131	6400				
						165.2	11.8	PEDLEY	P	132	6450				
						177.0	7.6	HINTON	P	120	5875	s 1635	s 1822		
		s 2144	s 1150			184.6	11.6	SOLOMON	P	113	5540				
						196.2	3.2	SWAN LANDING	P	160	7795				
						199.4	8.8	MIETTE	P	131	6400	1548	1738		
		2221	1229			208.2	6.4	DEVONA	P	133	6500				
			214.6	5.9	SNARING	P	131	6400							
			220.5	7.1	HENRY HOUSE	P	131	6400							
			227.6	8.1	JASPER	CKPWY	GH	52	2610	1505	1700				
	s 2305	s 1320	235.7												
											Daily	Daily			
	3	1									2	4			

EDSON SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

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

1.2 TRAIN REGISTER MODIFICATIONS—

Edson — Passenger trains may register by register ticket.

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

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EDSON SUBDIVISION FOOTNOTES

1.3 CTC SPECIAL FEATURES

No train or engine shall clear the main track at the following switches (BTC 115337, 117866, R-14022): East and west switches mileage 10.7, mileages 12.7, 14.3, 23.2, 23.6, 24.0, 24.4, 38.8, 44.8, 51.8, 92.0, 115.7, 130.6, 134.6, 143.5, 160.0, 184.5 and 231.4.

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

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

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

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

1.4 Other Modifications

System Special Instruction 4.5 not applicable to Inland Cement Co. cars in Unit Train service between Cadomin and Bissell.

2 GENERAL FOOTNOTES

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

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

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

2.4 Hinton—At Northwestern Pulp and Power Co. Ltd., cars other than tank cars must not be moved under the overhead ramp on Track 2 Tall Oil loading ramp. Cars must not be left unattended on Mill Spur between Hinton siding and Pit Track. Trains and engines returning from Northwestern Pulp and Power Co. Ltd. must obtain train dispatcher's permission before re-entering Hinton siding.

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

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

Trains handling wide loads must not use Swan Landing siding. Wide loads must not be set off in track No. 1 at Swan Landing.

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

Dispatcher's telephone located at east end of tunnel.

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

3 EQUIPMENT RESTRICTIONS

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

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

3.3 Units in series 2000-3240, 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on Tracks 4, 5 or 10 in Northwestern Pulp and Power Co. Ltd. trackage at Hinton.

4 SPEEDS

		Miles per Hour	
4.1 Mileage		Passenger	Freight
7.2 to 7.8	Zone	35	35
7.8 to 47.0	Zone	70	50
33.4 to 33.7	-----	55	40
*43.4 to 43.9	-----	10	10
47.0 to 68.3	Zone	60	50
48.7 to 53.4	-----	50	45
*68.3 to 148.0	Zone	70	50
73.3 to 73.7	-----	65	--
*83.0 to 86.3	-----	55	45
122.0 to 122.8	-----	50	40
*135.2 to 136.9	-----	50	40
148.0 to 157.5	Zone	55	45
157.5 to 170.0	Zone	70	50
166.9 to 167.2	-----	60	--
170.0 to 179.3	Zone	70	50
179.3 to 183.9	Zone	60	50
183.9 to 204.1	Zone	55	40
187.5 to 188.2	-----	40	35
193.3 to 193.7	-----	30	30
204.1 to 205.6	Zone	30	25
205.6 to 215.6	Zone	65	55
215.6 to 215.9	Zone	45	30
215.9 to 222.1	Zone	65	50
222.1 to 224.3	Zone	55	40
224.3 to 231.6	Zone	70	50
*231.6 to 234.5	Zone	45	30
234.5 to 235.7	Zone	20	20

4.2 Spurs and other tracks ----- 10 10

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

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

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

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

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EDSON SUBDIVISION FOOTNOTES

		Miles per Hour	
		Passenger	Freight
4.3	Unit trains handling loaded or empty coal cars -----	--	50

CONDITIONAL SPEEDS

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

5 CONDITIONAL PASSENGER STOPS

- 5.1 At Evansburg, No. 1 will stop to detrain revenue passengers from Saskatoon and beyond and upon advance notice, will stop to entrain revenue passengers for stations beyond Jasper where train is scheduled to stop.
- 5.2 At Evansburg, No. 2 will stop to detrain revenue passengers from west of Jasper and upon advance notice, will stop to entrain revenue passengers for Saskatoon and stations beyond where train is scheduled to stop.

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 7.5 (170th Street) automatically protected. Equipped with push buttons for westward movements on either track. When protection is stopped by operating push button, crossing must then not be obstructed until gates are horizontal.
- 6.2 Mileage 57.9 (Municipal District Road) automatically protected. Equipped with push button for westward movements. Push button will not function if main track occupied within 100 feet on either side of crossing.
- 6.3 Mileage 87.6 (Municipal District Road) automatically protected. Special Instruction M-15(b) applies to eastward movements in siding.
- 6.4 Mileage 109.8 (Highway 32) automatically protected. Push button will not function if main track is occupied within 50 feet of the crossing.
STOP signs erected on other than the main track.
- 6.5 Mileage 120.7 (Highway 544Y) automatically protected. Push button will not function if main track is occupied within 200 feet on either side of the crossing.

7 HOT BOX SCANNERS AND DRAGGING EQUIPMENT DETECTORS

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

8 TUNNEL

8.1 Mileage 204.8 ----- 745 feet

9 SPURS AND OTHER TRACKS

9.1 INLAND CEMENT CO. LTD.

Mileage 7.1—Extends eastward off North track, switch points face west, capacity 146 cars. East end of spur connects to Sangudo Sub. Hopper unloading track 2350 feet in length with east end connection is locked with a private lock in charge of Inland Cement Co. hopper attendant. When spotting limestone rock in this track, road crews will be governed by General Instruction A-215 (Form 696). Inland Cement Co. employees will apply hand brakes as required. Caution is to be exercised due to equipment and open pits adjacent to this track.

Westward trains picking up cars from this spur must receive a No. 1 air test before departure.

9.2 CALGARY POWER LTD.

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

9.3 WESTERN FLY ASH

Mileage 44.8—Connected on east end off Calgary Power Ltd. spur. Capacity 42 cars. Unless authorized by plant personnel, cars must not be run through or left standing on planked-in portion of spur which extends from 60 feet east to 100 feet west of silo at extreme west end of spur.

9.4 ALBERTA CONCRETE PRODUCTS CO. LTD.

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

9.5 HUDSON BAY OIL & GAS CO. LTD.

Mileage 134.6—Extends westward, switch points face east, capacity 32 cars. When switching on this spur, south plant track is to be used as lead account restricted side clearance on north plant track. Switch to Safety Spur must be left lined for Safety Spur when not in use.

9.6	Mileage	Car Capacity	Points Face
Winterburn -----	10.7	11	E W
Canadian Natural Gas and Liquids -----	12.7	8	E
Acheson -----	14.2	113	E W
Cindar Enterprises -----	14.3	17	W
Imperial Oil Ltd. -----	23.2	4	W
Temple Industries -----	23.6	10	W
Stony Plain -----	24.0	46	W
Stony Plain -----	24.4	47	W
Duffield -----	38.4	91	W
Calgary Power Ltd. -----	44.8	27	E
Fallis -----	51.8	65	E W
Evansburg -----	68.1	121	E W
Mackay -----	92.4	74	E
Rosevear -----	115.7	50	E
Hett and Sibbald Ltd. -----	130.6	23	W
Marlboro -----	143.5	23	E
Hargwen -----	160.0	38	E
Entrance -----	189.7	12	W
Brule -----	201.2	91	E W
Ballast Spur -----	231.4	36	E

NORTHWARD TRAINS			Miles from Bretville Jct.	Yard Limits	Switching Zones	CAMROSE SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity in Feet	SOUTHWARD TRAINS		
FIRST CLASS	695 Passenger Railiner	Daily				FIRST CLASS	FOURTH CLASS							
694 Passenger Railiner						854 Freight	888 Freight							
---	95.1	93.7	---	MIRROR	CKPYZ	MR	YARD	YARD	---	1155	2205			
---	84.3	---	---	BASHAW	P	---	40	2035	---	1136	2146			
---	75.8	---	---	DORENLEE	---	---	47	2730	---	1123	2133			
---	70.6	---	---	FERINTOSH	P	---	44	2227	---	1115	2125			
From Stettler Sub.	63.1	---	---	NEW NORWAY	P	---	44	2227	To Stettler Sub.	1103	2113			
---	59.8	55.2	---	DUHAMEL	---	---	44	2227	---	1057	2108			
1017	54.3	54.3	CTC	FERLOW JCT.	PYZ	---	---	---	---	1840	2058			
---	48.6	---	---	Jct. with Stettler Sub.	---	---	---	---	---	---	---			
s1032	48.1	48.4	---	ALLIANCE JCT.	PZ	---	---	---	---	---	---			
---	47.4	---	---	Jct. with Alliance Sub.	---	---	---	---	---	---	---			
1034	46.4	---	---	CAMROSE	BPWZ	CO	55	2755	s1828	1032	2045			
1035	45.5	45.4	---	CAMROSE JCT.	PYZ	---	---	---	---	---	---			
1042	38.3	---	---	Jct. with Demay Sub.	---	---	---	---	---	---	---			
F 1049	31.3	---	---	BARLEE	Z	---	133	6400	1821	1009	2041			
F 1058	24.7	---	---	Jct. with Kingman Sub.	---	---	---	---	1820	1007	2039			
1107	17.0	---	---	ARMENA	---	---	32	1650	1813	0955	2027			
1115	9.9	---	---	HAY LAKES	P	---	40	2035	s1806	0943	2015			
1121	4.8	---	---	NEW SAREPTA	P	---	31	1600	F1757	0932	2004			
1125	2.2	---	---	LOOMA	---	---	31	1600	1748	0921	1953			
1130	0.0	---	4.8	BRETONA	P	---	---	---	1740	---	---			
			CTC	STRATHCONA	P	---	---	---	1734	0900	1930			
			CTC	EAST EDMONTON	PR	VS	198	9620	1730	---	---			
				BRETVILLE JCT.	P	---	---	---	1725	---	---			
				Jct. with Wainwright Sub.	---	---	---	---	---	---	---			
				CTC between Bretville Jct. and Mileage 4.8 controlled by Train Dispatcher at Edmonton.						Daily	Daily	Daily except Saturday		
				CTC between mileage 48.4 and Ferlow Jct. controlled by Operator at Camrose.										
	695								694	854	888			

CAMROSE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

Strathcona—Unless otherwise provided, Nos. 854 and 888 must obtain clearance at Calder and may then leave Strathcona without obtaining clearance.

Camrose—All trains must obtain clearance.

1.2 TRAIN REGISTER MODIFICATIONS—

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

Camrose—Trains may register by register ticket.

1.3 CTC SPECIAL FEATURES—

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

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

1.4 SPECIAL INSTRUCTIONS APPLY—

SYSTEM 7.2—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.

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(Continued from Page 20)

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.

Timing circuit extends from northward approach signal 485 to a point 950 feet south of interlocking signal 477. This location is marked by crossing timing circuit sign. Northward movements occupying timing circuit for a period in excess of 4 mins. 30 seconds must proceed prepared to find interlocking signal displaying STOP indication. 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, 5500-5700, 9400-9600 must not be operated on the following 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

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

5.2 Sidings and other tracks -- 10 10

5.3 Mileages 0.0 to 95.1
Trains handling 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

		Miles per Hour	
		Railiner	Other Trains
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
5.10 Mirror Yard (Highway 50)			
—mileage 0.16 Three Hills Sub. Southward movements approaching within 400 feet of crossing and until crossing occupied	-----	--	10

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CAMROSE SUBDIVISION FOOTNOTES

6 PUBLIC CROSSING AT GRADE

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

7 SPURS AND OTHER TRACKS

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

GENERAL FOOTNOTES—

At South Edmonton, Gainer's Line is used jointly by C.P. Rly. as Willingdon Sub. main track for a distance of 600 feet in vicinity of overpass at 63rd Avenue. C.P. Rly. main track switch located south of underpass is in normal position when lined for C.P. Rly. Yard switch located north of underpass controls movements to and from C.N. Rly. and C.P. Rly.

INTERLOCKING—

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

NON-INTERLOCKED—

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

PUBLIC CROSSINGS 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 3.8 (91st Street) automatically protected. Equipped with push button for westward movements. When protection has been stopped, it must be restarted by using push button and crossing must not be obstructed until protection has been in operation for 20 seconds.

7.2	Mileage	Car Capacity	Points Face
Trendwood Industries Ltd.	5.1	14	N
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 7.1

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 beyond mileage 1.0.
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions between mileages 1.0 and 59.2.

4 SPEEDS

Mileage	Zone	Miles per Hour All Trains
0.0 to 59.2		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.

WESTWARD TRAINS	Miles from Alliance Jct.	Yard Limits	ALLIANCE SUBDIVISION		Office Signals	Siding Capacity in Cars and Feet	EASTWARD TRAINS
			STATIONS				
↓	59.2	↓ 58.3	-----	ALLIANCE . . . YWZ	-----	YARD	↑
	51.2	45.4	-----	8.0 GALAHAD	-----	31	
	45.0	↓ 42.9	-----	7.6 Y	-----	1603	
	43.6	↑	-----	FORESTBURG Z	-----	53	
	34.7		-----	8.9 HEISLER	-----	2660	
	28.5		-----	6.2 ANKERTON	-----	53	
	22.2		-----	6.3 ROSALIND	-----	2660	
	16.4		-----	5.8 KELSEY	-----	39	
	8.2		-----	8.2 KIRON	-----	1987	
	0.0	↑ 1.0	-----	8.2 ALLIANCE JCT. . . PZ	-----		
Rules 41 and 44 applicable Rule 105A not applicable							

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

6.2	Mileage	Car Capacity	Points Face
Kiron	8.2	5	E
Dresser Industries Inc.	23.0	17	E W
Ankerton	28.5	10	E

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		
							515	838	
							Freight	Freight	
Daily									
0720	*0.0	↓	UNION JCT. ----- PRZ Jct. with Edmonton West Terminal Sub. 1.7				0955	1805	
0725	1.7	↓	CANNELL ----- Z 3.3		20	1075	0950	1800	
0735	5.0	2.3	ST. ALBERT ----- P 8.0		28	1460	0940	1750	
0752	13.0	11.5	VILLENEUVE ----- PZ 6.4		32	1650	0920	1730	
0806	19.4	13.5	CALAHOO ----- 10.0		32	1650	0905	1715	
0840	29.4		ONOWAY ----- 6.6		133	3235	0840	1650	
	36.0		GUNN ----- 8.4						
0922	44.4		GLENEVIS ----- P 7.1		31	1603	0758	1618	
0937	51.5		CHERHILL ----- P 5.5		21	1123	0743	1603	
0949	57.0		LISBURN ----- 5.5		31	1603	0731	1551	
1000	62.5		SANGUDO ----- P 6.4		34	1747	0720	1540	
1025	68.9		ROCHFORD BRIDGE ----- 5.3		32	1650	0655	1515	
1048	74.2		MAYERTHORPE ----- 3.5		66	3283	0632	1452	
1059	77.7		LOMBELL ----- 2.1		133	6400	0621	1441	
1105	79.8		GREENCOURT ----- P 9.9		29	1507	0615	1435	
1140	89.7		BLUE RIDGE ----- P 13.6		30	1555	0540	1400	
1250	103.3	99.5	WHITECOURT ----- KPYZ 18.5	WO	YARD	YARD	0430	1250	
	106.6	106.6	HURDY ----- 10.9		84	4147			
	121.8		SILVER CREEK ----- 10.2		82	4051			
	132.7		KNIGHT ----- 15.3		82	4051			
	142.9		PASS CREEK ----- 9.4		92	4531			
	158.2		KAYBOB ----- Z		YARD	YARD			
	165.4	165.4							
	167.6								
Rules 41 and 44 applicable between Union Jct. and Whitecourt. Rule 105A not applicable. Rules 321 to 323 applicable between Whitecourt and Kaybob. Rear flag protection in accordance with Rule 99 is not required between Whitecourt and Kaybob.							Daily ex. Sunday	Daily ex. Sunday	
515							516	838	

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 1.9—Union Jct.
SYSTEM 7.1—Entire Sub.
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.

2 GENERAL FOOTNOTES

- *2.1 Mileage between Union Jct. and Whitecourt commences 0.2 miles west of Junction switch.

- 2.2 Whitecourt—Main track through West Yard is the 2nd track from the south. Permissible speed is 10 miles per hour between east and west switches on this track.
- 2.3 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.
- 2.4 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.

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SANGUDO SUBDIVISION FOOTNOTES

4	SPEEDS	Miles per Hour All Trains
4.1 Mileage		
0.0 to 60.0	Zone	30
* 3.3 bridge -----		10
* 26.4 bridge -----		10
* 27.1 bridge -----		8
* 33.4 bridge -----		10
* 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
* 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
* 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
*120.5 bridge -----		10
128.0 to 128.3 -----		30
140.0 to 157.5	Zone	30
147.3 to 148.5 -----		10
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 103.4 (51st Street) Westward movements approaching with- in 350 feet of crossing until crossing occupied -----	10

5 PUBLIC CROSSINGS AT GRADE

- 5.1 Mileage 0.0 (156th Street)—Automatically protected. Equipped with push button. Movements stopping within 250 feet of crossing must then not obstruct the crossing until gates are horizontal.
- 5.2 Mileage 103.4 (51st Street)—Automatically protected. Westward movements proceeding at less than 10 miles per hour within 350 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.

6 SPURS

- 6.1 Pro-Western Plastics Ltd., mileage 4.2, capacity 5 cars, switch points face west. Cars must not be allowed to run free in this spur and all cars left in spur must have hand brakes applied and wheels blocked.
- 6.2 Texas Gulf Sulphur—Extends 6.2 miles westward from mileage 120.5, switch points face east.
Movements on this spur must be made under the provisions of Manual Block System Special Instructions MB-1 to MB-18.
Engines must not be moved under bulk sulphur loading conveyer.
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 5.1. Due to heavy ascending grade and sharp curvature, forward pushing movements at any point between the run-around track and the end of track, with a diesel unit consist which includes GF-30 type units must isolate all but the leading (west) unit to prevent excessive side thrust and possible derailment.
Maximum permissible speed on this spur: 15 miles per hour.
- 6.3 Benbow—Extends 3.4 miles westward from mileage 143.8. Switch points face east.
Movements must not exceed 5 miles per hour on loop track which commences at mileage 3.4.
Hand brakes must be applied at all times on all cars left on this spur and loop.
General Instructions A-220 (Form 696) applicable to eastward movements leaving loop track.
- 6.4 Grizzly Sulphur — Extends 14.6 miles westward from mileage 158.7, switch points face east.
Movements on this spur must be made under the provisions of Manual Block System Special Instructions MB-1 to MB-18.
The following speeds apply on this Spur:

Mileage	Miles per Hour All Trains
0.0 to 2.2 -----	15
1.6 ----- bridge -----	10
2.2 to 14.6 -----	30

7 OTHER TRACKS

Mileage	Car Capacity	Points Face
Inland Cement Co. Ltd. ----- 0.1	146	E W
Weldwood of Canada Ltd. ----- 0.4	11	W
Weldwood of Canada Ltd. ----- 0.5	29	W
Consolidated Concrete Ltd. ----- 1.3	37	W
Alberta Concrete Products ----- 12.0	177	W
Baroid of Canada Ltd. ----- 28.3	4	E W
Baroid of Canada Ltd. ----- 28.4	16	E
Gunn ----- 36.0	5	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	↓	0.9 ----- MORINVILLE ----- Z	-----	32	1650	
	31.5	21.9	10.4 ----- LEGAL -----	-----	39	1987	
	39.4		7.9 ----- VIMY -----	-----	39	1987	
	45.2		5.8 ----- CLYDE -----	-----	32	1650	
	52.1		6.9 ----- NESTOW -----	-----	31	1603	
	58.6		6.5 ----- TAWATINAW -----	-----	30	1555	
	64.5		5.9 ----- ROCHESTER -----	-----	26	1363	
	72.3		7.8 ----- PERRYVALE -----	-----	33	1987	
	80.7		8.4 ----- MEANOOK -----	-----	32	1650	
	85.4		4.7 ----- COLINTON -----	-----	25	1315	
	87.0		7.7 ----- ATHABASCA ----- Z	-----	YARD	YARD	
	92.3	↑					
	93.1						
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 7.1

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

4.1 Mileage	Miles per Hour All Trains
0.0 to 81.0	20
60.5 to 62.5 -----	10
76.6 to 76.8 -----	15
81.0 to 93.1	15

4.2 Sidings and other tracks ----- 10

5 OTHER TRACKS

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

WESTWARD TRAINS	Miles from Bickerdike	Yard Limits	FOOTHILLS SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity In Feet	EASTWARD TRAINS
			STATIONS						
	0.0	↓	----- BICKERDIKE	----- PRYZ	-----	-----	-----		
	5.5	1.2	----- 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	↓	----- COALSPUR	----- YZ	-----	YARD	YARD		
	43.2	37.1	----- DISS	-----	-----	31	1603		
	47.2		----- STERCO	-----	-----	33	1987		
	48.1		-----	----- Y	-----				
	48.5		----- COAL VALLEY	-----	-----				
	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 7.1
- 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 1.13 applicable at this switch.

- 2.3 **Parkhill Jct.**
 Junction switch is in normal position when lined for Mountain Park sub.

- 2.4 **Coalspur**—Switches to tracks 2 and 3 spiked and cannot be used.

3 EQUIPMENT RESTRICTIONS

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

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour All Trains
0.0 to 36.6	-----	25
32.9 to 33.4	-----	10
36.6 to 49.9	-----	15
On down grade: 36.1 to 47.2	-----	10
4.2 Sidings and other tracks	-----	10

5 TUNNEL

- 5.1 Mileage 33.4 ----- 591 feet

6 SPURS AND OTHER TRACKS

- 6.1 **ERITH TIE CO.**
 Mileage 11.5, capacity 9 cars, switch points face east.
- 6.2 **COALSPUR COLLIERIES LTD.**
 Mileage 36.5, capacity 20 cars, switch points face east.
 This trackage must not be used.

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 7.1

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 5.1 — 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 5.2 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
4.2 Tracks and Spurs not otherwise covered		10

Miles from Parkhill Jct.	Yard Limits	MOUNTAIN PARK SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity In Feet	EAST-WARD TRAINS	
		STATIONS							
0.0	↓ 1.5	PARKHILL JCT. ---Z Jct. with Foothills Sub. 0.5			---	---	---	↑	
0.5		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	LELAND ---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	Miles from Swan Landing	Yard Limits	GRANDE CACHE SUBDIVISION			Office Signals	Siding Car Capacity	Car Capacity In Feet	SOUTHWARD TRAINS
			STATIONS						
	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		19.6 ----- GRANDE PRAIRIE ----- KYZ			----	YARD	YARD	
	229.7	229.7	Jct. with N.A. Rly.						
	232.0	231.0							
232.9									
<p>Rule 105A not applicable. Rules 321 to 323 applicable. Rear flag protection in accordance with Rule 99 is not required. Main track Grande Cache Sub. commences at Mileage 1.6 and ends at Mileage 231.0. Rule 105 applies between Mileages 0.0 and 1.6 and between Mileages 231.0 and 232.9.</p>									

GRANDE CACHE SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 CLEARANCES—
Winniandy—Trains to Edson Sub. must obtain clearance Form 710C.
- 1.2 SPECIAL INSTRUCTIONS APPLY—
 SYSTEM 7.1: applicable on yard limit signs.
 AREA A-1, A-2, A-3 and A-5.
 MANUAL BLOCK MB-1 to MB-18: applicable between mileage 2.8 and mileage 229.7.
- 1.3 OTHER MODIFICATIONS—
 SYSTEM Special Instruction 5.2 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. Wide loads must not be set off in track No. 1 at Swan Landing.
- 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	Zone	15
1.8 to 232.9	Zone	30
169.7 to 171.5	-----	10
172.4 to 172.8	-----	15
4.2 Sidings and Other tracks	-----	10

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.

(Continued from Page 28)

GRANDE CACHE SUBDIVISION FOOTNOTES

Mileage	Channel	Base Station
0.0 to 20.0	TW 4	Hinton
15.0 to 59.0	" 3	Berland
59.0 to 100.0	" 4	Muskeg
95.0 to 115.0	" 3	Winniandy
115.0 to 130.0	" 4	Muskeg
129.0 to 182.0	" 3	Simonette
182.0 to 232.0	" 4	Economy

5.2 To call Operator at Winniandy or Grande Prairie, voice call on Channel TW3 or TW4 respectively. For communication in yard switching, use channel CC3 or EE after advising dispatcher.

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		WESTWARD TRAINS		CUT KNIFE SUBDIVISION		EASTWARD TRAINS		
		FOURTH CLASS				FOURTH CLASS		
1	RULE MODIFICATIONS	94	Miles from Cut Knife Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity In Cars and Feet	93
1.1	Clearances— Rosemound — No. 93 may leave without obtaining clearance.	C.P. Rly. Freight						
1.2	SPECIAL INSTRUCTIONS APPLY— SYSTEM 7.1	Tuesday, Thursday, Sunday						
2	GENERAL FOOTNOTES	1715	0.0		CUT KNIFE JCT. R			1433
2.1	Cut Knife Jct.—Junction switch is in normal position when set for Cut Knife Sub.	---	3.4		Jct. with Battleford Sub. 3.4 LINDEQUIST			---
3	EQUIPMENT RESTRICTIONS	1755	9.5		6.1 PRONGUA		39 1985 37 1890	1402
3.1	Only units in 1000-1077 series permitted.	1835	23.0		13.5 GALLIVAN			
3.2	Cars exceeding 177,000 lbs. gross must be covered by handling instructions.	1850	26.8		3.8 ROSEMOUND R			1310
4	SPEEDS				Jct. with C.P. Rly. 11.2 TATSFIELD			
4.1	Mileage		38.0	42.9	5.8 CARRUTHERS YZ		40 2035 YARD	
4.2	Sidings and Other Tracks		43.8	↑				
5	OTHER TRACKS				RULES 41 and 44 APPLICABLE Rule 105A not applicable			Tuesday, Thursday, Sunday
5.1	Newby							93

KINGMAN SUBDIVISION FOOTNOTES		NORTHWARD TRAINS		KINGMAN SUBDIVISION		SOUTHWARD TRAINS	
1	RULE MODIFICATIONS	Miles from Tofield	Yard Limits	STATIONS	Office Signals	Siding Capacity In Cars and Feet	
1.1	Special Instructions Apply— SYSTEM 7.1						
2	GENERAL FOOTNOTES	23.7		BARLEE JCT. P			
2.1	Unless authorized by the Superintendent, movements must not be operated between mileage 13.0 and mileage 23.7.	23.4		Jct. with Camrose Sub. 5.3			
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.	18.4		6.4 DINANT		43 2180	
3	EQUIPMENT RESTRICTIONS	12.0		6.4 KINGMAN		44 2225	
3.1	Only units in 1000-1077 series permitted.	5.6		6.4 BARDO		44 2225	
3.2	Cars exceeding 177,000 lbs. gross must be covered by handling instructions.	0.0		5.6 TOFIELD PY			
4	SPEEDS			RULES 41 and 44 APPLICABLE Rule 105A not applicable			
4.1	Mileage						
4.2	Sidings and Other tracks						
5.1	Newby						

(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, 5500-5700, 9400-9600 must not use sidings at Highgate, Delmas, Bresaylor, Birling, Blackfoot and Borradale, and must not use Other Tracks at Vermilion except Track 1 and the Wye.

Miles per Hour	Miles per Hour	
	Passenger	Mixed and Freight
Railiner	except Railiner	

4.4 Mileage 84.3 (49th Avenue) Approaching within 800 feet of crossing and until crossing occupied ----- 20 20 20

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

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

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

4 SPEEDS

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	Zone	70	50	50
12.0 to 116.0	On Curves	60	--	--
40.7 to 40.9		55	--	40
54.0 to 54.8		55	--	40
61.6 to 62.8		55	--	40
82.2 to 85.2		50	--	40
85.2 to 86.8		45	45	35
92.3 to 92.5		55	--	40
95.8 to 96.0		55	--	45
104.5 to 106.8		50	--	40
110.6 to 111.3		55	--	45
112.8 to 113.1		55	--	45
116.0 to 124.4	Zone	55	50	45
4.2 Siding and Other Tracks		10	10	10

5 PUBLIC CROSSINGS AT GRADE

5.1 Mileage 84.4 (50th Avenue) automatically protected. 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.

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

CONDITIONAL SPEEDS

4.3 Mileage 50.1 (Highway 21) Westward movements approaching within 1725 feet of crossing and until crossing occupied ----- 50 -- --

Westward movements proceeding at 10 miles per hour or less within 1725 feet of crossing until crossing occupied ----- 10 10 10

6 OTHER TRACKS

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

Mileage	Zone	Miles per Hour All Trains
0.0 to 7.8		15

NORTHWARD TRAINS		Miles from Battleford	Yard Limits	BATTLEFORD SUBDIVISION			Office Signals	Siding Car Capacity	SOUTHWARD TRAINS	
FOURTH CLASS				STATIONS					FOURTH CLASS	
93 C.P. Rly. Freight								94 C.P. Rly. Freight		
Tuesday, Thursday, Sunday										
From Cut Knife Sub.		0.0	↓ 2.3 7.3 ↑	--- BATTLEFORD --Z	BF	YARD		To Cut Knife Sub.		
1433		2.2		--- CUT KNIFE JCT. RZ				1715		
1458		7.8		--- BATTLEFORD JCT. PRZ				1650		
				RULES 41 and 44 APPLICABLE				Tuesday, Thursday, Sunday		
93								94		

WESTWARD TRAINS		Miles from Connecting Switch	Yard Limits	DODSLAND SUBDIVISION		Office Signals	Siding Car Capacity	Car Capacity In Feet	EASTWARD TRAINS	
				STATIONS						
		0.0	▼	----- BIGGAR - CKWYZ	BI	YARD	YARD			
		6.0	0.6	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			
		47.0		11.1 ----- DODSLAND -----	DO	42	2130			
		53.3		6.3 ----- 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 7.1

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

Mileage	Zone	Miles per Hour
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

6 OTHER TRACKS

Mileage	Car Capacity	Points Face
6.1 Wallisville ----- 43.0	14	E
Whitepool ----- 50.3	13	E

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 ex. Sun.	697 Passenger Railiner Daily	691 Passenger Railiner Daily							696 Passenger Railiner	690 Passenger Railiner	884 Freight	354 Freight	
1245	0300	-----	0919	0.0	↓	VERMILION -- KPWYZ	VN	30	1555	-----	s2009	1140	1915	
1300	0317	-----	0927	7.4	1.4	7.4 CLAYSMORE -----		32	1650	-----	2001	1123	1900	
1310	0329	-----	s0935	14.6		7.2 MANNVILLE ----- P		33	1700	-----	s1953	1111	1848	
1322	0343	-----	s0944	22.9		8.3 MINBURN ----- P		32	1650	-----	s1942	1100	1834	
1339	0402	-----	s0954	31.6		8.7 INNISFREE ----- P		25	1315	-----	s1932	1046	1818	
1350	0415	-----	s1003	39.2		7.6 RANFURLY ----- P		36	1843	-----	s1923	1035	1804	
1403	0430	-----	s1015	48.2		9.0 LAVOY ----- P		33	1700	-----	s1911	1015	1748	
1415	0445	-----	s1026	57.1	56.1	8.9 VEGREVILLE ----- PWZ	RG	64	3187	-----	s1900	0947	1731	
-----	-----	-----	-----	58.0	↑	0.9 VEGREVILLE JCT. ----- PYZ				-----	-----	-----	-----	
1425	0459	-----	1033	64.0	59.1	Jct. with Haight Sub. 6.0 ROYAL PARK -----		33	1700	-----	1853	0937	1718	
1435	0511	-----	s1040	70.9		6.9 MUNDARE ----- P		51	2563	-----	s1846	0926	1705	
1446	0524	-----	1047	77.6		6.7 HILLIARD -----		36	1843	-----	1838	0915	1652	
1457	0537	-----	s1054	85.1		7.5 CHIPMAN ----- P		37	1891	-----	s1830	0904	1639	
1509	0551	-----	s1102	92.4		7.3 LAMONT ----- P		41	2083	-----	s1822	0854	1626	
1521	0605	-----	s1110	99.2		6.8 BRUDERHEIM ----- P		34	1748	-----	s1814	0844	1613	
1532	0619	-----	1116	106.2		7.0 SCOTFORD -----		34	1748	-----	1807	0835	1603	
1553	0633	-----	s1125	112.7	110.4	6.5 FORT SASKATCHEWAN ----- PZ	FS	63	3139	-----	s1758	0826	1553	
1605	0645	From Coronado Sub.	1132	114.6	↑	5.3 RIVER BEND -----		33	1700	To Coronado Sub.	1753	0816	1542	
1612	0652	-----	1136	118.0	115.5	3.7 OLIVER -----		33	1700	-----	1749	0810	1535	
1615	0655	1119	1139	122.9		1.2 ST. PAUL JCT. ----- PR				1737	1747	0805	1530	
-----	-----	1127	1147	126.4		Jct. with Coronado Sub. 3.5 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 SPECIAL INSTRUCTIONS APPLY — SYSTEM 1.9—St. Paul Jct.

1.4 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.

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(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 pass-
ing 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 2000-3240, 4000-4017, 5000-5299, 5500-5700,
9400-9600 must not use Other Tracks at Vermilion
except Track 1 and the Wye, and must not use sidings
at Claysmore, Ranfurly, Royal Park, Hilliard, Scotford
and River Bend.
- 4.3** Cars exceeding 220,000 lbs. gross must be covered by
handling instructions.

5 SPEEDS

Mileage		Miles per Hour		
		Railiner	Passenger except Railiner	Mixed and Freight
0.0 to 43.9	Zone	70	50	50
	-- on curves --	60	--	--
2.1 to 3.2	-----	50	--	40
9.6 to 10.2	-----	55	--	45
11.5 to 11.8	-----	55	--	45
19.2 to 21.3	-----	55	--	35
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
43.9 to 77.8	Zone	70	50	30
48.4 to 48.7	-----	50	45	--
52.9 to 54.1	--on curves --	55	--	--
77.8 to 126.4	Zone	70	50	50
111.2 to 111.4	-----	50	45	40
113.5 to 114.6	-----	40	20	20
115.1 to 116.1	--on curves --	55	--	40
117.0 to 117.2	-----	30	30	30
125.2 to 126.3	-----	20	20	20
5.2	Tracks and Spurs not otherwise covered -----	10	10	10
5.3	Mileage 43.9 to 77.8 Movements handling Jumbo tank cars coupled together or with other cars having gross weight over 220,000 lbs. -----	--	--	20
5.4	Mileage 43.9 to 77.8 Units in series 2000-3240, 4000-4017, 5000-5299, 5500-5700, 9400-9600 ---	--	15	15

	Miles per Hour	
	Passenger except Railiner	Mixed and Freight

CONDITIONAL SPEEDS

- 5.5 Mileage 0.13 (Oliver Avenue)**
Westward movements ap-
proaching within 450 feet
of crossing and until cross-
ing occupied ----- 15 15 15
- 5.6 Mileage 44.7 (Highway 36)**
Approaching within 1950
feet of crossing and until
crossing occupied ----- 65 -- --
- 5.7 Mileage 57.0 (49th Street)**
Westward movements ap-
proaching within 1450 feet
of crossing and until cross-
ing occupied ----- 45 45 45
- Eastward movements ap-
proaching within 720 feet
of crossing and until cross-
ing occupied ----- 20 20 20
- 5.8 Mileage 57.1 (50th Street)**
Approaching within 350 feet
of crossing and until cross-
ing occupied ----- 10 10 10
- 5.9 Mileage 110.4 (Industrial
Access Road)**
Eastward movements pro-
ceeding at 10 miles per
hour or less within 1800
feet of crossing and until
crossing occupied ----- 10 10 10
- 5.10 Mileage 111.4 (Forrest Road)**
Westward movements ap-
proaching within 2100 feet
of crossing and until cross-
ing occupied ----- 55 -- --
- Eastward movements pro-
ceeding at less than 15
miles per hour within 1500
feet of crossing until cross-
ing occupied ----- 10 10 10
- 5.11 Mileage 111.7 (Municipal Road)**
Westward movements pro-
ceeding at less than 15
miles per hour within 1500
feet of crossing until cross-
ing 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 cross-
ing occupied ----- 10 10 10
- 5.13 Mileage 125.0 (50th St.)**
Eastward movements ap-
proaching within 1400 feet
of crossing and until cross-
ing occupied ----- 40 40 40
- 5.14 Mileage 126.0 (129th Ave.)**
Approaching within 500 feet
of crossing and until cross-
ing 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. Movements over the crossing on elevator spur must be protected by a flagman.
- 6.5 **Mileage 110.4** (Industrial Access Road) automatically protected. Eastward movements proceeding at 10 miles per hour or less within 1800 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.
- 6.6 **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.
- 6.7 **Mileage 111.4** (Forrest Road) automatically protected. Equipped with push button.

7 SPURS AND OTHER TRACKS

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

- 7.3 **Sherritt Gordon Mines Ltd.—**
Mileage 111.0—Capacity 161 cars. Switch points face west.
- 7.4 **Inland Chemical Co.—**
Mileage 111.0 (off Sherritt Gordon Mines Ltd.)—Capacity 20 cars. Switch points face west.
 Engines may use only a distance of 2500 feet of spur. Cars must not be "kicked" or running switches made on this trackage.
- 7.5 **Canadian Johns-Manville Co. Ltd.—**
Mileage 111.2—Capacity 17 cars. Switch points face west.
- 7.6 **Sherritt Gordon Mines Ltd.—**
Mileage 111.7—Extends northward, capacity 150 cars. Switch points face west. Engines must not pass through Bag Loadout shed on Tracks 1 and 2. Engines must not move through Loadout Shed on Track 5, Concentrate Shed on Track 6 nor Warming Shed on Track 7 at Sulphate Storage Building. Engines must not use crossover between Tracks 7 and 8 to Urea Storage No. 1 Building nor between Tracks 7 and 9 to the Reduction Building.
 Engines must not move onto nor over the track scale on Track 4 and Track 7 except as may be authorized by Sherritt Gordon Mines Ltd. supervisor or weighmaster and only then if the engine's total weight is less than 250,000 lbs. Movements over the track scale must be made in accordance with Item 13, Page 4, General Instruction (Form 696).
 Cars must not be "kicked" or running switches made on Sherritt Gordon Mines Ltd. trackage.



- 7.7 **Beamer Spur (Imperial Oil Limited)—**
Mileage 114.6—Extends 11.2 miles northward. Switch points face west.
 Maximum Speed ----- 15 m.p.h.
 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.

Equated Tonnage Ratings (Single Unit)

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

HAIGHT SUBDIVISION FOOTNOTES	NORTHWARD TRAINS	Miles from Haight Jct.	Yard Limits	HAIGHT SUBDIVISION	Office Signals	Siding Capacity In Cars and Feet	SOUTHWARD TRAINS
				STATIONS			
1 RULE MODIFICATIONS 1.1 Special Instructions Apply— SYSTEM 7.1 2 GENERAL FOOTNOTES 2.1 Unless authorized by the Superintendent, movements must not be operated between mileage 0.0 and mileage 13.0.		0.0		HAIGHT JCT. P Jct. with Wainwright Sub.			
		6.5		HAIGHT 7.4		34 1747	
		13.9		INLAND 7.9		32 1650	
		21.8	20.7 ↑	VEGREVILLE JCT. PYZ Jct. with Vegreville Sub.			
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

4 SPEEDS		Miles per Hour
4.1 Mileage		All Trains
0.0 to 21.8	-----	15
4.2 Sidings and Other tracks	-----	10

DEMA Y SUBDIVISION FOOTNOTES	NORTHWARD TRAINS	Miles from Camrose Jct.	Yard Limits	DEMA Y SUBDIVISION	Office Signals	Siding Capacity In Cars and Feet	SOUTHWARD TRAINS
				STATIONS			
1 RULE MODIFICATIONS 1.1 Special Instructions Apply— SYSTEM 7.1 2 GENERAL FOOTNOTES 2.1 Unless authorized by the Superintendent, movements must not be operated between mileage 1.3 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.		0.0	↓	CAMROSE JCT. PYZ Jct. with Camrose Sub.			
		7.4	1.3	DEMA Y 5.5		33 1700	
		12.9		ROUNDHILL 5.9		32 1650	
		18.8		DODDS 6.2		31 1600	
		25.0		RYLEY P			
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

5 SPURS AND OTHER TRACKS		Mileage	Car Capacity	Points Face
4.1 Mileage				
0.0 to 25.0	-----	24.7	5	N
4.2 Sidings and Other tracks	-----			
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 Railiner	697 Passenger Railiner	699 Passenger Railiner							696 Passenger Railiner	836 Freight	584 Freight	
Monday, Wednesday, Friday	Daily	Daily											
0500	----	----	160.0	↓	HEINSBURG .. PRYZ	----	YARD	YARD	----	----	----	1350	
0529	----	----	149.4	159.5	10.6 LINDBERGH .. P	----	32	1651	----	----	----	1320	
0550	----	----	139.6	9.8	ELK POINT ..	----	33	1700	----	----	----	1250	
0630	2015	0850	120.2	121.2	19.4 ST. PAUL .. PRWYZ	AU	32	1651	s 0840	s 2005	----	1220	
----	F 2024	F 0858	112.8	119.5	7.4 OWLSEYE .. P	----	29	1507	F 0831	F 1956	To Bonnyville Sub.	1200	
----	F 2029	F 0903	108.5	109.0	4.3 ABILENE .. Z	----	24	1267	F 0825	F 1951	----	1150	
----	2031	0905	108.1	107.6	0.4 ABILENE JCT. .. PRYZ	----	----	----	0823	1949	0920	1149	
----	To Bonnyville Sub.	s 0910	104.7	3.4	Jct. with Bonnyville Sub. ASHMONT .. P	----	34	1747	From Bonnyville Sub.	s 1944	0910	1143	
----	----	s 0918	98.2	6.5	SPEDDEN ..	----	----	----	----	s 1936	----	----	
----	----	s 0928	89.8	8.4	VILNA .. P	----	36	1843	----	s 1925	0830	1120	
----	----	s 0939	80.0	9.8	BELLIS .. P	----	36	1843	----	s 1913	0810	1100	
----	----	F 0945	74.7	5.3	EDWARD .. P	----	33	1700	----	F 1907	0800	1045	
----	----	s 0958	64.6	10.1	SMOKY LAKE .. PW	SM	25	1315	----	s 1854	0740	1025	
----	----	s 1008	57.0	7.6	WARSPITE ..	----	32	1651	----	s 1844	0726	1008	
----	----	s 1017	50.1	6.9	WASKATENAU .. P	----	32	1651	----	s 1835	0713	0940	
----	----	s 1025	43.1	7.0	RADWAY .. P	----	37	1891	----	s 1829	0700	0925	
----	----	1035	34.9	8.2	KERENSKY ..	----	35	1795	----	1817	0644	0905	
----	----	s 1043	29.6	30.3	5.3 REDWATER .. PZ	R	45	2275	----	s 1810	0634	0850	
----	----	F 1053	20.6	28.6	9.0 CORONADO .. P	----	28	1460	----	F 1759	0613	0830	
----	----	F 1100	15.6	5.0	GIBBONS .. P	----	49	2467	----	F 1754	0602	0818	
----	----	1110	7.2	8.4	DUAGH ..	----	32	1651	----	1745	0545	0800	
----	----	1119	0.0	7.2	ST. PAUL JCT. .. PR	----	----	----	----	1737	0530	0740	
				Rules 41 and 44 applicable between St. Paul and Heinsburg.									
583	698	697					699	696	836	584	Daily ex. Saturday, Sunday		Sunday, Tuesday, Thursday

CORONADO SUBDIVISION FOOTNOTES ON PAGE 39

WESTWARD TRAINS			BONNYVILLE SUBDIVISION							EASTWARD TRAINS		
FIRST CLASS	699 Passenger Railer	Miles from Abilene Jct.	Yard Limits	STATIONS			Office Signals	Siding Car Capacity	Siding Capacity In Feet	FIRST CLASS	FOURTH CLASS	
										698 Passenger Railer	836 Freight	
Daily												
0710	61.1	↓	59.5	GRAND CENTRE	PRYZ	NC	YARD	YARD	S 2150	1135		
				3.9								
0715	57.2			BEAVER RIVER					2140	1124		
				9.0								
F 0726	48.2			ARDMORE	P				F 2129	1104		
				5.3								
F 0732	42.9			FORT KENT					F 2123	1053		
				6.3								
S 0740	36.6			BONNYVILLE	PW	N	40	2035	S 2115	1040		
				12.5								
0754	24.1			FRANCHERE				32	2101	1015		
				5.3								
S 0800	18.8			GLENDON	P			32	S 2055	1004		
				4.1								
S 0805	14.7			THERIEN				35	S 2049	0955		
				4.9								
S 0811	9.8			MALLAIG	P			31	S 2043	0945		
				9.8								
.0823	0.0	↑	0.6	ABILENE JCT.	PRYZ				2031	0920		
				Jct. with Coronado Sub.								
									Daily	Daily ex. Saturday, Sunday		
	699								698	836		

BONNYVILLE SUBDIVISION FOOTNOTES

1 EQUIPMENT RESTRICTIONS

- 1.1 Units in series 2000-3240, 4000-4017, 5000-5299, 5500-5700, 9400-9600 prohibited.
- 1.2 Cars exceeding 220,000 lbs. gross must be covered by handling instructions.

2 SPEEDS

2.1 Mileage	Miles per Hour		
	Railer	Passenger except Railer	Mixed and Freight
0.0 to 61.1	Zone 65	40	30
	on curves	60	25
0.0 to 0.3	-----	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	---
2.2 Sidings and Other tracks	-----	10	10

* Not marked with speed restriction signs.

3 OTHER TRACKS

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

BODO SUBDIVISION FOOTNOTES	WESTWARD TRAINS	*Miles from Connecting switch	Yard Limits	BODO SUBDIVISION	Office Signals	Siding Capacity In Cars and Feet	EASTWARD TRAINS	
				STATIONS				
1 RULE MODIFICATIONS								
1.1 SPECIAL INSTRUCTIONS APPLY—SYSTEM 7.1.								
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.		0.0	0.9	UNITY PWZ NI				
		11.2		SUNNYGLEN		32		
		14.6		REWARD		1650		
		20.7		DONEGAL		34		
		26.3		SALVADOR		1750		
		31.6		HEARTS HILL				
		39.5		CACTUS LAKE		35		
		44.8		COSINE		1795		
		51.1	50.9	BODO Y		35		
		51.5		BODO Z		1795		
						YARD		
				RULES 41 and 44 APPLICABLE Rule 105A not applicable				
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			Miles per Hour All Trains					
0.0 to 4.0	Zone		15					
4.0 to 15.0	Zone		10					
15.0 to 26.0	Zone		15					
26.0 to 51.5	Zone		20					
4.2 Sidings and Other tracks			10					

PORTER SUBDIVISION FOOTNOTES	NORTHWARD TRAINS	Miles from Oban Jct.	Yard Limits	PORTER SUBDIVISION	Office Signals	Siding Capacity In Cars and Feet	SOUTHWARD TRAINS	
				STATIONS				
1 RULE MODIFICATIONS								
1.1 SPECIAL INSTRUCTIONS APPLY SYSTEM 7.1.								
2 GENERAL FOOTNOTES								
2.1 Unless authorized by the Superintendent, movements must not be operated between mileage 19.0 and mileage 43.8.		0.0		OBAN JCT. Jct. with Wainwright Sub.				
		5.8		LETT		46		
		11.4		SALTER		2325		
		17.5		CANDO		44		
		23.6		RED PHEASANT		2227		
		31.9		IBSTONE		44		
		43.8		END OF TRACK		2227		
				RULES 41 and 44 APPLICABLE Rule 105A not applicable				
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. Section foreman at Biggar operates interlocking at mileage 0.7. Whenever trains are to be operated, Roadmaster at Biggar must be advised so that arrangements may be made to have section foreman available to operate interlocking.								
4 EQUIPMENT RESTRICTIONS								
4.1 Only units in 1000-1077 series permitted.								
4.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.								
5 SPEEDS								
5.1 Mileage			Miles per Hour All Trains					
0.0 to 43.8	Zone		15					
5.2 Sidings and Other Tracks			10					

WESTWARD TRAINS		Miles from Kindersley	Yard Limits	OYEN SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity In Feet	EASTWARD TRAINS	
FOURTH CLASS	707 Freight Daily			MOUNTAIN TIME						FOURTH CLASS	806 Freight
				STATIONS							
	1300	0.0	↓ 2.6	-----KINDERSLEY CKPWZ	KY	YARD		0310			
		0.7		0.7 ELROSE JCT. -----Z							
		1.9		Jct. with Elrose Sub. -----Y							
				7.6							
	1312	8.3		-----FAIRMOUNT			50	2515	0255		
				6.7							
	1321	15.0		-----PINKHAM			58	2900	0246		
				7.6							
	1331	22.6		-----FLAXCOMBE			46	2323	0236		
				8.3							
	1342	30.9		-----MARENGO -----P	GO		44	2227	0225		
				5.9							
	1351	36.8		-----MERID -----P			40	2035	0216		
				7.2							
		43.7	↑ 42.9	Jct. with Mantario Sub. -----Y							
	1402	44.0	↓ 44.2	-----ALSASK -----PRZ	SK		52	2611	0205		
				6.9							
	1411	50.9		-----SIBBALD -----P			46	2323	0156		
				9.8							
	1423	60.7		-----BENTON			46	2323	0144		
				6.0							
	1431	66.7		-----OYEN -----P	YN		68	3380	0136		
				4.9							
	1437	71.6		-----EXCEL			40	2035	0130		
				5.4							
	1444	77.0		-----LANFINE			54	2707	0123		
				6.0							
	1452	83.0		-----CEREAL -----P			43	2179	0115		
				5.8							
	1500	88.8		-----CHINOOK -----P			40	2035	0107		
				13.5							
	1516	102.3		-----YOUNGSTOWN			80	3955	0051		
				6.0							
	1523	108.3		-----SCOTFIELD			52	2611	0044		
				7.9							
	1533	116.2		-----STANMORE			42	2131	0034		
				4.5							
	1539	120.7		-----RICHDALE			53	2660	0028		
				10.4							
	1552	131.1		-----BONAR			52	2611	0014		
				0.7							
	1554	131.8		-----BATTER JCT. -----PR			--	----	0012		
				Jct. with Sheerness Sub.							
	1605	136.4	↑ 135.5	4.6 -----HANNA - CKPWYZ	HN	YARD	YARD	YARD	0005		
									Daily ex. Sunday		
									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, 5500-5700, 9400-9600 must not be operated on sidings or other tracks.

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

4

4.1 Mileage

0.0 to 5.2
 5.2 to 8.1
 8.1 to 30.9
 15.0 to 18.0
 30.9 to 43.7
 43.7 to 59.5
 49.0 to 49.3
 59.5 to 66.6
 *66.6 to 75.2
 75.2 to 84.5
 79.2 to 79.7
 84.5 to 136.4

SPEEDS

Zone
 Zone
 Zone

 Zone
 Zone

 Zone
 Zone

 Zone

Miles per Hour All Trains

50
 40
 55
 30
 40
 55
 50
 50
 55
 50
 40
 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

	Miles per Hour All Trains			Miles per Hour All Trains
4.2 Sidings and Other tracks -----	10			
4.3 Mileage 0.0 to 136.4 Movements handling ballast -----	40	4.7 Mileage 136.07 (Highway 36) Approaching within 1500 feet of cross- ing and until crossing occupied -----		50
CONDITIONAL SPEEDS				
4.4 Mileage 0.91 (Highway 30) Approaching within 1050 feet of crossing and until crossing occupied ----- Westward movements proceeding at less than 10 miles per hour within 1050 feet of crossing, until crossing occupied --	25 10			
4.5 Mileage 22.36 (Highway 7) Approaching within 1600 feet of cross- ing and until crossing occupied -----	50			
4.6 Mileage 132.89 (Highway 36) Approaching within 1650 feet of cross- ing and until crossing occupied -----	50			
		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 pro- tected 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.		

ENDIANG SUBDIVISION FOOTNOTES	NORTHWARD TRAINS	Miles from Endiang Jct.	Yard Limits	ENDIANG SUBDIVISION	Office Signals	Siding Capacity In Cars and Feet	SOUTHWARD TRAINS
1 RULE MODIFICATIONS				STATIONS			
1.1 SPECIAL INSTRUCTIONS APPLY— SYSTEM 7.1.				0.0 ----- ENDIANG JCT. PYZ Jct. with Drumheller Sub. 11.2	-----	-----	
2 GENERAL FOOTNOTES			↓ 0.9	11.2 ----- DOWLING 7.0	-----	32 1650	
2.1 Scapa—Junction switch spiked for through movement on Endiang Sub. and must not be reversed.				18.2 ----- SCAPA Y Jct. with Spondin Sub. 9.8	-----	43 2180	
2.2 Unless authorized by the Superintendent, movements must not be operated beyond mileage 64.3.	↕			28.0 ----- ENDIANG 6.3	-----	27 1410	↑
3 EQUIPMENT RESTRICTIONS				34.3 ----- BYEMOOR 12.8	-----	32 1650	
3.1 Only units in 1007-1077 and 1200-1399 series permitted.				47.1 ----- HACKETT 8.5	-----	32 1650	
3.2 Cars exceeding 177,000 lbs. gross must be covered by handling instructions.				55.6 ----- SABINE 6.6	-----	17 930	
4 SPEEDS			↑ 61.6	62.2 ----- WARDEN JCT. Z South Jct. with Stettler Sub.	-----	-----	
4.1 Mileage 0.0 to 75.2 -----	Miles per Hour All Trains	25		0.7 SEE STETTLER SUBDIVISION			
4.2 Sidings and Other tracks --	10			62.9 ----- WARDEN Z North Jct. with Stettler Sub. 7.5	-----	-----	
4.3 Mileage 25.1 to 75.2 Units other than 1000-1077 series -----	20		↓ 64.3	70.4 ----- OBERLIN 4.8	-----	32 1650	
5 OTHER TRACKS			↑ 74.7	75.2 ----- NEVIS Z	-----	-----	
5.1 Gulf Oil Canada Ltd. Mileage 65.4—Capacity 5 cars. Switch points face south.				RULES 41 and 44 APPLICABLE Rule 105A not applicable			

ACADIA VALLEY SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **TRAIN REGISTER MODIFICATIONS—**
Acadia Valley—Trains will register only when directed by train order.
- 1.2 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 7.1.

2 EQUIPMENT RESTRICTIONS

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

WESTWARD TRAINS			ACADIA VALLEY SUBDIVISION				EASTWARD TRAINS
	Miles from Eyre Jct.	Yard Limits	STATIONS	Office Signals	Siding Capacity In Cars and Feet		
	0.0	↓ 0.9	----- EYRE JCT. ----- YZ Jct. with Mantario Sub. 7.7		-----		
	7.7		----- CUTHBERT -----		31		
	16.2		----- ARNESON -----		1600		
	23.7		----- ACADIA VALLEY ----- RY		31 1600 YARD		
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

3 SPEEDS

3.1	Mileage	Miles per Hour All Trains
	0.0 to 23.7 -----	20
	6.5 ----- over bridge -----	10
3.2	Sidings and Other tracks -----	10

MANTARIO SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **TRAIN REGISTER MODIFICATIONS—**
Glidden } Trains will register only when
Eyre } directed by train order.
Alsask }
- 1.2 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 7.1.

2 GENERAL FOOTNOTES

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

3 EQUIPMENT RESTRICTIONS

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

4 SPEEDS

4.1	Mileage	Miles per Hour All Trains
	0.0 to 43.8 -----	25
4.2	Sidings and Other tracks -----	10

WESTWARD TRAINS			MANTARIO SUBDIVISION				EASTWARD TRAINS
	Miles from Glidden	Yard Limits	MOUNTAIN TIME STATIONS	Office Signals	Siding Capacity In Cars and Feet		
	0.0 0.3	↓	----- GLIDDEN ----- RYZ Jct. with Elrose Sub. 5.3		-----		
	5.3	↓ 0.9	----- DANKIN -----		32		
	10.1		----- EATONIA ----- AN		1650		
	16.4		----- LAPORTE -----		27		
	25.6		----- MANTARIO ----- MA		1410		
	31.5	31.5	----- EYRE ----- RZ		28		
	32.1	↑ 32.9	----- EYRE JCT ----- YZ Jct. with Acadia Valley Sub. 11.7		1460		
	38.2		----- ALSASK ----- PRZ SK		33		
	43.8	43.1	Jct. with Oyen Sub. Y		1700		
	44.1	↑			33		
					1700		
RULES 41 and 44 APPLICABLE Rule 105A not applicable							

5 OTHER TRACKS

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

WESTWARD TRAINS				Miles from Hanna	Yard Limits	DRUMHELLER SUBDIVISION	STATIONS	Office Signals	Siding Car Capacity	Siding Capacity In Feet	EASTWARD TRAINS		
FOURTH CLASS	FIRST CLASS	707 Freight	694 Passenger Railiner								FIRST CLASS	FOURTH CLASS	
Daily ex. Saturday	Daily										695 Passenger Railiner	844 Freight	
1800		0.0				HANNA	CKPWZ	HN	YARD	YARD		2315	
		0.8				ENDIANG JCT.	PYZ						
				1.6		Jct. with Endiang Sub.							
1810		7.7				WATTS	P		51	2563		2303	
1819		14.5				CRAIGMYLE	P		50	2515		2255	
1828		21.9				DELIA	P		55	2755		2247	
1838		29.9				MICHICHI	P		44	2227		2236	
1843	From Stettler Sub.	32.9				GARTLY			44	2227	To Stettler Sub.	2231	
1855	2110	40.3		39.2		DINOSAUR	PRYZ		49	2467	0750	2220	
						Jct. with Stettler Sub.							
1857	2113	41.1		41.8		MUNSON	PZ		50	2515	0747	2218	
1919	s2130	52.4		51.1		DRUMHELLER	BCPWZ	YD	68	3380	0730	2155	
1928		56.8		54.2		ROSEDALE			75	3715		2148	
1930		57.0				JCT. WITH JOINT SECTION	PR					2147	
1937		60.4				WAYNE	P		25	1315		2142	
2009		66.2				ROSEBUD	P		53	2660		2110	
2015		76.4				REDLAND			30	1555		2105	
2028		79.0				ROCKYFORD	P		61	3043		2052	
2044		87.1				BAINTREE	P		32	1651		2044	
2057		93.5				ARDENODE	P		32	1651		2034	
2108		102.9				LYALTA			45	2275		2025	
2117		111.1				NORFOLK			33	1700		2016	
2128		118.4				JANET			38	1939		2007	
2140		126.6				SARCEE YARD	CKPWYZ	SJ	YARD	YARD		2000	
		131.9				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.											695	844	
707	694												

DRUMHELLER SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 TRAIN REGISTER MODIFICATIONS—

Dinosaur—Register station for Nos. 695 and 694 only. Other trains will register only when directed by train order.

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.

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.

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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, 5500-5700,
9400-9600 must not be operated on sidings or other
tracks.

5 SPEEDS

		Miles per Hour	
		Railiner	Other Trains
5.1	Mileage		
	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

Miles per Hour
Railiner Other
Trains

- 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 approach-
ing within 400 feet of crossing
and until crossing occupied -- 10 10

Westward movements which
have stopped between register
booth Dinosaur and the cross-
ing and movements from
Stettler Sub., until crossing
occupied ----- 5 5

Eastward movements approach-
ing within 1250 feet of crossing
and until crossing occupied -- 40 --
- 5.6 **Mileage 52.3 (First Street West)**
Approaching within 500 feet of
crossing and until crossing
occupied ----- 10 10
- 5.7 **Mileage 52.8 (Highway 9)**
Westward movements approach-
ing within 850 feet of crossing
and until crossing occupied -- 15 15
- 5.8 **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
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 2000-3240, 4000-4017, 5000-5299, 5500-5700, 9400-9600 prohibited 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, and movements to and from the Foothills Industrial Lead 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 the Superintendent.

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

NORTHWARD TRAINS		Miles from Ferlow Jct.	Yard Limits	STETTLER SUBDIVISION		Office Signals	Siding Capacity In Cars and Feet	SOUTHWARD TRAINS		
								FIRST CLASS	FIRST CLASS	
695 Passenger Railiner				STETTLER SUBDIVISION				694 Passenger Railiner		
Daily				STATIONS						
0750	108.0			----- DINOSAUR ----- PRYZ					2110	
				Jct. with Drumheller Sub.						
				7.6						
s 0803	100.4		106.8	----- MORRIN -----			44	s 2059		
				7.5			2227			
s 0813	92.9			----- ROWLEY -----			33	s 2048		
				6.1			1700			
s 0822	86.8			----- RUMSEY -----			31	s 2039		
				6.9			1603			
F 0832	79.9			----- SCOLLARD -----			33	F 2028		
				7.8			1700			
s 0842	72.1			----- BIG VALLEY -----			39	s 2018		
				7.8			1987			
F 0852	64.3			----- FENN -----				F 2008		
				7.8						
	56.5		57.1	----- WARDEN JCT. ----- RZ						
				South Jct. with Endiang Sub.						
				0.7						
F 0903	55.8			North Jct. with Endiang Sub.						
				----- WARDEN ----- PYZ			34	F 1957		
							1747			
				4.9						
s 0911	50.9		54.9	----- STETTLER ----- Z			23	s 1950		
				10.5			1220			
F 0923	40.4		51.3	----- RED WILLOW -----			33	F 1934		
				9.5			1700			
s 0935	30.9		49.8	----- DONALDA -----			32	s 1922		
				9.7			1650			
s 0947	21.2			----- MEETING CREEK -----			32	s 1909		
				8.9			1650			
s 0959	12.3			----- EDBERG -----			31	s 1857		
				7.0			1603			
F 1008	5.3			----- VIEWPOINT -----			32	F 1847		
				5.3			1650			
1017	0.0		0.9	----- FERLOW JCT. ----- PYZ					1840	
				Jct. with Camrose Sub.						
								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

4.3 Mileage	Description	Miles per Hour	
		Railiner	Other Trains
51.2 (Highway 12)	Southward movements proceeding at less than 20 miles per hour within 2500 feet of crossing, until crossing occupied	20	20
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 Ex. Sunday									
0600	126.0	↓	122.9	SARCEE YARD --- CKPWZ Jct. with Drumheller Sub. Y	SJ	YARD	YARD	0315	1710
0604	125.7 123.3			HUBALTA --- Z		42	2130	0311	1701
0611	117.6		CONRICH ---		42	2130	0302	1652	
0618	111.9		DELACOUR --- P		42	2130	0253	1643	
0626	106.4		KATHYRN ---		42	2130	0245	1635	
0637	97.5		IRRICANA --- P		42	2130	0233	1623	
0644	91.9		BEISEKER --- P		43	2178	0225	1615	
0646	90.2		BILLHARTE --- P		96	4723	0222	1612	
0653	85.1		BIRCHAM ---		42	2130	0215	1605	
0701	79.4		GRAINGER ---		41	2083	0207	1557	
0709	73.2		SWALWELL --- P		110	5395	0159	1549	
0719	66.9		TWINING ---		49	2467	0151	1541	
0728	60.2		THREE HILLS --- P	WI	74	3667	0142	1532	
0738	53.8		EQUITY ---		38	1939	0133	1523	
0742	50.4		TROCHU --- P		40	2035	0128	1518	
0752	43.4		HUXLEY --- P		43	2178	0118	1508	
0800	37.8		ELNORA --- P		45	2275	0109	1459	
0812	27.9		LOUSANA --- P		42	2130	0054	1444	
0820	21.4		DELBURNE --- P		42	2130	0044	1434	
0827	16.3	↑	ARDLEY --- P		43	2178	0036	1426	
0838	7.9		ALIX JCT. --- PR Jct. with Brazeau Sub.				0023	1413	
0841	6.1		ALIX --- PZ		41	2083	0020	1410	
0855	0.0		MIRROR --- CKPYZ	MR	YARD	YARD	0010	1400	
Rules 261-262 applicable between Alix South Jct. and Southward Interlocking signal at mileage 5.7								Daily Ex. Sunday	Daily Ex. Sunday
825								834	860

THREE HILLS SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **TRAIN REGISTER MODIFICATIONS—**
Alix 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 1.11(c)—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.

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THREE HILLS SUBDIVISION FOOTNOTES

3 INTERLOCKING

3.1 **Railway Crossing at Grade—**
 C.P. Rly. ----- Mileage 5.7 ----- Automatic
 Timing circuit extends from mileage 7.3 (3700 feet south of approach signal 65) to a point 460 feet south of interlocking signal 57. These locations are marked by crossing circuit signs. Northward movements occupying timing circuit for a period in excess of 5 minutes must proceed prepared to find interlocking signal displaying STOP indication.

4 EQUIPMENT RESTRICTIONS

4.1 Units in series 2000-3240, 4000-4017, 5000-5299, 5500-5700, 9400-9600 must not be operated on the following sidings and other tracks unless necessary to set out bad order equipment.
 Mirror ----- All except yard tracks 1, 2, 3, 4, Extension Pass and Wye.
 Alix ----- Other tracks.
 Ardley ----- Siding.
 Delburne ----- Siding.
 Twining ----- Siding.
 Gravel pit mileage 95.9 --- Other tracks.
 Western Canada Steel Ltd. tracks at mileages 123.6 and 124.2.
 4.2 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.

5 SPEEDS

5.1 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
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.

	Miles per Hour All Trains
5.3 Mileage 0.0 to 126.0 Trains handling ballast -----	35

CONDITIONAL SPEEDS

5.4 Mileage 0.16 (Highway 50) Southward movements approaching within 400 feet of crossing and until crossing occupied -----	10
5.5 Mileage 21.1 (Highway 21) Northward movements proceeding at less than 10 miles per hour within 2100 feet of crossing, until crossing occupied	10
5.6 Mileage 123.1 (Highway 1A) Northward movements proceeding at less than 15 miles per hour within 2400 feet of crossing, until crossing occupied	5

6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mileage 0.16 (Highway 50) automatically protected. STOP sign located on other than the main track.
- 6.2 Mileage 21.7—Switching movements over the crossing on team track must be protected by a flagman.
- 6.3 Mileage 106.1 (Municipal Road) automatically protected. Equipped with push button. Northward trains heading into siding Kathryn must reverse siding south switch before passing crossing circuit sign located 50 feet south of switch.

7 OTHER TRACKS

	Mileage	Car Capacity	Points Face
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

WESTWARD TRAINS		Miles from Alix South Jct.	Yard Limits	BRAZEAU SUBDIVISION		Office Signals	Siding Capacity In Cars and Feet	EASTWARD TRAINS	
				STATIONS					
		0.0	↓ 0.8	-----	ALIX JCT. ----- PRZ Jct. with Three Hills Sub. 10.0				
		10.0		-----	HAYNES -----		33 1700		
		17.2		-----	JOFFRE -----		32 1650		
		22.4		-----	PRENTISS -----		32 1650		
		36.5	↑ 37.3	-----	RED DEER JCT. ----- RYZ 15.0		31 1600		
		51.5		-----	SYLVAN LAKE -----		53 2660		
		57.6		-----	ELSPETH -----				
		65.7		-----	ECKVILLE -----	KI	34 1747		
		72.7		-----	WITHROW -----		32 1650		
		77.0		-----	LESLIEVILLE -----		32 1650		
		85.5		-----	CODNER -----		32 1650		
		90.8	↑ 89.5	-----	OTWAY ----- KPZ WA Jct. with C.P. Rly. 0.9		11 643		
		91.1		-----	ROCKY MT. HOUSE ----- RYZ 2.2		37 1890		
		93.9		-----	LOCHEARN ----- Z 1.5		41 2083		
		95.4		-----	ULLIN ----- Z End of Joint Section 0.5				
		95.9	↑ 96.0	-----	ULLIN JCT. ----- Z 12.7				
		108.6		-----	HORBURG -----		32 1650		
		126.5		-----	ANCONA -----		32 1650		
		131.7		-----	SAUNDERS -----		21 1123		
		142.5		-----	HARLECH -----		32 1650		
		149.6	↑ 148.0	-----	BRAZEAU ----- RYZ 7.1		YARD		
RULES 41 and 44 APPLICABLE Rule 105A not applicable									

BRAZEAU SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **TRAIN REGISTER MODIFICATIONS—**
Red Deer Jct.—Trains will register only when directed by train order.
- 1.2 **SPECIAL INSTRUCTIONS APPLY—**
SYSTEM 7.1—Between Ullin Jct. and Brazeau.
AREA A-5—Between Alix Jct. and Ullin Jct.
- 1.3 **OTHER MODIFICATIONS—**
 Main track switch at Ullin Jct. when not in use, is to be lined for the diverging route and against through movements on the Brazeau Sub. Second and third paragraphs of U.C.O.R. Rule 104 amended accordingly.

2 GENERAL FOOTNOTES

- 2.1 Trains between Otway and Ullin operate over C.P. Rly. track and are governed by C.N. Rly. timetable, rules and regulations.
- 2.2 Trains between North Jct. (C.P. Rly. Leduc Sub.) and South Jct. (C.P. Rly. Red Deer Sub.) will be governed by C.P. Rly. timetable, rules and regulations. Labuma siding on Joint Section must not be used by C.N. Rly. trains or engines.
- 2.3 Unless authorized by the Superintendent, movements must not be operated beyond mileage 96.0.
- 2.4 All movements lookout for fallen rocks on track between mileage 108.6 and mileage 149.6.

(Continued on Page 53)

(Continued from Page 52)

BRAZEAU SUBDIVISION FOOTNOTES

3 EQUIPMENT RESTRICTIONS

- 3.1 Only units in 1000-1077 and 1200-1399 series permitted between mileage 96.0 and Brazeau.
- 3.2 Units in series 2000-3240, 4000-4017, 5000-5299, 5500-5700 and 9400-9600 must not be operated on sidings or other tracks unless necessary to set out bad order equipment.
- 3.3 Cars exceeding 263,000 lbs. gross between Alix Jct. and Ullin Jct. must be covered by handling instructions.
- 3.4 Cars exceeding 177,000 lbs. gross between Ullin Jct. and Brazeau must be covered by handling instructions.

4 SPEEDS

4.1 Mileage	Zone	Miles per Hour All Trains
0.0 to 95.9	Zone	40
6.5 ----- bridge -----		15
25.9 to 26.3 -----		30
41.5 to 41.8 -----		30
90.9 to 95.4 -----		30
95.9 to 111.0	Zone	20
111.0 to 149.6	Zone	10
4.2 Sidings and Other tracks -----		10

5 SPURS AND OTHER TRACKS

- 5.1 **Red Deer North Industrial Spur—**
Mileage 36.5—Extends 5.3 miles southward. Switch points face east. Connects to C.P. Rly. Leduc Sub. at North Jct.
 Train register, bulletin book and train order office (office signal "RE") located in terminal building at south end of spur.
 Movements entering this spur must only handle cars destined this area, leaving balance if any, at Red Deer Jct.
General Instruction A-220 (Form 696) applies.
 Southward movements to spur must comply with General Instruction T-311 (Form 696) at Red Deer Jct. Protection of impassable or slow track on this spur may be as prescribed by U.C.O.R. Rule 41.
- 5.2 **Red Deer South Industrial Spur—**
 Connects to C.P. Rly. at South Jct., mileage 93.1 C.P. Rly. Red Deer Subdivision.
Public Crossing at Grade:
Mileage 0.1 (52nd Avenue)—All movements must stop and then be preceded by a flagman.

Equated tonnage ratings (single unit):

	Unit Series	Tonnage	Car Factor
Southward:	1000-1077	2250	8
Northward:	1000-1077	1250	5

- 5.3 Aquitaine of Canada Ltd. —Extends 27.0 miles south-erly from Ullin Jct. Switch points face east. Sulphur plant is located at Ram River, mileage 25.5.

Movements on this spur must be made under the provisions of Manual Block System Special Instructions MB-1 to MB-18.

Trackage between mileage 25.0 and mileage 27.0 is used jointly by C.N. trains and Aquitaine Ltd. switch engine. Trains using trackage between these two points can expect it to be occupied by engines and cars at any time.

Maximum permissible speed on spur: 20 miles per hour.

Equated tonnage ratings (single unit):

	Unit Series	Tonnage	Car Factor
Southward:	1000-1077	650	3
	1200-1399	895	3
	4108-4601	1000	3
	5000-5299	1720	3

Northward: Use Brazeau sub. eastward ratings.

5.4	Mileage	Car Capacity	Points Face
Imperial Oil Ltd. -----	26.7	14	E
Ballast Pit -----	34.7	50	E
Spur -----	37.1	8	E W
Hudson Bay Oil & Gas -----	57.6	37	E W
Texaco Exploration -----	64.5	18	E W
A. A. Fisher Lumber Ltd. -----	90.8	14	E
Industrial Spur -----	91.2	36	E
Strong and Parsons -----	92.1	2	E
Purdis -----	94.7	17	E
Wood Preservative -----	94.9	12	E
Spur -----	141.4	11	E
Revelstoke Building Materials Ltd. -----	141.7	22	W

6.0 RADIO SYSTEMS

- 6.1 Proper Standby Channels are Listed Below:

Mileage	Channel	Base Station
0.0 to 16.0	TW 3	Mirror
16.0 to 91.0	TW 4	Gilbey
- 6.2 To call operator at Mirror, voice call on Channel EE between mileages 0.0 and 16.0, and on Channel TW4 between mileages 16.0 and 91.0.

NORTHWARD TRAINS	Miles from N.A. Rly. Jct.	Yard Limits	MANNING SUBDIVISION			Office Signals	Siding Car Capacity	Siding Capacity In Feet	SOUTHWARD TRAINS
			STATIONS						
↓	0.0		----- N.A. Rly Jct. ----- Z Jct. with N.A. Rly. 0.5						
	0.5	} 1.6 3.0	----- ROMA JCT. ----- CKYZ				Yard	Yard	
	3.0			12.3					
	12.8		----- LEDDY -----				73	3619	
	27.1		14.3						
	45.3		----- DIXONVILLE -----				96	4723	
	55.3		18.2						
	69.1		----- DEADWOOD -----				73	3619	
	84.1		10.0						
	109.7		----- MANNING -----				96	4723	
	128.3		13.8						
	137.9		----- HOTCHKISS -----				73	3619	
	159.5		15.0						
	181.0		----- HAWKHILLS -----				96	4723	
	182.9		25.6						
			----- KEMP RIVER -----				96	4723	
			18.6						
			----- KEG RIVER -----				96	4723	
			9.6						
			----- PADDLE PRAIRIE -----				73	3619	
			21.6						
			----- METIS -----				96	4723	
			23.4						
		181.0 ↑	----- HIGH LEVEL ----- BCYZ				Yard	Yard	↑
<p>Rule 105A not applicable. Rules 321 to 323 applicable. Rear flag protection in accordance with Rule 99 is not required. Main track commences at yard north switch mileage 1.6. Rule 105 applies between mileages 0.0 and 1.6.</p>									

MANNING SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 **TRAIN REGISTER MODIFICATIONS—**
 Roma Jct.—Standard Clock and Bulletins only.
 High Level—Bulletins only.

1.2 **SPECIAL INSTRUCTIONS APPLY—**
 SYSTEM 7.1: applicable on yard limit signs.
 AREA A-1, A-2, A-3 and A-5.
 MANUAL BLOCK MB-1 to MB-18: applicable between
 mileage 3.0 and mileage 181.0.

2 EQUIPMENT RESTRICTIONS

Unless authorization received from Office of General Supt.
 Transportation, the following will apply:

2.1 Heaviest car permitted
 263,000 lbs. gross mileage 0.0 to mileage 102.0
 220,000 lbs. gross mileage 102.0 to mileage 182.9

3

SPEEDS

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

4



HOT BOX DETECTORS

Located at mileages 43.4, 76.0 and 137.1.

5

OTHER TRACKS

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

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	
	50.3	49.0	----- PINE POINT ----- YZ			--	Yard	Yard	
	49.0		Manual Block System	----- MELLOR -----			--	55	2755
	34.3			----- BIRCH -----			--	55	2755
	16.6	1.4	----- PINE JCT. ----- YZ			--	-----	-----	
	1.8		Jct. with Meander River Sub.						
	1.4								
	0.0		↑						
Rule 105A not applicable. Rules 321 to 323 applicable. Rear flag protection in accordance with Rule 99 is not required.									

PINE POINT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

- 1.1 **SPECIAL INSTRUCTIONS APPLY—**
 SYSTEM 7.1: applicable on yard limit signs.
 AREA A-1, A-2, A-3 and A-5.
 MANUAL BLOCK MB-1 to MB-18: applicable between
 mileage 1.4 and mileage 49.0.
- 1.2 **OTHER MODIFICATIONS—**
 RULE 111—Westward trains handling ore from Pine
 Point Mines must stop for standing inspection at
 Mellor.

2 EQUIPMENT RESTRICTIONS

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

3 SPEEDS

- | Mileage | Zone | Miles per Hour
All Trains |
|------------------------------------|------|------------------------------|
| 3.1 0.0 to 54.3 | | 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 south leg of the
 wye Pine Jct. must not obstruct the crossing until
 automatic protection has been in operation for at least
 25 seconds.

5 HOT BOX DETECTOR

Located at mileage 9.7.

EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

WESTWARD OR NORTHWARD (Read Down)			BETWEEN	EASTWARD OR SOUTHWARD (Read Up)		
Single Unit Ratings				Single Unit Ratings		
Car Factor	1200-1399	4108-4601		4108-4601	1200-1399	Car Factor
9	2500	3000	MANNING - MEANDER RIVER - PINE POINT SUBS	3650	2900	9
9	3150	3900	Roma Jct. and Leddy	3650	2900	9
9	3150	3900	Leddy and Dixonville	2880	2400	9
9	3150	3900	Dixonville and Manning	2980	2500	9
9	2500	3000	Manning and Hawkills	2980	2500	9
9	2500	3000	Hawkills and Kemp River	2880	2400	9
9	3150	3900	Kemp River and High Level	4100	3100	9
15	4000	5250	High Level and Meander River	3970	3000	9
15	4000	5250	Meander River and Enterprise	2880	2400	9
15	4000	5250	Enterprise and Pine Jct.	5900	4750	15
15	4000	5250	Pine Jct. and Hay River	3100	2500	9
10	2750	3400	Pine Jct. and Pine Point			

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

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

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

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

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

- (a) Montreal Locomotive Works or Alco Units. One or two motors cut out: reduce rating 50%. On series 2000-2300, cutting out a traction motor cuts out entire truck: reduce rating 50%.
- (b) General Motors Diesel or E.M.D. Units. One motor cut out: reduce rating 50%. If necessary, 5000-5299 series units may be operated with one pair of traction motors cut out, in which case tonnage rating for the affected unit will be reduced by one-third.

EQUATED TONNAGE RATINGS

Note—See General Instructions. (Form 696)

WESTWARD OR NORTHWARD (Read Down)							Designated Units 2000-2399 5000-5299	BETWEEN
Single Unit Ratings								
Car Factor	991-992 1000-1077	1200-1399	4108-4353 4400-4601 9000-9199	4002-4017 5500-5700	9450-9700			
12	2460	3250	3690	4100	4260	5800	WAINWRIGHT SUBDIVISION Biggar and Calder	
12	2370	3130	4000	4450	4640	6100	EDSON SUBDIVISION Calder and Jasper	
8 10 10	1590 2060 2180	2070 2770 2850	2390 3100 3300	2660 3550 3820	2770 3700 3980	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-CORONADO 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	3020 3770	4250 5200	CAMROSE SUBDIVISION Mirror and Camrose Camrose and Bretville Jct.	
4 4 2	720 600 460	990 ---- 620	1260 ---- 755	1410 ---- 840	1470 ---- 875	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	---- ---- 4060 1925 2135 2700	---- ---- 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	1370 3460 1370 2080	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 57)

EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

BETWEEN			EASTWARD OR SOUTHWARD (Read Up)						
			Single Unit Ratings						
			Designated Units 2000-2399 5000-5299	9450-9700	4002-4017 5500-5700	4108-4353 4400-4601 9000-9199	1200-1399	991-992 1000-1077	Car Factor
WAINWRIGHT SUBDIVISION									
Calder	and	Biggar	6400	5030	4820	4350	3700	2810	12
EDSON SUBDIVISION									
Jasper	and	Calder	6400	5030	4820	4350	3700	2810	12
BLACKFOOT-VEGREVILLE SUBDIVISIONS									
Vermilion	and	North Battleford	5150	3700	3550	3200	2850	2150	10
Calder	and	Vermilion	5000	3600	3460	3120	2800	2120	10
BONNYVILLE-CORONADO SUBDIVISIONS									
Bonnyville	and	Grand Centre	----	----	----	3000	2550	1970	8
Abilene Jct.	and	Bonnyville	----	----	----	1850	1575	1210	5
Abilene Jct.	and	Heinsburg	----	----	----	2115	1840	1420	8
Redwater	and	Abilene Jct.	----	----	----	1975	1650	1280	8
St. Paul Jct.	and	Redwater	----	----	----	2650	2250	1740	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	4000	2920	2800	2520	2000	1660	9
Bretville Jct.	and	Camrose	4300	3100	2970	2670	2100	1750	9
FOOTHILLS-MOUNTAIN PARK SUBDIVISIONS									
Coalspur	and	Bickerdike	5300	3780	3630	3250	2630	1950	10
Foothills	and	Coalspur	----	----	----	----	----	1860	10
Cadomin	and	Coalspur	2700	1900	1825	1640	1560	1260	5
ATHABASCA-SANGUDO SUBDIVISIONS									
Morinville	and	N.A. Rly.	----	----	----	----	3050	2600	10
Athabasca	and	Morinville	----	----	----	----	2260	1790	10
Pass Creek	and	Calder	5800	4080	3920	3500	3050	2250	10
Kaybob	and	Pass Creek	3100	2170	2080	1850	1590	1190	5
GRANDE CACHE SUBDIVISION									
Hanlon	and	Swan Landing	5500	3760	3610	3300	2750	----	5
Winniandy	and	Hanlon	3100	2140	2050	1850	1500	----	5
Latornell	and	Winniandy	5900	4050	3900	3500	2950	----	5
Grande Prairie	and	Latornell	3100	2140	2050	1850	1500	----	5

(See Note on Page 57)

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	4108-4353 4400-4601 9000-9199	4002-4017 5500-5700	9450-9700	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 Mileage 43.8
10	1300	----	----	----	----	----	Battleford Jct. and Carruthers
							THREE HILLS SUBDIVISION
8	1540	2000	2210	2460	2560	3600	Sarcee Yard and Elnora
8	1760	2250	2460	2730	2840	4000	Elnora and Alix
8	1990	2550	2600	2900	3020	4250	Alix and Mirror
							OYEN-DRUMHELLER SUBDIVISIONS
10	2100	2740	2900	3420	3560	5000	Kindersley and Hanna
10	2300	3150	3300	3650	3800	5400	Hanna and Drumheller
10	1390	1900	2000	2420	2520	3560	Drumheller and Sarcee Yard
							BRAZEAU SUBDIVISION
8	1500	2100	2380	2650	2760	3900	Alix and Red Deer Jct.
8	1500	2100	2380	2650	2760	3900	Red Deer Jct. and Ullin Jct.
8	1150	1600	----	----	----	----	Ullin Jct. 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.

EQUATED TONNAGE RATINGS

Note—See General Instructions (Form 696)

BETWEEN			EASTWARD OR SOUTHWARD (Read Up)						
			Single Unit Ratings						Car Factor
			Designated Units 2000-2399 5000-5299	9450-9700	4002-4017 5500-5700	4108-4353 4400-4601 9000-9199	1200-1399	991-992 1000-1077	
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
Mileage 43.8	and	Red Pheasant	----	----	----	----	----	1080	5
Carruthers	and	Battleford Jct.	----	----	----	----	----	2370	7
THREE HILLS SUBDIVISION									
Alix	and	Sarcee Yard	3650	2580	2480	2240	2050	1570	8
Mirror	and	Alix	4300	3060	2940	2640	2400	1870	8
OYEN-DRUMHELLER SUBDIVISIONS									
Hanna	and	Kindersley	5780	4100	3940	3370	3200	2370	10
Munson	and	Hanna	4700	3330	3200	2750	2600	1940	10
Drumheller	and	Munson	2360	1675	1610	1225	1200	850	4
Sarcee Yard	and	Drumheller	7500	5300	5100	4600	4400	3250	10
BRAZEAU SUBDIVISION									
Red Deer Jct.	and	Alix	5250	3730	3580	3200	2840	2070	8
Ullin Jct.	and	Red Deer Jct.	4950	3450	3300	3000	2640	1950	8
Brazeau	and	Ullin Jct.	----	----	----	----	1980	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 57)

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

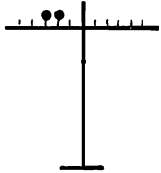
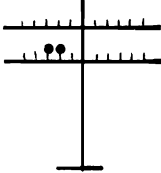
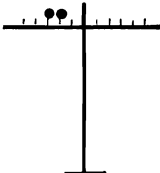
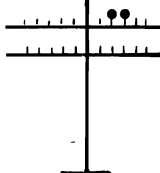
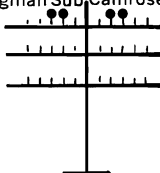
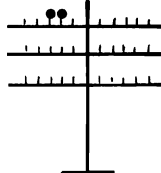
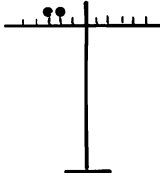
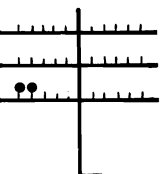
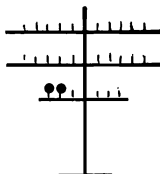
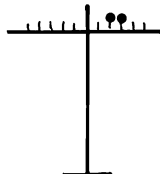
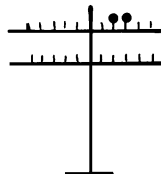
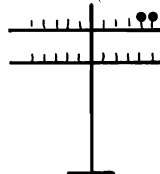
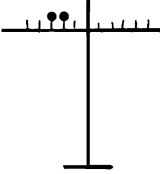
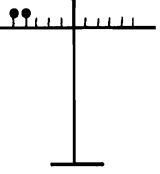
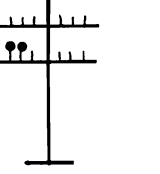
NOTE—See General Instructions (Form 696)

Location	Obstruction	Side of Track	Location	Obstruction	Side of Track
WAINWRIGHT Elevator Track -----	Pioneer Elevator Pioneer Annex U.G.G. Elevator	North North North	Lane 121½ Street A.L.C. Board Spur -----	Gate Post Ladder Support	East East
CLOVER BAR Chemcell Track 2 ----- Track 6 ----- Fiberglas Building -----	Pipes Canopy Machinery between 2 tracks inside bldg.	Overhead South Both	142nd Street Industrial Area Haliburton Oilwell Cementing Co. Ltd. ---	Warehouse	East
NORTH EDMONTON- EDMONTON Swift Canadian Co. On Spur West of Engine Room ----- P. Burns and Co. Two East Tracks ----- Hayward Lumber Co. ----- Capital City Box Co. Track No. 3 ----- O.K. Construction Ltd. Consolidated Warehousing Ltd. Service Track ----- Old Freight Shed ----- Mail Forwarding Spur ----- Canada Packers East Dock -----	All Structures Each Other Gate Platform Narrow Gauge Railway Chute at Sawdust Shed Fence 50 Foot Cars When Spotted at Warehouse Shed Platform and Doors Permanent Ladder	Both Between North West West East South South Both East	Universal Construction Co. ----- McLeod's Ltd. ----- A.L.C. Board ----- Inland Cement Co. Tracks 1 and 2 ----- Unloading Track ----- CALDER Cleaning tracks 1 and 2 ---	Platform Warehouse Inside Warehouse Plant Interior Car Puller Electrical and Water Connections	South South South Overhead North North
EDMONTON-BISSELL Edmonton Freight Shed Track 1 ----- Tracks 1, 2, 3, 4, 5 ----- Track 5 ----- Track 6 ----- Lane 102½ Street T. Eaton Co. Ltd. ----- Service Station ----- Parking Lot ----- Ogilvie Flour Mills ----- Halford Hide and Fur Co. --- Western Salvage Ltd. ----- Lane 103½ Street Marshall Wells Co. ----- Allis Chalmers Ltd. ----- Revillon Building ----- J. H. Ashdown Ltd. ----- Lane 104½ Street Alley Spur ----- Lane 106½ Street N.A.D. Pool Spur ----- General Steel Wares ----- Lane 107½ Street Alberta Poultry Products Spur ----- D. H. Bain Spur ----- D. H. Bain Warehouse ----- Tees and Perse Co. ----- Lane 108½ Street Alley Spur ----- Lane 109½ Street W. H. Clark Lumber Co. City Yard ----- Scale Track ----- Stores Track -----	Shed Each Other Ramp Ramp Platform and Gate Incinerator Gate Posts Power House Building Building Down Pipe and Fence Floodlight Platform Platform Warehouse Corner Pole Line Crossing Sign 103 Ave. Pole Pole Line Pole Line Platform Roof Platform Power Pole Line Cement Shed Scale House Platform	South Both North South Both West West Both North North East East West East West East East East West West East West East North South	STRATHCONA LINE Lead to Alta. Oil Tool Co. -- Alta. Oil Tool Co. ----- Gainers' Ltd. ----- FORESTBURG Forestburg Collieries Ltd. Track 5 ----- VERMILION East Elevator Track ----- Elevator Track ----- SANGUDO SUB. Texas Gulf Sulphur Co. ---- BISSELL Inland Cement Co. Tracks 1 and 2 ----- SPRUCE GROVE Industrial Track ----- Platform Track ----- WABAMUN C. Huebert Spur ----- CADOMIN Inland Cement Co. Ltd. ---- HINTON Northwest Pulp and Power Co. Ltd. Track 4 ----- Track 6 ----- Track 7 ----- CALGARY Freight Shed Track ----- BRAZEAU Brazeau Collieries Tracks ----- ROSEDALE Subway Coal Co. ----- HUBALTA Western Rolling Mills Mileage 124.2 -----	Conveyor Belt Platform Chute and Dock Loading Ramp Elevator Spout Elevator Spouts Stairs and Building Plant Interior Shed Shed Wood Piles New Tipple Shed Doors Shed and Stand Pipe Stand Pipe Massey-Harris ----- Track 1—Tipple Tracks 2 and 3— Tipple Storage track—Ramp Storage track—Tipple Overhead Crane	West West West West North North Both Both and Overhead South South Both Both North North North North Overhead

**LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY
"TELL-TALES" or RESTRICTED CLEARANCE SIGNS
NOTE—SEE GENERAL INSTRUCTIONS (FORM 696)**

Location	Obstruction	Side of Track	Location	Obstruction	Side of Track
MANNING SUB:			PINE POINT SUB:		
Industrial Track, Manning ---	Loading Ramp	West	Pine Point: Ramp track ----	Loading Ramp	South
K. Mitchell Sawmills Ltd. Spur -----	Loading platform	East	PINE POINT MINES:		
Hotchkiss Siding, north end--	Loading platform	East	Main track, Mileage 52.9 ---	Concentrate Loading Ramp	South
HIGH LEVEL:			Fertilizer Spur -----	Conveyors	South
Industrial track -----	All shed platforms between and includ- ing 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	Platform	East
Enterprise: Team track ----	Loading Ramp Dirk Vos shed platform	West West	Doors 43, 44 and 45 ---	Door Frames	Both
HAY RIVER:			—Grinding Bay -	Old Loading Ramp	South
Team Track No. 1 -----	Loading Ramp	East	Zinc tail track -----		
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

							
		<p>LOOK WEST Biggar to Wainwright</p>		<p>LOOK WEST Wainwright to North Edmonton</p>			
				<p>Kingman Sub, Camrose Sub</p> 			
<p>LOOK WEST North Battleford to North Edmonton</p>		<p>LOOK SOUTH Bretville Jct. to Barlee Jct.</p>		<p>LOOK SOUTH Barlee Jct. to Camrose</p>		<p>LOOK SOUTH Camrose to Mirror</p>	
						<p>LOOK WEST Union Jct. to Whitecourt</p>	
							
<p>LOOK WEST Union Jct. to Mileage 44.5 and Mileage 101.0 Edson Sub. to Jasper</p>		<p>LOOK WEST Mileage 44.5 to Mileage 101.0 Edson Sub.</p>		<p>LOOK EAST St. Paul Jct. to Ashmont Abilene Jct. to Heinsburg and Abilene Jct. to Beaver River</p>		<p>LOOK EAST Ashmont to Abilene Jct.</p>	
						<p>LOOK EAST Beaver River to Grand Centre</p>	
							
<p>LOOK SOUTH Mirror to Sarcee Jct.</p>		<p>LOOK WEST Kindersley to Hanna</p>		<p>LOOK WEST Hanna to Calgary</p>			

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

Train Phone Wires Marked ●

MEDICAL OFFICERS

DIRECTOR OF MEDICAL SERVICES

Montreal, Que. ----- Dr. Peter Vaughan

REGIONAL MEDICAL OFFICER

Edmonton, Alta. ----- *Dr. G. C. Pretty

CLINIC MEDICAL OFFICE

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

DISTRICT MEDICAL OFFICERS

Biggar, Sask. ----- Dr. M. K. Sas
 Dr. K. A. Qasem

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

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

Edmonton, Alta. ----- Dr. R. N. Eidem
 488-7879 439-3276
 *Dr. R. J. Johnston
 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

Vermilion, Alta. ----- *Dr. R. G. Attenborough

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
	Pride Jewellers
Calgary, Alta. -----	3601A - 17th Ave. S.E.
	Revitt Jewellers
Calgary, Alta. -----	717 - 7th Ave. S.W.
Drumheller, Alta. -----	Walter Brooke Wade Jewellery
	Brodie's Jewellery
Edmonton, Alta. -----	9442 - 118 Ave.
	Freeman's Credit Jewellers
Edmonton, Alta. -----	10810 - 82 Ave.
	Harry L. Jackson
Edmonton, Alta. -----	10129 - 102nd Street
	Westmount Jewellers
Edmonton, Alta. -----	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 items 2.2 to 2.13 inclusive of System Special Instructions.

	Lens	RADIO CHANNELS					MW1
		EE	TW1	TW2	CC3	MW1	
ROAD MOBILE RADIOS							
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		×				○	
Dispatcher WAINWRIGHT EAST SUB.		×	②				
Wainwright Operator		×				○	
Dispatcher WAINWRIGHT WEST SUB.		×	②				
Viking Operator		×				○	
Calder Operator & Diesel Shop		×				○	
Calder Switch Tender, Yardmaster		×				○	
Edson Operator		×				○	
Dispatcher EDSON EAST SUB.		×	①				
Dispatcher EDSON WEST SUB.		×	②				
Hinton Operator		×				○	
Jasper Operator & Yardmaster		×				○	
Whitecourt Operator				○	×		
Dispatcher SANGUDO SUB.		×	②				
Leyland Operator		○					
Dispatcher FOOTHILLS & MTN. PK. SUBS.		②					
Fort Saskatchewan Operator		×				○	
Dispatcher VEGREVILLE SUB.							
Vegreville Operator		×				○	
Vermilion Operator		×				○	
Lloydminster Operator		×				○	
Dispatcher BLACKFOOT SUB.							
N. Battleford Operator		×				○	
Camrose Operator		×				○	
Dispatcher CAMROSE SUB.							
Mirror Operator		○			×		
Red Deer Operator		○					
Dispatcher THREE HILLS SUB.							
Dispatcher BRAZEAU SUB.							
Sarcee Operator & Yardmaster		×				○	
Drumheller Operator		×				○	
Dispatcher DRUMHELLER SUB.							
Hanna Operator		×				○	
Dispatcher OYEN SUB.							
Kindersley Operator		×				○	
YARD ENGINE RADIOS							
	Lens	SW10	SW11	CC2	CC3	HU1	
Calder West Class. Yard		○	×	×	×		
Calder East Class. Yard		×	○	×	×		
Calder Hump		×	×		×	○	
Calder Industrial		×	×	×	○		
	Lens	EE	GT1	CC2	CC3		
Calgary Yard		×	×	×	○		

LEGEND TO CHART

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

DEFINITIONS

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

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

HOW TO USE CHART

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

PORTABLE RADIOS

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

MAINTENANCE OF WAY RADIOS

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

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

STANDARD OPERATING SIGNS

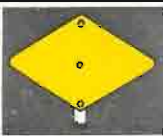




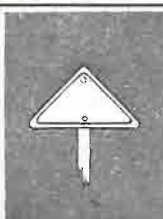

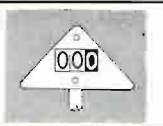
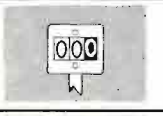
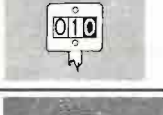


Additional operating signs are contained in U.C.O.R. insert outlining:




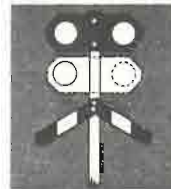



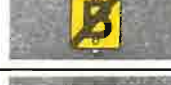

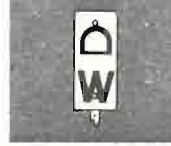




Zone Speed Signs.

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
	} One Mile
	Hot Box Detector — One Mile
	Speedometer Check — One Mile
	Begin Measured Mile
	End Measured Mile
	Engine Prohibited Beyond this Point
	Cars Prohibited Beyond this Point

APPEARANCE	INDICATION
	Restricted Clearance
	Derail
	"Stop". As prescribed by Rule 98. As outlined in subdivision footnotes pertaining to certain Public 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 Circuit
	Subdivision Mileage
	Distance in Feet from Siding Switch

OFFICERS

J. L. McQuarrie	Superintendent	Edmonton
G. W. Burton	Terminal Superintendent	Edmonton
E. W. Worsfold	Assistant Superintendent	Edmonton
K. G. Macdonald	Trainmaster	Edmonton
G. E. Downey	Trainmaster	Edmonton
K. H. McIntyre	Trainmaster	Edmonton
W. R. Harmon	Trainmaster	Edmonton
J. W. Gorrie	Trainmaster	Edmonton
J. R. Fruno	Trainmaster	Edmonton
R. S. Stowe	Trainmaster	Edmonton
R. J. Robinson	Master Mechanic	Edmonton
A. O. Quevillon	Master Mechanic	Edmonton
J. Kleinsasser	Trainmaster	Biggar

M. G. Lyons	Assistant Superintendent	Jasper
E. W. Hannon	Trainmaster	Jasper
G. S. McCabe	Trainmaster	Jasper
G. H. Gordon	Master Mechanic	Jasper
K. L. Hammell	Master Mechanic	Jasper

E. E. Grover	Superintendent	Calgary
W. G. Curran	Trainmaster	Calgary
J. F. Maloney	Trainmaster	Calgary
R. I. Richardson	Trainmaster	Calgary

F. S. Jessop	Superintendent	Roma Jct.
P. L. Creegan	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
W. A. Footz	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	N. C. Ryhorchuk
R. W. Chamberlain	R. G. Landry	G. A. Schiele
W. F. Fowler	R. J. Lewyk	R. D. Sherman
R. P. Geddis	F. A. Matwychuk	W. Sherstenko
C. L. Graham	M. Medvid	M. L. Shockey
A. P. Haczkwicz	K. O. McAmmond	D. A. Stewart
J. W. Hill	D. G. McMinn	H. L. Tilley
R. R. Hillis	R. D. Michayluk	W. Zaplitny
W. Jwaszko	M. F. O'Connor	V. Zavaduk
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

SPEED TABLE

<u>Time per Mile</u>	<u>Miles per hour</u>	<u>Time per Mile</u>	<u>Miles per hour</u>	<u>Time per Mile</u>	<u>Miles per hour</u>
0 min. 36 sec.	100.00	0 min. 51 sec.	70.59	1 min. 30 sec.	40.00
0 " 37 "	97.30	0 " 52 "	69.23	1 " 35 "	37.89
0 " 38 "	94.74	0 " 53 "	67.92	1 " 40 "	36.00
0 " 39 "	92.31	0 " 54 "	66.67	1 " 45 "	34.29
0 " 40 "	90.00	0 " 55 "	65.45	1 " 50 "	32.73
0 " 41 "	87.80	0 " 56 "	64.29	1 " 55 "	31.30
0 " 42 "	85.00	0 " 57 "	63.16	2 " 0 "	30.00
0 " 43 "	83.72	0 " 58 "	62.07	2 " 10 "	27.69
0 " 44 "	81.82	0 " 59 "	61.02	2 " 20 "	25.71
0 " 45 "	80.00	1 " 0 "	60.00	2 " 30 "	24.00
0 " 46 "	78.26	1 " 5 "	55.38	2 " 40 "	22.50
0 " 47 "	76.60	1 " 10 "	51.43	2 " 50 "	21.18
0 " 48 "	75.00	1 " 15 "	48.00	3 " 0 "	20.00
0 " 49 "	73.47	1 " 20 "	45.00	3 " 30 "	17.14
0 " 50 "	72.00	1 " 25 "	42.35	4 " 0 "	15.00



ALBERTA AREA

