

EDMONTON EAST TERMINAL SUBDIVISION

WESTWARD TRAINS				Miles from Edmonton	Miles from North Edmonton	STATIONS	Office Signals	EASTWARD TRAINS			
FIRST CLASS		Passenger Railiner	Daily					FIRST CLASS		Passenger Railiner	Daily
695	1							694	2		
-----	-----							-----	-----		
-----	-----	-----	-----	2.5	CALDER _CKPWY 1.6	CD	-----				
-----	-----	-----	-----	4.1	WEST JCT. _PY	-----	-----				
1136	0644	3.3	-----	-----	NORTH EDMONTON _P Interlocked with Vegreville and Wainwright Subs. 3.3	-----	1719	2322			
s1145	s0700	0.0	-----	CTC	EDMONTON _ _ _CKPW	MO	1710	2315			
				On Edmonton-North Edmonton Line, main track commences at west boundary 96th Street mileage 0.4 and Rule 105 applies between mileages 0.0 and 0.4.				Daily	Daily		
695	1	Line-up regulations not applicable between Edmonton and North Edmonton.				694	2				

EDMONTON WEST TERMINAL SUBDIVISION

WESTWARD TRAINS				Miles from Edmonton	Yard Limits	STATIONS	Office Signals	EASTWARD TRAINS			
FIRST CLASS		Passenger	Daily					FIRST CLASS		Passenger	Daily
-----	1							2	-----		
-----	-----							-----	-----		
-----	-----	-----	-----	0.4	↕	WEST JCT. _ _ _PXYZ 0.7	-----	2200			
-----	-----	-----	-----	4.2	4.2	N.A. RLY. _ _ _PX 1.1	-----	-----			
-----	-----	-----	-----	4.9	--	UNION JCT. _ _ _PX Jct. with Sangudo Sub. 1.2	-----	-----			
-----	-----	-----	-----	6.0	--	BISSELL _ _ _ _P	-----	2153			
-----	0800	-----	-----	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.		Daily	-----		
-----	1	Line-up regulations not applicable between Edmonton and Bissell.				2	-----				

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EDMONTON EAST TERMINAL AND EDMONTON WEST TERMINAL SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

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

1.2 TRAIN SIGNALS—

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

1.3 CTC SPECIAL FEATURES—

(a) CTC between North Edmonton and eastward block signals O4 and D04 North Edmonton - Calder Line. No train or engine shall clear the main track at switches mileage 0.25 and mileage 0.29.

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

Movements entering the main track through cross-overs from south service track mileages 0.5 and 2.9 must obtain train dispatcher's permission before reversing switch in the track on which the movement is standing.

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

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

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

1.4 SPECIAL INSTRUCTIONS APPLY—

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

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

Strathcona Line and all trackage leading therefrom.
Via Calder Line between Mileage 260.2 Wainwright Sub. and mileage 5.9 Edmonton-Bissell Line,

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

The limits of the City of Edmonton are:

Mileage 260.2 Wainwright Sub., West boundary of the public crossing at grade mileage 123.4 Vegreville Sub., mileage 5.9 Edmonton-Bissell Line, and between mileages 6.5 and 7.5 Edmonton-Bissell 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 O2 on North Edmonton-Calder line. In order to obtain a proper reading of all cars in a train or Yard movement, the following instructions apply:

Eastward movements stopped by a stop indication on eastward signal O2 must stop clear of the AC1 scanner bungalow until permission has been obtained to pass the stop signal or a more favorable indication has been accepted.

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

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

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

2.3 Edmonton—

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

(b) Switchtenders will be on duty 0600 until 1400 and 1615 until 0015 daily to properly line switches for railiners, incoming and outgoing passenger trains at Edmonton Depot.

All movements must approach Edmonton Station tracks prepared to stop. Train or engine crews will be responsible to ensure the route is properly lined for their movement. If it can be seen the route is properly lined the train or movement may proceed. Trains and railiners will obtain information relative to the track to be used from Edmonton Yardmaster by radio.

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

2.4 **West Jct.**—(a) West yard limit sign governing movements on the Two Tracks between West Jct. and Edmonton is located on the south side of the Munsey track turnout opposite westward block signal 39AD.

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(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 Track. Approaching Union Jct., westward railway junction one mile sign is located on north side of the North 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.

2.6 **Train Marshalling** — Liquid, crushed, bulk or slate sulphur forwarded on trains departing Edmonton Terminal must be separated from dangerous placarded cars by at least five (5) non-dangerous placarded cars.

2.7 **Bissell**—The track leading from Sangudo sub. to the entrance to ConForce Cement Tie Co. Ltd. at Bissell crosses main road entrance to Inland Cement. Movements over the road crossing must only be made between 1800 and 0600, and between 1300 and 1500. Crossing must not be blocked for longer than 12 minutes and switching is not to be performed over the crossing.

The above restriction does not apply to movements on the Sangudo sub.

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 1000-1076 series must not enter or use any industrial track within the switching limits of the Edmonton terminal without permission from the Superintendent Operations.

4.2 Engines must not be moved over the undertrack unloading pit at O.K. Construction Ltd., 107th Avenue and 92nd Street.

4.3 Engines with 6 wheel trucks must not be operated on any track on north side of diesel shops at Calder.

4.4 All movements on Loop Track at 121st Street and 125th Avenue on Edmonton - Bissell Line must be headed by an engine and not exceed 5 m.p.h.

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	20	20
	North Edmonton and		
	Mileage 0.4 North		
	Edmonton - Calder Line 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 approaching within 600 feet of crossing and until crossing occupied -----	10	10
5.5	Mileage 3.87 Edmonton - Bissell Line (125th Avenue) Westward movements on eastward track proceeding at less than 10 miles per hour within 1150 feet of the crossing, until crossing occupied -----	20	20
5.6	Movements through crossover between North track and South track at Union Jct. -----	10	10

6 PUBLIC 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 **United Grain Growers Spur No. X-050** (120th Ave., off North Service Track). Automatically protected. STOP signs erected on each side of crossing. Movements must stop at the STOP sign and must not exceed 5 miles per hour until crossing occupied.

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

North Edmonton - Calder Line

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

Edmonton - Bissell Line

- 6.8 **Interchange Tracks**—104th Avenue (between 110th and 111th Streets). Automatically protected. Equipped with push button. STOP signs erected on other than the main track.
- 6.9 Movements must be protected by a flagman over public crossings at grade on all tracks over 103rd and 104th Avenues between 101st and 111th Streets, except Interchange Tracks between 110th and 111th Streets.

- 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.