

WESTWARD TRAINS

EDSON SUBDIVISION

EASTWARD TRAINS

WESTWARD TRAINS				EDSON SUBDIVISION				EASTWARD TRAINS	
FIRST CLASS		Miles from Edmonton	Switching Zones					FIRST CLASS	
---	1							2	---
---	Passenger							Passenger	---
---	Daily								
				MOUNTAIN TIME					
				STATIONS					
				Office Signals				Siding Capacity in Feet	
---	0818	7.2	7.8	Two Tracks	BISSELL ----- P	---	---	2153	---
---		7.8			12.5				
---		19.7			SPRUCE GROVE --- P	---	5850	---	---
---					12.8				
---	0852	32.5			CARVEL ----- P	---	5650	2120	---
---					11.8				
---		44.3			WABAMUN ----- P	---	5890	---	---
---					13.8				
---		58.1			GAINFORD ----- P	---	6820	---	---
---					8.2				
---		66.3			ENTWISTLE ----- P	---	6150	---	---
---					1.8				
---	0948	68.1			EVANSBURG ----- P	---	---	2030	---
---					9.4				
---		77.5			WILDWOOD ----- PW	---	5630	---	---
---					10.6				
---		88.1			LEAMAN ----- P	---	5850	---	---
---					11.6				
---	1025	99.7			NITON ----- P	---	6050	1952	---
---					10.1				
---		109.8			PEERS ----- P	---	5850	---	---
---					11.0				
---		120.8		CTC	WOLF CREEK ----- P	---	5880	---	---
---						8.8			
---	s1100	129.6	128.0		EDSON ----- KPWY	FY	6580	1915	---
---	1110		131.0					s1905	---
---					9.3				
---		138.9			BICKERDIKE ----- PY	---	7690	---	---
---					10.2				
---		149.1			GALLOWAY ----- P	---	6050	---	---
---					6.7				
---	1145	155.8			MEDICINE LODGE ----- P	---	6050	1820	---
---					9.4				
---		165.2			OBED ----- P	---	6050	---	---
---					11.8				
---		177.0			PEDLEY ----- P	---	6070	---	---
---					7.6				
---	s1230	184.6			HINTON ----- PW	---	5480	s1745	---
---					11.6				
---		196.2			SOLOMON ----- P	---	5160	---	---
---					3.2				
---		199.4			SWAN LANDING ----- P	---	7790	---	---
---					8.8				
---	1310	208.2			MIETTE ----- P	---	6050	1703	---
---					6.4				
---		214.6			DEVONA ----- P	---	6150	---	---
---					5.9				
---		220.5			SNARING ----- P	---	6050	---	---
---					7.1				
---		227.6			HENRY HOUSE ----- P	---	6050	---	---
---					8.1				
---	s1355	235.7	233.0		JASPER ----- CKPWY	GH	2440	1625	---
								Daily	---
---	1							2	---

EDSON SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

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

1.3 CTC SPECIAL FEATURES—

Block Signal 1286 governing eastward movements is located on left side of main track at siding east switch Edson.
 No train or engine shall clear the main track at the following switches (BTC 115337, 117866, R-14022):

EDSON SUBDIVISION FOOTNOTES

East and west switches mileage 10.7, mileages 12.7, 14.3, 22.0, 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 & 231.4.

Rule 264—Authority to pass westward signals O3 - O3AD - O3BD - O3CD or O3DD 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 Hinton through crossover mileage 185.1 and from Jasper yard through crossover mileage 234.4 must comply with Rule 268 before reversing the switch upon which the movement is standing.

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

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

1.4 Other Modifications

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

System Special Instruction 6.2 not applicable between Edson and Jasper.

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.

Cars and engines must not move over track scale except during scaling operation unless permission has been granted by N.W.P. & P.

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 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

4.1 Mileage	Zone	Miles per Hour	
		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
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 179.3	Zone	70	50
166.9 to 167.2	-----	60	--
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 time table 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 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.

EDSON SUBDIVISION FOOTNOTES

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 23.8, 46.7, 70.0, 92.3, 143.9, 173.7, 189.7, and 212.4.

8 TUNNEL

- 8.1 Mileage 204.8 ----- 735 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 6570 feet. 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 1890 feet. 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 HUDSON BAY OIL & GAS CO. LTD.

Mileage 134.6—Extends westward, switch points face east, capacity 1440 feet. 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.

9.5	Mileage	Capacity in Feet	Points Face
Winterburn -----	10.7	500	E W
Canadian Natural Gas and Liquids -----	12.7	360	E
Acheson -----	14.2	5080	E
Cindar Enterprises -----	14.3	760	W
Spruce Alta. Farms -----	22.0	500	W
Imperial Oil Ltd. -----	23.2	180	W
Temple Industries -----	23.6	450	W
Stony Plain -----	24.0	2070	W
Stony Plain -----	24.4	2120	W
Duffield -----	38.4	2590	W
Calgary Power Ltd. -----	44.8	1210	E
Fallis -----	51.8	2920	E W
Evansburg -----	68.1	5440	E W
Mackay -----	92.4	3650	E
Rosevear -----	115.7	2460	E
Hett and Sibbald Ltd. -----	130.6	1030	W
Marlboro -----	143.5	1030	E
Hargwen -----	160.0	1710	E
Entrance -----	189.7	540	W
Brule -----	201.2	4090	E W
Ballast Spur -----	231.4	1620	E