

WAINWRIGHT SUBDIVISION FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES—

WAINWRIGHT—All trains must obtain clearance.

All clearances issued to a train which is to operate on both Wainwright-Porter subs or Wainwright-Bodo subs must be OK'd by both train dispatchers handling the territory.

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-R23784):

Mileages 36.5, 55.3, 58.2, 102.9, 106.7, 112.0, 160.9, 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 **Wainwright**—Normal position of switch leading to track 2 at west end of Wainwright yard is for through movements to and from the lead and against movements to and from track 2.

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

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

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

2.6 **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 derricks located close to building at Fibreglas 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.

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

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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

4 EQUIPMENT RESTRICTIONS

- 4.1 Cars exceeding 263,000 lbs. gross must be covered by handling instructions.
- 4.2 Units in 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.
- 4.3 Units in series 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	Freight
			and	
			Railiner	
5.1 Mileage				
0.0 to 0.2	Zone		20	20
0.2 to 84.3	Zone		80	60
* 4.8 to 6.8		-----	75	--
24.0 to 24.5		-----	65	50
37.6 to 37.8		-----	25	25
62.0 to 66.0		-----	65	50
* 74.3 to 76.3		-----	65	50
84.3 to 89.1	Zone		65	50
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 155.0	Zone		55	45
152.7 to 153.0		-----	35	30
155.0 to 256.5	Zone		80	60
228.0 to 236.0		-----	70	50
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 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 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.

		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 and 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

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.

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- 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 206.25** (Highway 855) automatically protected. Special Instruction M-15(b) applicable to eastward movements.
- 7.11 **Mileage 214.8** (North-South Road) automatically protected. Equipped with push button.
- 7.12 **Mileage 226.3** (Queen's Street) automatically protected. Equipped with push button.
- 7.13 **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.
- 7.14 **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.
- 7.15 **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.

- 7.16 **Mileage 3.1** Edmonton East Terminal Sub. Street) automatically protected. In the application of Special Instruction M-15(b), crossing must be protected until protection has been in operation for 35 seconds.

8 HOT BOX SCANNERS AND DRAGGING EQUIPMENT DETECTORS

- 8.1 Located at mileages 26.15, 55.3, 103.1, 176.5, and 246.15.

9 SPURS AND OTHER TRACKS

9.1

	Mileage	Capacity in Feet
Landis	22.6	6840
Reford	36.6	1260
Run-Around Track	55.4	310
Butze	103.3	1260
Spur	106.7	580
Ribstone	112.0	2070
Edgerton	121.2	4680
Harmon Spur	160.9	1500
Jarrow	165.9	1310
Poe	210.1	1310
Shonts	221.2	1670
Bremner	254.5	5220
Bremner Spur	254.6	1350