



## WAINWRIGHT SUBDIVISION

**1 SIDING CONTROL TERRITORY**

Not applicable on Clover Bar, Wainwright and Biggar Sidings, RTC must be advised before performing work using Rule 40.1. Rule 105(a) applicable.

**2 RTC II ADVANCED TRAIN CONTROL FEATURES****3 BIGGAR**

- (a) **Change-Off Advice** - Trains approaching must notify outgoing crews of arrival times on Channel 4. Radio in crew hostel to be left on Channel 4 after use.
- (b) **Prairie Malt** - Engine bell must be rung continuously while switching within the Prairie Malt Plant.
- (c) **24 Axles** - All movements with less than 24 axles must contact the RTC and obtain Rule 566 protection when operating between Signal 12 at Biggar West and Signal 149 at Palo East. This does not apply to trains using Biggar West for switching purposes.
- (d) **Designated Locomotive Tie-up** - BG09.
- (e) **Rack Petroleum** Track BG 12 equipped with Blue Flag Derails. Customer is responsible for the operation of the Blue Flag Derails.
- (f) **Wye (Crossing)** - Equipped with stop signs.

**4 VIKING**

**Mile 184.5 - GSI** Loading facility at GSI has a height restriction of 17 feet 10 inches from top of rail to loading spout. No cars exceeding this height are allowed under this spout.

**5 PHILIPS**

Diverging Speed not applicable for "Restricting" indications received on Eastward Signal 1848D.

**6 TORLEA**

Return to train feature on Signal 1847.

**7 INLAND**

Diverging Speed not applicable for "Restricting" indications received on Eastward Signal 2141D.

**8 CLOVER BAR**

- (a) Movements entering the main track through crossover east switch at west end of run-around track Mile 259.2 must obtain permission from the RTC before reversing switch from track on which the movement is standing.
- (b) **Switching Signals - Clover Bar** (west end): 2595D2, 2595D3 and 2596D.
- (c) **Connecting track with Vegreville Sub.** is signalled track.
- (d) **Self-Restoring Derails:** Located at Clover Bar on tracks B and C, Mile 259.5 (DTMF code \*337)
- (e) **Designated Locomotive Tie-up** - VF39 and 40
- (f) **Connecting Track with Vegreville Sub** - Cars exceeding 80 feet in length prohibited.

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- (g) **Mile 258.5** (17th Street) - All trains approaching on all tracks south of main track must not exceed 5 mph within 200 feet of crossing until crossing fully occupied.
- (h) **Mile 259.21** (1st St) - Movements approaching crossing must not exceed 40 mph until crossing fully occupied. Movements on siding approaching crossing must not exceed 10 mph until crossing occupied. Movements on other than main track or siding approaching crossing must not exceed 5 mph until crossing fully occupied.

**9 EDMONTON**

Edmonton Zone Operating Manual in effect.

- 10 Anti-Whistling** - Except in emergency, Rule 14(l) not applicable at the following public crossings at grade. Mile 0.68 (Highway 4), Mile 57.07 (Highway 21), Mile 57.13 (Highway 14), Mile 58.26 (1st Avenue), Mile 139.50 (Crossing), Mile 146.69; and at all public crossings at grade between Mile 260.4 and Mile 264.65, and on any tracks leading off between these mileages.

**11 RAILWAY CROSSING AT GRADE**

- (a) **Mile 37.7** - Automatic. Rule 611 applicable. Rule 564 not applicable.
- (b) **Mile 257.8** - Automatic. Rule 611 and Rule 564 applicable.

**12 APPLICABLE ON SUBDIVISION**

- (a) **24 Axles Or Less** - Trains and transfers handling 24 axles or less must not exceed 20 mph between Mile 0.0 and Mile 263.6 and must not exceed 15 mph entering all public crossings at grade equipped with automatic warning devices unless such devices have been operating for at least 20 seconds.
- (b) **Mile 260.4 Bridge** - Avoid heavy brake applications on or within 500 ft. of bridge.

**12 PUBLIC CROSSINGS AT GRADE**

- (a) **Rule 103.1 (c)** Not applicable on the following sidings Fabyan, Ryley, Tofield and Ardrossan

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- (b) **Rule 103.1 (e)** to prevent unnecessary operation of AWD, when stopping, stop must be made at the following locations as follows:

Mile	STOP	Affects
30.39	Circuit Signs	Eastward
42.9	150 ft East	Westward
57.07	120 ft East	Westward
57.13	120 ft East	Westward
58.36	120 ft East	Westward
158.0	Circuit Signs	Westward
184.78	150 ft West	Eastward
187.05	300 ft East	Westward
206.25	Circuit Signs	Westward
211.9	300 ft West	Eastward
226.72	100 ft West	Eastward
250.25	70 ft East	Westward
250.25	1050 ft West	E in Sdg
250.25	1050 ft East	W in Sdg
259.21	325 ft East	W MT Sdg
259.21	200 ft West	E MT Sdg

- (c) **Mile 139.5** (14th St) AWD: Eastward movements proceeding at less than 10 mph within 1300 ft. of crossing must not obstruct crossing until warning devices have been in operation for at least 20 seconds.

- (d) **Mile 187.05** (Range Road 133) AWD: After stopping clear of crossings, DTMF operation;  
Channel 1

DTMF 1870511# Activate

DTMF 1870510# Deactivate.

After activation movements must occupy crossing within 3 minutes of the activation or repeat DTMF transmission. When a movement is delayed, or no longer requiring the warning devices to be activated, the warning devices are to be deactivated.

### 13 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) **Mile 15.1 - Millar Western Inc. Lead -** . Connects with siding Palo. Extends 2.7 miles westward. Due to restricted clearance, locomotives must not be operated west of Bagging Bin Shed, Track WR09.

- (b) **Mile 56.8 - Northwest Terminal Lead Spur**  
**Public Crossing at Grade -** Mile 0.36 (Highway 14) Movements must not obstruct crossing until warning devices have been in operation for at least 20 seconds or crossing is manually protected.

- (c) **Mile 57.9 - WR-50 - Cargill Elevator -** Speed 10 mph.

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## 14 SPEED CHARTS

- (a) TOB - tons per operative brake will be indicated on WOPRT or train journal.
- (b) Zone speed signs will indicate speeds for passenger and unrestricted freight trains only.
- (c) \* When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than CLEAR TO STOP.

<b>Westward</b>					
Mile		Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psgr
<b>0.0 - 55.0 Zone</b>		<b>65</b>	<b>65</b>	<b>65</b>	<b>80</b>
0.68 (crossing)	25 MPH APPROACHING WITHIN 1100 FT UNTIL FULLY OCCUPIED				
4.6 - 9.5	PSO	65	65	65	70
5.80	SIGNAL 59		55*	50*	
24.0 - 25.0	PSO	55	55	55	60
27.50	SIGNAL 275		55*	50*	
35.30	SIGNAL 353		60*	55*	
37.7	INTERLOCKING - 40 MPH OVER CROSSING				
38.9	SIGNAL 389	50*	50*	50*	50*
47.80	SIGNAL 479			55*	
<b>55.0 - 89.1 Zone</b>		<b>60</b>	<b>60</b>	<b>60</b>	<b>70</b>
55.20	SIGNAL 553			55*	
63.05 - 64.5	PSO	55	55	55	60
68.24	SIGNAL 681			40*	
74.4 - 76.3	PSO	50	50	50	60
75.40	SIGNAL 753			45*	
<b>89.1 - 126.0 Zone</b>		<b>65</b>	<b>65</b>	<b>65</b>	<b>80</b>
89.1 - 90.6	PSO	55	55	55	55
99.4 - 99.7	PSO	55	55	55	60
114.24	SIGNAL 1143		60*	55*	
<b>126.0 - 133.0 Zone</b>		<b>60</b>	<b>60</b>	<b>60</b>	<b>70</b>
<b>133.0 - 160.7 Zone</b>		<b>60</b>	<b>60</b>	<b>60</b>	<b>80</b>
139.5 (Crossing)	PSGR 60 MPH APPROACHING WITHIN 2700 FT UNTIL FULLY OCCUPIED				
145.4 - 145.8	PSO	60	60	60	65
147.5 - 150.2	PSO	40	40	40	45
150.2 - 153.9	PSO	55	55	55	60
153.9 - 154.6	PSO				60
155.41	SIGNAL 1555		50*	45*	
160.0 - 160.7	PSO				70
<b>160.7 - 232.7 Zone</b>		<b>65</b>	<b>65</b>	<b>65</b>	<b>80</b>
167.88	SIGNAL 1679		60*	55*	
181.22	SIGNAL 1811			55*	
184.7	SIGNAL 1847			60*	
204.84	SIGNAL 2049			40*	
212.20	SIGNAL 2121		60*	55*	
226.7 (Crossing)	15 MPH AFTER STOPPING AT SIGNAL 2265 OR 2265D UNTIL FULLY OCCUPIED.				
226.7 (Crossing)	15 MPH PASSING SIGNAL 2265D UNTIL FULLY OCCUPIED				
228.0 - 232.7	PSO				70
<b>232.7 - 256.5 Zone</b>		<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
241.05	SIGNAL 2411		55*	50*	
244.2 - 244.5	PSO	55	55	55	
254.77	SIGNAL 2549		55*	50*	
<b>256.5 - 263.4 Zone</b>		<b>40</b>	<b>40</b>	<b>40</b>	<b>45</b>
257.8	INTERLOCKING - ALL MOVEMENTS 25 MPH OVER CROSSING				
<b>263.4 - 263.6 Zone</b>		<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>
263.6	CONNECTING TRACK	10	10	10	10

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<b>Eastward</b>					
Mile		Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psg
<b>263.6 - 263.4</b>	<b>Zone</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>
<b>263.4 - 256.5</b>	<b>Zone</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>45</b>
257.8	INTERLOCKING	25	MPH OVER CROSSING		
<b>256.5 - 232.7</b>	<b>Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
244.5 - 244.2	PSO	55	55	55	
<b>232.7 - 160.7</b>	<b>Zone</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>80</b>
232.7 - 228.0	PSO				70
229.2	SIGNAL 2292			60*	
226.6	SIGNAL 2266			40*	
217.2	SIGNAL 2172		60*	55*	
214.2	SIGNAL 2142			60*	
208.21	SIGNAL 2082		60*	55*	
186.80	SIGNAL 1868		60*	55*	
184.80	SIGNAL 1848			40*	
<b>160.7 - 133.0</b>	<b>Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>80</b>
160.7 - 160.0	PSO				70
154.6 - 153.9	PSO				60
153.9 - 150.2	PSO	55	55	55	60
150.2 - 147.5	PSO	40	40	40	45
145.8 - 145.4	PSO	60	60	60	65
139.5	(Crossing) PSGR	60	MPH APPROACHING WITHIN 2700 FT UNTIL FULLY OCCUPIED		
135.98	SIGNAL 1360			40*	
<b>133.0 - 126.0</b>	<b>Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>70</b>
<b>126.0 - 89.1</b>	<b>Zone</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>80</b>
119.4	SIGNAL 1194			40*	
99.7 - 99.4	PSO	55	55	55	60
90.6 - 89.1	PSO	55	55	55	55
<b>89.1 - 55.0</b>	<b>Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>70</b>
78.08	SIGNAL 782			40*	
76.3 - 74.4	PSO	50	50	50	60
64.5 - 63.05	PSO	55	55	55	60
<b>55.0 - 0.0</b>	<b>Zone</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>80</b>
58.36	(Crossing)	15	MPH AFTER STOPPING AT SIGNAL 586 UNTIL FULLY OCCUPIED		
43.02	SIGNAL 430			40*	
39.80	SIGNAL 398			55*	
37.7	INTERLOCKING	40	MPH OVER CROSSING		
32.00	SIGNAL 320		55*	50*	
30.40	SIGNAL 304			40*	
25.0 - 24.0	PSO	55	55	55	60
10.63	SIGNAL 106		55*	50*	
9.5 - 4.6	PSO	65	65	65	70
2.71	SIGNAL 28		55*	50*	
0.68	(Crossing)	50	MPH APPROACHING WITHIN 2050 FT UNTIL FULLY OCCUPIED		

**(a) Speed on Sidings**

BIGGAR	PALO	CAVELL
SCOTT	TAKO	VERA
YONKER	ARTLAND	CHAUVIN
DUNN	HEATH	W A I N W R I G H T
IRMA	KINSELLA	VIKING
BRUCE	TORLEA	RUSSETT
RYLEY	LINDBROOK	UNCAS
ARDROSSAN		

**Speed 25 mph**