

Method of Control	FORT NELSON SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Radio Tower Code
	N ↓	S ↑				
SUBD TRK	FORT ST. JOHN		728.0		728.0	263
	BARR		729.6			
OCS	MURDALE		743.1	4580	↑ TGBO ↓	280
	NUNES		757.0			
	BLUE HILLS		767.5	2080		
	BUICK		776.2	3630		
	SNYDER		791.2			
	ZEKE		798.1	4970		
	BEATTON RIVER		815.9	5350		
	SILVER LAKE		838.2	3450		
	TAMARACK		852.9	1960		
	GUTAH		864.3	2870		
	SIKANNI		876.5	6100		
	NITEAL		897.2	4600		
	NEEDLEY		910.6	4970		
	FONTAS		917.9	2240		
	EKWAN		931.2	3500		
	ELLEH		942.6	3200		
KLUA		960.8	3250			
SUBD TRK	ALLEN		977.5		978.8	285
	FORT NELSON Y		978.8			

1 ZEKE

Rule 104.5 - Derail installed in siding at Mile 797.9

2 GUTAH

Rule 104.5 - Derails installed 120 feet from north and south ends of occupied service equipment in siding.

3 FORT NELSON

Rule 104.5 - Exception Derail installed on Track East 4 - southend of track.

4 APPLICABLE ON SUBDIVISION

(a) Train Inspection Locations

Trains must inspected at Fort St John, Mile 781.79 crossing, Mile 838.2 Silver Lake south siding switch; Mile 864.3 Gutah and Mile 923.0.

(b) Western Regional Special Instructions

Heavy Grade Train Handling Item 4.2 applicable.

(c) Heaviest car permitted 268,000 lbs.

(d) Rule 105(a) applicable on subdivision track.

FORT NELSON SUBDIVISION

5 SPEEDS

Mile		MPH
728.0 TO 777.0	ZONE	20
777.0 TO 859.0	ZONE	25
728.2	(Private Crossing) 15 MPH APPROACHING WITHIN 700 FT UNTIL FULLY OCCUPIED	
804.0 TO 806.0	PSO	10
859.0 TO 977.5	ZONE	30
870.0 TO 875.0	PSO	25
874.6	BRIDGE	20
900.0 TO 903.0	PSO	25
916.0 TO 928.0	PSO	20
938.0 TO 942.0	PSO	25
973.4	BRIDGE	20

6 PUBLIC CROSSINGS AT GRADE

Mile 973.4 - Trains approaching the highway entrance to the Fort Nelson river bridge must stop, then proceed when the bridge is seen to be clear.