

Method of Control	PRINCE GEORGE SUBDIVISION	Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	Radio Tower Code	Utility Channel Group Codes
	N ↓						
	S ↑						
SUBD TRK	WILLIAMS LAKE	312.9		312.9			
OCS	COMER	318.0		TGBO	350.1	160	UTA 317
	MACKIN	326.8	7350				
	SODA CREEK	335.5					
	GIBRALTAR	344.1				161	
	MACALISTER	346.6	7300				
	AUSTRALIAN	365.2				162	
	DRAGON	374.4	7230				
	WESTPLY	381.0				163	
	QUESNEL	384.8	11365				
	BAKER	389.0				164	
	COTWOOD	396.6					
	GREENING	404.6	5525			165	
	DUNKLEY	413.6					
	COLEBANK	416.5	7200			166	
	HIXON	424.5					
	CRYSDALE	440.3	6045			167	
CALE CREEK	452.6						
CARRIER	458.0						
SUBD TRK	PRINCE GEORGE SOUTH	462.4		462.4			

1 WILLIAMS LAKE

(a) Point Protect Zone: (PPZ)

Trains and track units must NOT occupy the Sub-division track between Mile 313 and Mile 314 at Williams Lake until either:

1. Permission has been received from the yard assignment working at Williams Lake; or
2. Permission has been received from the WOC Coordinator, which confirms that no yard engines are operating at Williams Lake.

Once permission has been given to a train or track unit to occupy these limits, the yard crew or WOC Coordinator must ensure that no movements are made on that portion of the track until the arriving or departing train or track unit reports clear.

- (b) Rule 112 (ii) Williams Lake** - The minimum hand-brake chart must be applied to a maximum of 2 handbrakes. In tracks, WL01 to WL09 and WL12, WL15 to WL25, WL27, WL28, WL30, WL32, WL40, WL46, WL47. Track WL45 3 handbrakes must be applied when track contains more than 40 cars. **EXCEPTION:** When high winds are present handbrakes must be applied as per the handbrake chart.

PRINCE GEORGE SUBDIVISION

- (c) Six axle locomotives prohibited from operating on the industrial track or any track on the Web north of the paved road crossing.
- (d) **Riverside** - prior to entering, warning lights must be activated. Channel 7, Press *4, listen to voice message and tone. Press 111 to activate lights. Press 222 to deactivate lights. When clear of trackage.
Before entering track, crews must ensure that other movements are not switching at this location unless an understanding is made to avoid conflict.
- (e) **Lignum Lumber Track** - crew must activate warning lights before entering track.
- (f) **Air Brakes** - Yard movements handling equipment between Mile 313.0 and Comer must have air applied throughout the entire equipment consist. The last three cars, if available, must be verified to have operative brakes.

2 MACKIN

- (a) **Exception Derail** - North end of siding
- (b) **Rule 105.1** - Unless authorization received, equipment must not be left on Siding

3 GIBRALTAR

Locomotives must not enter Load Out Building.

4 GREENING

- (a) **Exception Derails** - Located 430 feet north of south siding switch and 250 feet south of north siding switch.
- (b) **Rule 105.1** - Unless authorization received, equipment must not be left on Siding

5 COLEBANK

Exception Derails North end of siding

6 QUESNEL

- (a) **Transfer Operations - On OCS Main Track**
Between **Westply** and **Baker** may operate as per CROR definition of transfer.
TRANSFER - An engine with cars operating on main track at speeds not exceeding **15 mph** and need not be TIBS equipped.
TRANSFERS must have air applied throughout the entire equipment consist. The last three cars, if available, must be verified to have operative brakes.
When operating as a Transfer on the main track, the OCS clearance authority will be issued as a work clearance addressed to the Engine. The work authority must grant exclusive occupancy and no other train, engine, track unit or foreman may be authorized in these limits. In the absence of a locomotive engineer on a crew consisting of at least two members, the conductor will designate another qualified employee to perform the rules required duties of the locomotive engineer.

PRINCE GEORGE SUBDIVISION

(b) Point Protection Zone (PPZ)

Track Q000 (siding track). The limits of the PPZ are between mile 385.54 and by the Quesnel station name sign at mile 384.8.

Length of the Point Protection Zone is 3900 ft.

All movements requiring entry into the PPZ, including track units, must not enter the Point Protection Zone until instructions have been obtained from the Prince George WOC Coordinator.

1 When a movement clears such zone, permission must again be requested before occupying the zone.

2 Engineering employees must obtain permission before occupying the track, or undertaking any track work within this zone.

After receiving permission to enter and/or occupy the PPZ, crew members are not required to ride the point and are relieved of the requirements of Rule 40.1, 105, 105(a), 115(a) and 115(c), provided that the following conditions have been met:

- a) The movement has been properly lined into the Point Protection Zone,
- b) Use of the Protection Zone has not been given to another movement, or employee, and
- c) The length of the equipment being handled does not exceed the overall length of the PPZ

More than one movement may be given permission to occupy the PPZ limits provided each movement is advised accordingly. Under these conditions relief of CROR Rule 105 and 115 is not provided.

(c) Rule 112 (ii) - The minimum handbrake chart must be applied to a maximum of:

Tracks Q001 to Q0011 inclusive of 2 handbrakes in on either end of track.

(d) Cariboo Pulp and Quesnel River Pulp

Engines must have permission from the WOC coordinator prior to entering Cariboo Pulp or Quesnel River Pulp trackage. Permission must be obtained at least 30 minutes prior to entry. Coordinator must be advised when switching has been completed.

7 DUNKLEY

Due to restricted side clearance for locomotives at lumber loading spur platform, sufficient reachers must be used when switching.

Dunkley Lumber crews will be switching their mill with a track mobile between 0600 and 2000 on a daily basis. As a result, train crews requiring entry into this trackage between 0600 and 2000 must contact Dunkley security at (250) 998-4207, 30 minutes prior to arrival and obtain verbal permission to enter mill trackage. Permission is not required between 2000 and 0600. After completing switching, train crew must contact Dunkley security and cancel permission.

PRINCE GEORGE SUBDIVISION

Lumber and Log Spotting Instructions

Loaded log cars – Must be spotted to the very northend of track 2. (Max. of 10 cars)

Empty lumber cars – Must be spotted to the south end of track No. 2 at the fall restraints. If more than 6 cars are to be spotted into track #2, the area between the two chip truck loading silos located on the east side of track #2 must be cut and left clear. The fire hall crossing must also be left clear.

Loaded lumber cars – Mill crew will leave in track 3 or pickup. Unless otherwise instructed, these loads along with any empty log cars pulled from Dunkley are to be set out at Greening back track.

8 PRINCE GEORGE**(a) Prince George Terminal Manual in effect**

(b) Subdivision Track - Carrier to Prince George South: Prince George coordinator must provide verbal permission for the movement of trains, engines and track units as well as protection of track work as provided for by Rule 40.1 on this track.

(c) Movements pulling or spotting customer trackage located south of Mile 461.2 must have air throughout movement to provide sufficient operative brake to control movement.

(d) Wye Mile 460.8 - six axle locomotives must be wyed individually.

9 APPLICABLE ON SUBDIVISION

(a) Mile 316.1 - (Norlake) Rule 104.5 - Exception Derails installed on north end of track

West Fraser Chip track and P&T Trackage Operating Crew must activate warning lights before entering tracks.

(b) Locomotive Restrictions - Six axle locomotives prohibited from operating on the Riverside and Soda Creek Tie Track, West Fraser Chip Track, P&T tracks 2 and 3 and chip tracks 1 and 2, or any Weldwood trackage.

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

10 WAYSIDE INSPECTION SYSTEMS

(a) WILD Detector - Mile 350.0. Trains should operate at a consistent speed of 35 mph to ensure proper wheel impact load detection.

(b) Detector Inspection and Setoff Point

350.1 S - Gibraltar N - Mile 358.2

409.3 S - Greening B/T; N - Dunkley

PRINCE GEORGE SUBDIVISION

11 SPEEDS

Mile		MPH
312.9 to 315.0	ZONE	25
315.0 to 367.6	ZONE	35
318.8 to 320.0	PSO	20
320.0 to 325.5	PSO	30
325.5 to 331.5	PSO	20
331.5 to 333.6	PSO	25
339.5	(Crossing) SOUTHWARD 25 MPH APPROACHING WITHIN 500 FT UNTIL FULLY OCCUPIED	
339.5 to 343.2	PSO	30
360.2	(Crossing) NORTHWARD 30 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
367.6 to 375.2	ZONE	40
367.6	(Crossing) NORTHWARD 30 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
375.2	(Crossing) 30 MPH APPROACHING WITHIN 750 FT UNTIL FULLY OCCUPIED	
375.2 to 414.0	ZONE	30
377.0 to 380.0	PSO	25
380.0 to 397.0	PSO	20
400.5 to 401.0	PSO	20
405.5 to 408.0	PSO	25
414.0 to 420.0	ZONE	40
420.0 to 444.5	ZONE	30
426.8 to 429.2	PSO	20
444.2 to 444.5	PSO	25
444.5 to 462.4	ZONE	40
451.5 to 454.3	PSO	30
460.0 to 462.4	PSO	30
460.03	(Crossing) NORTHWARD 5 MPH ENTERING MAIN TRACK UNTIL FULLY OCCUPIED	