

SAFETY FIRST

CANADIAN NATIONAL RAILWAYS

WESTERN REGION—BRITISH COLUMBIA DISTRICT

TIME **10** TABLE

TAKING EFFECT AT 24.01 O'CLOCK, SUNDAY, JANUARY 8th, 1933

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

GOVERNED BY PACIFIC STANDARD TIME

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS
IN THE OPPOSITE (INFERIOR) DIRECTION

DESTROY ALL FORMER TIME TABLES

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS
MUST HAVE A COPY OF THE RULES AND OF THE CURRENT TIME TABLE ACCESSIBLE WHEN ON DUTY

READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY: IMPORTANT CHANGES HAVE BEEN MADE

 CHECK DAYS OF WEEK WITH CARE

N. B. WALTON,
GENERAL SUPT. OF TRANSPORTATION
WINNIPEG

B. T. CHAPPELL,
GENERAL SUPERINTENDENT
VANCOUVER

I. L. BOOMER,
SUPT. OF TRANSPORTATION
VANCOUVER

ASHCROFT SUBDIVISION

SPECIAL INSTRUCTIONS—

Engines of 5000 and 5100 class must not go into the spur at M.P. 7.8 Ashcroft Subdivision on account of the curve being too short for these engines.
Back tracks at screening plant M.P. 84.5 not safe for engines.

SPEED RESTRICTIONS—Trains must approach and pass through Kamloops Jct. and Boston Bar Yards prepared to stop unless the main track is seen or known to be clear. Trains must come to full stop five hundred (500) feet from Lift Section of Bridge over North Thompson River at Kamloops Jct. and will proceed only when knowing positively that Lift is closed.
Mixed and freight trains must not exceed a speed of one (1) mile in two (2) minutes and twenty-four (24) seconds, at any point, unless authorized by timetable or train order.
Run carefully at Mileage 47.5 and watch out for slides. Run cautiously at Mileage 51, 53.4, 55.3 and 56.5, account of sink holes. Do not exceed ten (10) miles per hour between Mileage 80.2 and 80.7, account of rock sliding.
Run cautiously and look out for slides at M.P. 107.38, between Mileage 109 and 109.5, M.P. 113.8, M.P. 117.7 to M.P. 118.8.

YARD LIMIT BOARDS—

Kamloops Jct. 1500 ft. West of West Switch, Halston Siding.
Savona 4000 ft. East and West of Siding Switches.
Ashcroft 4000 ft. East and West of Siding Switches.
Spence's Bridge 825 ft. East of East Wye Switch and 4000 ft. West of West Switch.
Lytton 4000 ft. East and West of Switches.
Boston Bar 4000 ft. East of East Switch.

SPURS

Location	Mileage	Capacity	16 Cars Connected	Both Ends
Fruitlands	2.5			
Tranquille Sanitarium	7.9	41		East End
Savona Orchard	28.7	4		" "
Packing Plant	35.1	8		" "
Chas. Wah	39.9	3		West "
Wing Chong Tai Co.	47.2	3		" "
Ashcroft Irrigated Lands Co.	47.8	3		East "
Ashcroft Estates Ltd.	53.2	15		West "
Epsom	60.0	9		" "
Moran	71.7	4		Both Ends
Stock Yard	97.2	13		East End
Winch	98.6	12		West "
W. Bradley	116.8	2		East "

TUNNELS

Location	Mileage	Length	Location	Mileage	Length	POSITIVE INSPECTION POINTS FOR FREIGHT TRAINS
	9.1	230 feet		80.4	242 feet	
	10.2	2837 "		80.5	364 "	
Lift Bridge	20.6	700 "		91.4	167 "	Westward
Over North Thompson River at Kamloops Jct.	51.7	877 "		93.1	276 "	Savona
	54.9	1366 "		94.0	737 "	Ashcroft
	67.5	231 "		94.7	179 "	Spence's Bridge
	67.6	172 "		109.3	299 "	Eastward
	80.2	179 "		120.5	140 "	Spence's Bridge
						Savona

YALE SUBDIVISION

SPECIAL INSTRUCTIONS—

HOPE—Junction switch is controlled by Interlocker. Top arm governs Can. Nat. main track, lower arm governs C. P. Ry. connection. Use one (1) long sound of the whistle for Can. Nat. main track.
Use two (2) long sounds of the whistle for Canadian Pacific Ry. connection.
Distant Signal Interlocking plant, west end, Hope yard, shows on left side.
Platform served by north track leading to stores at Port Mann does not meet standard clearances and trainmen and others concerned should be careful when switching cars to and from this track to avoid the possibility of injury or accident.
When freight trains are unable to clear lead switch at shop Port Mann by 7.05K, they must arrange to keep clear of shop trains due to leave Port Mann for New Westminster at 7.18K, returning from New Westminster at 7.40K and arriving Port Mann shop 7.53K.
Supports for shed over No. 1 track at Gypsum Spur, Mileage 117.5 Yale Subdivision, are not standard clearance from either track and all concerned will bear this in mind when switching this spur so as to avoid possibility of injury.
Siding at Liverpool is to be used for the meeting and passing of trains only.
To facilitate the movement of trains Westward from Port Mann, conductors will, through the medium of the Operator at Port Mann—first, ascertain from the Great Northern Operator, New Westminster, whether or not all superior trains have arrived and left; second, notify the towerman on Fraser River Bridge of the approximate arrival time at the Eastern limit of the Fraser River Bridge signal zone; third, notify the Great Northern Operator at New Westminster, in case of orders being required at that point, the engine number and approximate arrival time of the train at that station.
When trains are delayed in west end of yard, Conductor will obtain permission from Great Northern Operator by medium of the telephone at the shops and this permission must be obtained by the Conductor personally and a notation to that effect made on form 356 showing the exact time that the Operator at New Westminster gave permission for the train to proceed.

AUTOMATIC BLOCK SIGNALS—

Movement of trains and engines between Mileage 116.3 and Fraser River Jct. are controlled by automatic signals. The main track may be used regardless of right or schedule, such judgment to be used as will prevent delay to first and second class trains, and the following will govern:

When signal 21 at east end of bridge is cleared for eastward trains, signals 117.5 and 117.3 will be at "stop," red lights being indicated, and signal 116.3 will be at "caution," a yellow light being indicated. Westward trains entering the approach circuit at signal 116.3 will set signal 117.4 at "stop," a red light being indicated, and signal 117.6 at "caution," a yellow light being indicated.

Signal 21 at east end of bridge is controlled by operator in tower on bridge, and this signal may be cleared to allow trains to meet at Liverpool Siding, and trains so meeting will be governed by the rule, and westward trains taking siding will, if necessary, back out in order to avoid stalling on east approach to bridge. When trains meet at this siding, at least one of such trains must not consist of more than engine and thirty-nine cars. Conductors in charge of westward trains consisting of more than engine and thirty-nine cars, must ascertain before leaving Port Mann whether or not there is any possibility of meeting an eastward train consisting of more than the engine and thirty-nine cars at Liverpool Siding, and, if so, must remain at Port Mann to meet such train. When a train finds a signal indicating "stop" it must be governed accordingly, but after a reasonable length of time it may proceed under flag protection. This also applies to use of indicators.

FRASER RIVER BRIDGE—Trains westward must not exceed ten (10) miles per hour on east approach and six (6) miles per hour before reaching Fraser River Jct.

Trains must come to a full stop within fifty (50) feet of home signal on either side of this bridge unless signal gives clear indication and must not proceed until clear signal is displayed and must not exceed six (6) miles per hour over this bridge.

Trains must occupy not less than three (3) minutes nor any longer than five (5) minutes in either direction between home signals 2 and 23, 2 and 27, and 5 and 25.

Trains must pull clear of home signal zone before stopping and must not leave any part of train standing within or overlapping home signals.

Trains or light engines, moving to New Westminster Freight Shed must sound FOUR (4) long and ONE (1) Short sounds of the whistle approaching this bridge.

Trains or light engines, moving from New Westminster Freight Shed will sound THREE (3) long and ONE (1) short sounds of the whistle approaching this bridge.

RAILWAY CROSSINGS AT GRADE—

HOPE, mileage 39.9—With Canadian Pacific Ry. (Interlocked).

CHILLIWACK, mileage 72.1—With British Columbia Electric Ry. (Interlocked).

MATSQUI, mileage 88.1—With Canadian Pacific Ry., Mission Branch (Interlocked).

SPEED RESTRICTIONS—

Trains must approach and pass through Boston Bar and Port Mann yards prepared to stop unless main track is seen or known to be clear.

Mixed and freight trains must not exceed a speed of one (1) mile in two (2) minutes and twenty-four (24) seconds, at any point, unless authorized by timetable or train order.

Do not exceed fifteen (15) miles per hour between M. P. 5.0 and twenty-five (25) poles west of M.P. 5.0.

Trains must not exceed fifteen (15) miles per hour between mileages 20 and 21.4 on account of falling rocks.

Trains must not exceed ten (10) miles per hour over switch connecting old and new main lines opposite west end Port Mann Shops.

In view of repair tracks being adjacent to main line at Port Mann, trains must not pass these tracks at high rate of speed, but will maintain such speed as will remove hazard of accident.

Eastward trains must not exceed a speed of fifteen (15) miles per hour until the entire train is passed Home Signal No. 27, which is located on the east end of Fraser River Bridge.

Trains will not exceed a speed of ten (10) miles per hour over switches in Vancouver Yard.

DRAW BRIDGE—Over Fraser River between Fraser River Jct. and New Westminster.

LIFT BRIDGE—Over Sumas River at mileage 78.8 is protected by signals located 500 feet east and 980 feet west of bridge respectively. Trains will approach these signals under full control and be governed by signal indication.

YARD LIMIT BOARDS—

Boston Bar, 4000 feet west of West Switch.
Hope, 6000 feet east of East Switch and 6000 feet west of West Switch.
Chilliwack, 6000 feet east of East Switch and 6000 feet west of West Switch.
Mt. Lehman, 6000 feet east of East Switch and 6000 feet west of West Switch.
Port Mann, 5280 feet east of East Switch and 4000 feet west of West Switch.

TUNNELS

Location	Mileage	Length	Location	Mileage	Length	Location	Mileage	Length	Location	Mileage	Length
	5.5	705 feet		9.0	761 feet		17.5	172 feet		21.7	1049 feet
	7.3	366 "		9.2	268 "		18.8	150 "		23.2	335 "
	8.5	500 "		11.4	548 "		19.7	124 "		26.0	2104 "
	8.7	201 "		12.3	400 "		21.6	825 "		35.0	462 "

SPURS

Location	Mileage	Capacity	6 Cars connected	west	end
Smithvale	69.4				
Collins & Macken	74.1	7			
Cannor	77.2	10		east	
McKay & Flanagan Lbr Co.	108.3	4			
N. K. Wade	108.6	7			
Tynehead	110.4	11			
Fraser Valley Tie & Timber Co.	117.0	10			
Dominion Tar & Chemical Co.	117.1	20			
Canada Gypsum & Alabastine Co.	117.5	17		west	
Brownville	17.7	538		east	

POSITIVE INSPECTION POINTS FOR FREIGHT TRAINS

Westward	Eastward
Hope	Mt. Lehman
Chilliwack	Chilliwack
Mt. Lehman	Hope