

SAFETY FIRST

CANADIAN NATIONAL RAILWAYS

MOUNTAIN DISTRICT

(EDSON AND SMITHERS DIVISION)

TIME **2** TABLE

TAKING EFFECT AT 24.01 O'CLOCK SUNDAY, MAY 1st, 1921

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

GOVERNED BY MOUNTAIN AND PACIFIC STANDARD TIME

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EAST OR SOUTH BOUND 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 THEM 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

A. E. WARREN,
GENERAL MANAGER

J. R. CAMERON,
ASST. GENERAL MANAGER

N. B. WALTON,
ASST. GEN. SUPT.

C. F. MARTIN,
SUPT. TRANSPORTATION

TIME TABLE No. 2, TAKING EFFECT MAY 1st, 1921

| | |
|--|-------------|
| EDSON DIVISION | Miles |
| Edmonton (West Jct. Switch) to Prince George (not including Prince George)..... | 484.4 |
| Bickerdike to Lovett..... | 56.7 |
| Coalspur to Mountain Park..... | 31.0 |
| Snaring Junction to Pocahontas..... | 14.2 |
| | <hr/> 586.3 |

A. D. CAREY, Superintendent, Edson, Alta.
SHERMAN SMITH, Asst. Superintendent, Edson, Alta.

Dispatching Office at Edson
Telegraphic Call "DS"

T. R. DONOVAN, Chief Dispatcher

A. McINTYRE
M. E. HOLMES
S. C. O'ROURKE } Dispatchers
F. T. VALLEREUX
C. F. BRADY

A. McMURPHY } Relief Dispatchers
B. L. MARTEN

| | |
|-------------------------------------|-------|
| SMITHERS DIVISION | Miles |
| Prince George to Prince Rupert..... | 468.3 |

J. P. KIRKPATRICK, Asst. Superintendent, Smithers, B. C.

Dispatching Office at Smithers
Telegraph Call "K"

A. J. McINTYRE, Chief Dispatcher

A. H. FORDE
H. J. KELLY } Dispatchers
A. A. HUTCHINSON

H. L. COLE, Relief Dispatcher

TRAINS ARE OPERATED BY TELEPHONE

TIME TABLE No. 2, TAKING EFFECT MAY 1st, 1921

| WESTBOUND TRAINS | | | | EASTBOUND TRAINS | | | | | | | | | |
|--------------------|------------------|----------------|----------------------------|-----------------------------|-------------------------|---|-----------------------------------|---------------------------|--------------|---------|----------------|------------------|------------------|
| Inferior Direction | | | Superior Direction | | | | | | | | | | |
| CLASS | FIRST CLASS | | Winnipeg and Joint Mileage | Coal, Turntable, Water, Wye | Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. | FIRST CLASS | | SECOND CLASS | | |
| | 201 Time Freight | 3 Pmgr. | | | | | | | 1 Pmgr. | 2 Pmgr. | 4 Pmgr. | 202 Time Freight | 204 Time Freight |
| Daily | Sun. Tues. Fri. | Daily | | | | | | Passing Tracks | Other Tracks | Daily | Mon. Wed. Fri. | Daily | Mon. Thurs. Sat. |
| | | | 797.2 | C W Y D N | | NORTH YARD (Edmonton) 0.5 | D | | | | | | |
| L 2.20 | | | 797.7 | | | WEST JCT. SWITCH 0.2 | | | | | | A 11.00 | A 6.00 |
| | | | 797.9 | | | E.R.R. CROSSING (Not Interlocked) 0.6 | | | | | | | |
| | | | 798.5 | D N | | E. D. & B. C. Ry. Jct. 1.6 | | | | | | | |
| | | | 800.1 | | | C. N. CROSSING (Interlocked) 0.1 | | | | | | | |
| 2.28 | L 21.15 | L 24.05 | 800.2 | D N | | UNION JCT. Jct. with St. Albert Sub. 0.5 | B | | | A 6.00 | A 7.20 | 10.51 | 5.45 |
| | | | 800.7 | | | BISSELL 7.0 | | 68 | | 5.57 | f 7.18 | 10.50 | 5.41 |
| | | | 807.7 | | | ACHESON 5.5 | | 81 31 | | 5.41 | f 7.01 | 10.20 | 5.17 |
| | | | 813.2 | D | | SPRUCE GROVE 4.3 | C V | 86 39 | | 5.29 | s 6.46 | 9.57 | 4.59 |
| | | | 817.5 | D N | | STONY PLAIN 8.6 | S Y | 62 33 | | 5.18 | s 6.34 | 9.41 | 4.45 |
| | | | 826.1 | * | | CARVEL 0.6 | | 81 | | 4.57 | s 6.15 | 9.06 | 4.17 |
| | | | 826.7 | W | | WATER TANK 5.2 | | | | | | | |
| 5 4.42 | s 22.39 | 1.16 | 831.9 | * | | DUFFIELD 5.9 | | 82 | | 4.42 | s 5.56 | 8.42 | 3.56 |
| 9 5.39 | s 22.56 | 1.31 | 837.8 | D N | | WABAMUN 7.5 | W A | 80 | | 4.26 | s 5.39 | 8.22 | 3.35 |
| 9 6.15 | s 23.15 | 1.46 | 845.3 | | | FALLIS 6.3 | | 83 | | 4.07 | s 5.20 | 7.57 | 3.10 |
| 8 6.40 | s 23.32 | 2.01 | 851.6 | W D N | | GAINFORD 8.2 | G I | 85 | | 3.51 | s 5.03 | 7.33 | 2.49 |
| 5 7.03 | s 23.54 | 2.22 | 859.8 | | | ENTWISTLE 1.6 | | 82 | | 3.30 | s 4.40 | 7.03 | 2.22 |
| 01 7.07 | s 23.59 | 2.26 | 861.4 | Y D N * | | EVANSBURG 4.2 | V N | | | 3.24 | f 4.35 | 6.53 | 2.11 |
| 17 7.19 | f 24.09 | 2.35 | 865.6 | * | | STYAL 1.7 | | 81 | | 3.09 | f 4.25 | 6.33 | 1.47 |
| 25 7.23 | f 24.16 | 2.40 | 0. | | | LOBSTICK JCT. Jct. with St. Albert Sub. 3.8 | | 41 | | 3.04 | f 4.18 | 6.27 | 1.39 |
| 41 7.35 | f 24.31 | 2.53 | 3.8 | D N | | JUNKINS 8.9 | J U | 68 10 | | 2.53 | f 4.03 | 6.15 | 1.25 |
| 17 8.00 | f 24.49 | 3.14 | 12.7 | | | CHIP LAKE 1.7 | | 68 | | 2.34 | f 3.44 | 5.50 | 24.49 |
| 25 8.05 | f 24.53 | 3.18 | 14.4 | * | | LEAMAN 1.2 | | 86 | | 2.31 | f 3.41 | 5.43 | 24.24 |
| | | | 15.6 | W | | WATER TANK 3.1 | | | | | | | |
| 42 8.25 | f 1.04 | 3.28 | 18.7 | N | | MacKAY 7.3 | C Y | 83 | | 2.23 | f 3.28 | 5.23 | 23.59 |
| 00 9.00 | f 1.21 | 3.46 | 26.0 | * | | NITON 3.3 | | 81 | | 2.08 | f 3.10 | 4.53 | 23.25 |
| 12 9.15 | f 1.29 | 3.54 | 29.3 | * | | OTLEY 2.6 | | 81 | | 2.01 | f 3.00 | 4.38 | 23.10 |
| | | | 31.9 | W | | WATER TANK 4.3 | | | | | | | |
| 40 9.50 | f 1.46 | 4.08 | 36.2 | D N * | | PEERS 6.3 | Q | 84 | | 1.46 | f 2.42 | 4.08 | 22.40 |
| 04 10.15 | f 2.00 | 4.21 | 42.5 | * | | ROSEVEAR 4.6 | | 82 | | 1.31 | f 2.27 | 3.32 | 22.07 |
| 22 10.35 | f 2.13 | 4.32 | 47.1 | * | | WOLF CREEK 3.4 | | 81 | | 1.20 | f 2.13 | 3.17 | 21.52 |
| 38 10.50 | f 2.24 | 4.42 | 50.5 | * | | YATES 5.4 | | 71 | | 1.12 | f 2.01 | 3.05 | 21.40 |
| 50 11.20 | A 2.40 | A 4.55 | 55.9 | C W Y D N | | EDSON | F Y | 700 | | L 1.00 | L 1.50 | L 2.40 | 21.20 |
| | Daily | Mon. Wed. Sat. | Daily | | | Mountain Time | | | | Daily | Mon. Wed. Fri. | Daily | Sun. Wed. Fri. |
| | 201 | 3 | 1 | | | | | | | 2 | 4 | 202 | 204 |

Register Points
North Yard
Union Jct.
Edson

Bulletin Points
North Yard
Edson

Standard Clocks
North Yard
Edson

SPUR:
Hislop—Mileage 860.8, connected west end.

WYE:
Mileage 839.8.

DERAIL:
Stony Plain, west end commercial track.
Tail of wye at Mileage 839.8.

NOTE—*MAIL CRANE:
Magnolia, Mileage 855.

YARD LIMIT BOARDS:
North Yard, 3,000 feet west of E.D. & B.C. Jct. Switch.
Edson, 3,000 feet east of East Yard Switch.

SPECIAL INSTRUCTIONS:
Nos. 3 and 4 will stop on signal at Wye, Mileage 839.8; Mileage 841.9; and Magnolia, Mileage 855.
No. 4 will take siding at meeting point with No. 1.
No. 1 will stop to discharge passengers from points east of Edmonton.
No. 2 will stop on flag for passengers to points east of Edmonton on days alternate to No. 4.
All trains not to exceed 10 miles per hour over bridges, Mileage 837.0; 854.5; 859.0 and 862.3.
All trains not to exceed 8 miles per hour over switch and cross-over, Lobstick Jct.
Normal position of switch, Lobstick Jct., will be for Evansburg Sub.
In moving trains by train order, the words "Spruce," "Stony," "Chip" and "Wolf" will be used in referring to Spruce Grove, Stony Plain, Chip Lake and Wolf Creek respectively.

TIME TABLE No. 2, TAKING EFFECT MAY 1st, 1921

| WESTBOUND TRAINS Inferior Direction | | | | | | BRULE SUBDIVISION | | Car Capacity 40-ft. Aver. | | EASTBOUND TRAINS Superior Direction | | | | |
|--|------------------------|----------------|-----------|------------------|--------------------------------|-------------------------------------|--|--------------------------------------|-------------------|--|-------------|-------------------|------------------------|------------------------|
| SECOND CLASS | | FIRST CLASS | | Joint Mileage | Coal, Turntable, Water, Wye | Telegraph Office D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Passing Tracks | Other Tracks | FIRST CLASS | | SECOND CLASS | |
| 203 Time Freight | 201 Time Freight | 3 Psg. | 1 Psg. | | | | | | | | 2 Psg. | 4 Psg. | 202 Time Freight | 204 Time Freight |
| Mon. Wed. Fri. | Daily | Mon. Wed. Sat. | Daily | | | | | | | | Daily | Mon. Wed. Fri. | Daily | Sun. Wed. Fri. |
| 1.00 | L 11.50 | L 2.05 | L 4.05 | 55.9 | C W Y | D N | EDSON 4.3 | F Y | 700 | A | 23.45 | A 24.40 | A 22.05 | A 19.30 |
| 1.14 | 12.08 | f 2.17 | 4.16 | 60.2 | | | ANSELL 5.0 | | 71 | | 23.32 | f 24.26 | 21.46 | 19.10 |
| 1.31 | 12.29 | s 2.31 | 4.28 | 65.2 | | D N | BICKERDIKE 0.1 | K D | 69 | | 23.20 | s 24.12 | 21.20 | 18.53 |
| | | | | 65.3 | | | BICKERDIKE JCT. Jct. with Lovett Sub. 4.9 | | | | | | | |
| 1.48 | 12.50 | s 2.45 | 4.41 | 70.2 | | D N | DANDURAND 5.2 | D A | 87 | | 23.05 | s 23.58 | 21.06 | 18.36 |
| 2.05 | 13.13 | f 2.59 | 4.53 | 75.4 | | | GALLOWAY 6.7 | | 70 | | 22.52 | f 23.44 | 20.45 | 18.19 |
| 2.28 | 13.40 | f 3.19 | 5.09 | 82.1 | W | | MEDICINE LODGE 4.5 | | 72 | | 22.36 | f 23.24 | 20.18 | 17.56 |
| 2.43 | 14.03 | f 3.32 | 5.20 | 86.6 | | | HARGWEN 4.8 | T | 70 | | 22.25 | f 23.11 | 20.00 | 17.41 |
| 2.58 | 14.24 | f 3.46 | 5.32 | 91.4 | | D N * | OBED 8.7 | O D | 43 | | 22.13 | f 22.57 | 19.40 | 17.26 |
| 3.25 | 15.00 | f 4.11 | 5.52 | 100.1 | W | * | DALEHURST 8.7 | | 43 | | 21.55 | f 22.33 | 19.05 | 17.00 |
| 3.52 | 15.35 | f 4.36 | 6.12 | 108.8 | | | BLISS 8.8 | | 65 | | 21.36 | f 22.10 | 18.77 | 16.34 |
| 4.19 | 16.08 | f 5.01 | 6.32 | 117.6 | W | D N | ENTRANCE 5.0 | R A | 54 | | 21.16 | f 21.48 | 18.09 | 16.08 |
| 4.35 | 16.38 | f 5.15 | 6.44 | 122.6 | | | SOLOMON 3.5 | | 43 | | 21.04 | f 21.36 | 17.53 | 15.52 |
| | | f 5.24 | | 126.1 | | | ERRINGTON 1.5 | | | | | f 21.27 | | |
| 4.52 | 17.15 | s 5.27 | 6.55 | 127.6 | | D N | BRULE 7.1 | R | 55 | 70 | 20.50 | s 21.24 | 17.15 | 15.35 |
| 5.15 | 17.36 | f 5.47 | 7.10 | 134.7 | W Y | * | BEDSON 6.4 | | 58 | | 20.33 | f 21.06 | 16.55 | 15.13 |
| 5.36 | 17.54 | f 6.04 | 7.23 | 141.1 | | | DEVONA 5.9 | | 72 | | 20.18 | f 20.50 | 16.25 | 14.53 |
| 5.56 | 18.18 | f 6.21 | 7.35 | 147.0 | | | SNARING 3.8 | | 69 | | 20.03 | f 20.34 | 16.00 | 14.33 |
| 6.09 | 18.36 | 6.32 | 7.43 | 150.8 | | | SNARING JCT. Jct. with Pocahontas Sub. 3.4 | T | | | 19.53 | 20.23 | 15.40 | 14.20 |
| 6.22 | 18.54 | f 6.43 | 7.51 | 154.2 | | | HENRY HOUSE 8.0 | | 70 | | 19.44 | f 20.13 | 15.25 | 14.07 |
| 6.50 | A 19.20 | A 7.10 | A 8.10 | 162.2 | C W Y | D N | JASPER | G H | 300 | L | 19.25 | L 19.50 | L 15.00 | L 13.45 |
| Mon. Wed. Fri. | Daily | Mon. Wed. Sat. | Daily | | | | Pacific Time | | | | Daily | Tues. Thurs. Sun. | Daily | Sun. Wed. Fri. |
| 203 | 201 | 3 | 1 | | | | | | | | 2 | 4 | 202 | 204 |

Register Points
Edson
Jasper

Bulletin Points
Edson
Jasper

Standard Clocks
Edson
Jasper

NOTE—*MAIL CRANE:

UNNEL—Mileage 131.4, 745 feet.

RAILS:
Ansell, Bickerdike, Dandurand, Galloway, Medicine Lodge, Hargwen and Henry House, east end of track.
Obed, west end of track.

SPURS:
Edmonton Cement Co. Mileage 71.0, connected east end.
Medlock Lumber Co. Mileage 82.7, connected east end.
Errington's Mileage 99.0, connected west end.
Shale Mileage 115.0, connected east end.
Bedson Coal Co. Mileage 135.2, connected west end.
Rock Quarry Mileage 157.9, connected east end.

AND LIMIT BOARDS:
Edson, 3,000 feet west of West Yard Switch.
Bickerdike, 3,000 feet east of East Switch and 3,000 feet west of West Switch.
Brule, 3,000 feet east of East Yard Switch and 3,000 feet west of West Yard Switch.
Jasper, 3,000 feet east of East Yard Switch.

SPECIAL INSTRUCTIONS:
Nos. 3 and 4 will stop on signal at Mariboro, Mileage 71.8; Spur, Mileage 157.9.
No. 1 will stop to discharge passengers from points east of Edmonton. No. 2 will stop on flag for passengers to points east of Edmonton on days alternate to No. 4.
All trains not to exceed 8 miles per hour over Big Eddy Bridge, Mileage 62.5, and 10 miles per hour over Bridges, Mileage 71.0; 72.2; 78.7 and 79.3; and 15 miles per hour over Bridge at Mileage 137.2.
All trains not to exceed 8 miles per hour over switch and cross-over, Snaring Jct.
At terminals where crews change, the crews arriving on Nos. 1, 2, 3 and 4 will assist with passengers and baggage, and outgoing crews will change engines.
In moving trains by train order, the words "Lodge" and "Henry" will be used in referring to Medicine Lodge and Henry House respectively.

| WESTBOUND TRAINS Inferior Direction | | | | | | LUCERNE SUBDIVISION | | Car Capacity 40-ft. Aver. | | EASTBOUND TRAINS Superior Direction | | | | |
|--|------------------------|----------------|-----------|----------------------------------|--------------------------------|-------------------------------------|---|--------------------------------------|-------------------|--|-------------|------------------|------------------------|------------------------|
| SECOND CLASS | | FIRST CLASS | | Joint and Winnipeg Mileage | Coal, Turntable, Water, Wye | Telegraph Office D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Passing Tracks | Other Tracks | FIRST CLASS | | SECOND CLASS | |
| 203 Time Freight | 201 Time Freight | 3 Psg. | 1 Psg. | | | | | | | | 2 Psg. | 4 Psg. | 202 Time Freight | 204 Time Freight |
| Mon. Wed. Fri. | Daily | Mon. Wed. Sat. | Daily | | | | | | | | Daily | Sun. Tues. Thur. | Daily | Sun. Wed. Fri. |
| L 9.20 | L 19.30 | L 9.00 | L 8.40 | 162.2 | C W Y | D N | JASPER 8.4 | G H | 300 | A | 18.55 | A 18.25 | A 14.55 | A 13.00 |
| 9.49 | 20.03 | f 9.18 | f 8.58 | 170.6 | | | GEIKIE 4.6 | | 68 | | f 18.36 | f 18.09 | 14.30 | 12.29 |
| 10.07 | 20.27 | f 9.30 | f 9.10 | 175.2 | | | MT. CAVELL 4.2 | | 68 | | f 18.24 | f 17.54 | 14.15 | 12.11 |
| | | | | 179.4 | | | ALTA. and B.C. BOUNDARY 5.0 | | | | | | | |
| 10.39 | a 21.00 f 22.00 | s 10.00 | s 9.40 | 184.4 | C W Y | D N | LUCERNE 8.7 | C N | 200 | s | 18.03 | s 17.34 | 13.45 a 12.35 | 11.39 |
| 11.08 | 22.35 | f 10.20 | f 10.00 | 193.1 | | | GRANT BROOK 7.2 | | 69 | | f 17.42 | f 17.06 | 12.03 | 11.08 |
| 11.33 | 23.05 | f 10.38 | f 10.18 | 200.3 | | | RAINBOW 6.1 | | 68 | | f 17.25 | f 16.54 | 11.33 | 10.38 10.18 |
| 11.54 | A 23.25 | s 10.50 | A 10.30 | 206.4 | | D N | RED PASS JCT. Jct. with Blue River Sub. 1.9 | R D | | L | 17.08 | s 16.39 | L 10.55 | 9.53 |
| 12.00 | | s 10.57 | | 1073.0 | W | | RESPLENDENT 6.4 | T | 68 | 44 | | s 16.33 | | 9.46 |
| 12.21 | | f 11.12 | | 1079.4 | | | MT. ROBSON 6.1 | T | 67 | | | f 16.07 | | 9.16 |
| 12.42 | | f 11.30 | | 1085.5 | | | SWIFTWATER 3.5 | | 67 | | | f 15.47 | | 8.49 |
| 12.54 | | f 11.42 | | 1089.0 | | | REARGUARD 7.3 | | 59 | | | f 15.33 | | 8.31 |
| 13.19 | | s 12.00 | | 1096.3 | W Y | | TETE JAUNE 4.9 | T | 68 | 44 | | s 15.17 | | 8.00 |
| 13.37 | | f 12.15 | | 1101.2 | | | SHERE 7.4 | | 68 | | | f 15.02 | | 7.44 |
| 14.02 | | f 12.35 | | 1108.6 | | | CROYDON 6.2 | | 64 | | | f 14.42 | | 7.20 |
| 14.23 | | s 12.53 | | 1114.8 | W | | DUNSTER 7.6 | | 67 | | | s 14.27 | | 7.01 |
| 14.53 | | s 13.13 | | 1122.4 | | | RAUSH VALLEY 5.7 | | 68 | | | s 14.08 | | 6.39 |
| 15.15 | | f 13.28 | | 1128.1 | | | EDDY 6.7 | | 68 | | | f 13.53 | | 6.20 |
| A 15.50 | | A 13.45 | | 1134.8 | C W Y | D N | McBRIDE | M D | 450 | L | 13.38 | | L 6.00 | |
| Mon. Wed. Fri. | Daily | Mon. Wed. Sat. | Daily | | | | Pacific Time | | | | Daily | Sun. Tues. Thur. | Daily | Sun. Wed. Fri. |
| 203 | 201 | 3 | 1 | | | | | | | | 2 | 4 | 202 | 204 |

Register Points
Jasper
Lucerne
Red Pass Jct.
McBride

Bulletin Points
Jasper
Lucerne
Red Pass Jct.
McBride

Standard Clocks
Jasper
Lucerne
Red Pass Jct.
McBride

MAIL CRANE:
Croydon, Mileage 1109.

TUNNELS:
Mileage 168.8, 317 feet.
Mileage 1090.8, 317 feet.

SPURS:
Hargraves Mileage 1099.0, connected west end.
Croydon Lumber Co. Mileage 1105.9, connected west end.
Croydon Lumber Co. Mileage 1108.8, connected east end.
Jamieson's Mileage 1111.3, connected east end.
Channell Bros. Mileage 1112.4, connected east end.
Johnson's Mileage 1123.1, connected west end.
Jamieson's Mileage 1130.9, connected east end.

DERAILS:
Mt. Robson, Swiftwater, Rearguard, west end of track.

YARD LIMIT BOARDS:
Jasper, 3,000 feet west of West Yard Switch.
Lucerne, 3,000 feet east of East Yard Switch and 3,000 feet west of West Yard Switch.
Red Pass Jct., 3,000 feet east and 3,000 feet west of Junction Switch.
McBride, 3,000 feet east of East Yard Switch.

SPECIAL INSTRUCTIONS:
All trains will report to Dispatcher from Tete Jaune.
All trains must approach and pass through Lucerne Yard cautiously, expecting to find main track occupied, or switches wrong, and be prepared to stop at once.
Train No. 3 will stop at platform M. P. 1082, to allow passengers to view Mt. Robson.
All trains not to exceed 10 miles per hour over bridges, Mileage 1101.8; 1110.5; 1112.2 and 1130.3.
Normal position of switch, Red Pass Jct., will be for Blue River Sub.
At terminals where crews change, the crews arriving on Nos. 1, 2, 3 and 4 will assist with passengers and baggage, and outgoing crews will change engines.
In moving trains by train order, the words "Cavell," "Grant," "Robson" and "Rausch" will be used in referring to ML Cavell, Grant Brook, ML Robson and Rausch Valley respectively.

| WESTBOUND TRAINS Inferior Direction | | | | FRASER SUBDIVISION | | | | EASTBOUND TRAINS Superior Direction | | | |
|--|-------------------|---------------------------|------------------------------|--------------------------------------|----------------------|--------------------------------------|---------------------------------|--|---------------------|------------------------|--|
| SECOND CLASS | FIRST CLASS | Miles West of Winnipeg | Coal, Turbale, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telephone Calls Telephone Service | Car Capacity 40-ft. Aver. | | FIRST CLASS | SECOND CLASS | |
| 203 Time Freight | 3 Pgr. | | | | | | Passing Tracks | Other Tracks | 4 Pgr. | 204 Time Freight | |
| Mon. Wed. Fri. | Mon. Wed. Sat. | | | | | | | Sun. Tues. Thur. | Sun. Wed. Fri. | | |
| L 17.20 | L 14.00 | 1134.8 | C W Y D N | | McBRIDE | M D | 450 | A 13.28 | A 5.10 | | |
| | | | | | 13.1 LEGRAND | T | 67 | f 12.48 | 4.27 | | |
| 18.07 | f 14.38 | 1147.9 | | | 8.4 RIDER | | 70 | f 12.28 | 3.53 | | |
| 18.36 | f 15.01 | 1156.3 | | | 6.3 ROONEY | | 67 | f 12.07 | 3.33 | | |
| 18.58 | f 15.23 | 1162.6 | W | | 8.4 ★ LOOS | T | 68 | f 11.49 | 3.03 | | |
| 19.27 | f 15.41 | 1171.0 | | | 8.8 URLING | | 68 | f 11.30 | 2.33 | | |
| 19.56 | f 16.00 | 1179.8 | | | 6.9 KIDD | | 67 | f 11.11 | 2.09 | | |
| 20.21 | f 16.21 | 1186.7 | | | 2.2 WATER TANK | T | | | | | |
| | | 1188.9 | W Y | | 3.6 BEND | | 67 | f 10.52 | 1.49 | | |
| 20.43 | f 16.43 | 1192.5 | | | 7.9 GUILFORD | | 67 | f 10.36 | 1.22 | | |
| 21.12 | f 17.03 | 1200.4 | | | 3.6 ★ PENNY | | 54 | f 10.29 | 1.09 | | |
| 21.26 | f 17.11 | 1204.0 | | | 5.8 LINDUP | T | 65 | f 10.15 | 24.49 | | |
| 21.47 | f 17.26 | 1209.8 | W | | 4.4 ★ LONGWORTH | | 67 | f 10.07 | 24.35 | | |
| 22.01 | f 17.37 | 1214.2 | | | 8.0 HUTTON | H | 67 | s 9.49 | 24.08 | | |
| 22.30 | s 18.00 | 1222.2 | D | | 4.9 DEWEY | | 67 | f 9.37 | 23.51 | | |
| 22.48 | f 18.10 | 1227.1 | | | 7.9 HANSARD | T | 67 | f 9.18 | 23.24 | | |
| 23.20 | f 18.33 | 1235.0 | W Y | | 8.7 ALEZA LAKE | T | 67 | s 8.55 | 22.56 | | |
| 23.54 | s 18.55 | 1243.7 | | | 6.4 NEWLANDS | T | 67 | s 8.41 | 22.36 | | |
| 24.14 | s 19.09 | 1250.1 | | | 6.9 WATER TANK | | | | | | |
| | | 1257.0 | W | | 0.2 GISCOME | G | 67 | s 8.26 | 22.12 | | |
| 24.41 | s 19.26 | 1257.2 | D | | 4.6 WILLOW RIVER | T | 67 | s 8.12 | 21.55 | | |
| 1.00 | s 19.37 | 1261.8 | | | 9.4 SHELLEY | | 68 | f 7.50 | 21.21 | | |
| 1.34 | f 20.02 | 1271.2 | | | 4.4 FOREMAN | | 67 | f 7.39 | 21.07 | | |
| 1.49 | f 20.16 | 1275.6 | | | 5.2 PRINCE GEORGE | G O | | L 7.25 | L 20.50 | | |
| A 2.20 | A 20.31 | 1280.8 | C W Y D N | | | | | Sun. Tues. Thur. | Tues. Thur. Sat. | | |
| | | | | | Pacific Time | | | 4 | 204 | | |

| WESTBOUND TRAINS Inferior Direction | | | | NECHAKO SUBDIVISION | | | | EASTBOUND TRAINS Superior Direction | | | |
|--|---------------------------|------------------------------|--------------------------------------|------------------------|--------------------------------------|---------------------------------|--------------|--|------------------------|--|--|
| FIRST CLASS | Miles West of Winnipeg | Coal, Turbale, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telephone Calls Telephone Service | Car Capacity 40-ft. Aver. | | FIRST CLASS | SECOND CLASS | | |
| 3 Pgr. | | | | | | Passing Tracks | Other Tracks | 4 Pgr. | 204 Time Freight | | |
| Mon. Wed. Sat. | | | | | | | | Sun. Tues. Thur. | Tue. Thur. Sat. | | |
| L 21.01 | 1280.8 | C W Y D N | | PRINCE GEORGE | G O | 400 | A 7.09 | A 20.20 | | | |
| | | | | 5.0 OTWAY | | 67 | f 6.58 | 20.05 | | | |
| f 21.16 | 1285.8 | | | 4.0 MIWORTH | | 65 | f 6.49 | 19.53 | | | |
| f 21.27 | 1289.8 | | | 5.0 CHILAKO | | 65 | f 6.38 | 19.38 | | | |
| f 21.39 | 1294.8 | | | 6.0 BEDNESTI | T | 65 | f 6.23 | 19.20 | | | |
| f 21.55 | 1300.8 | W | | 8.1 NICHOL | | 65 | f 5.59 | 18.57 | | | |
| f 22.17 | 1308.9 | | | 4.3 ISLE PIERRE | | 64 | f 5.49 | 18.44 | | | |
| f 22.27 | 1313.2 | | | 6.3 HUTCHISON | | 64 | f 5.35 | 18.26 | | | |
| f 22.43 | 1319.5 | | | 6.2 WEDGWOOD | T | 64 | f 5.21 | 18.08 | | | |
| f 22.58 | 1325.7 | | | 5.3 STUART | T | 64 | s 5.08 | 17.52 | | | |
| s 23.12 | 1331.0 | W | | 6.4 ★ HULATT | | 65 | f 4.53 | 17.34 | | | |
| f 23.30 | 1337.4 | | | 6.5 SINKUT | | 64 | f 4.38 | 17.16 | | | |
| f 23.48 | 1343.9 | | | 6.1 VANDERHOOF | V N | 64 | s 4.24 | 16.58 | | | |
| s 24.09 | 1350.0 | W D | | 7.1 McCALL | | 65 | f 4.06 | 16.36 | | | |
| f 24.26 | 1357.1 | | | 6.5 ★ ENGEN | | 65 | s 3.52 | 16.15 | | | |
| s 24.42 | 1363.6 | | | 5.1 MARTEN LAKE | T | 64 | s 3.40 | 15.59 | | | |
| s 24.57 | 1368.7 | W | | 6.4 FORT FRASER | | 8 | s 3.23 | 15.39 | | | |
| s 1.14 | 1375.1 | | | 7.5 ENCOMBE | | 65 | f 3.06 | 15.15 | | | |
| f 1.33 | 1382.6 | | | 5.8 ★ FRASER LAKE | | 66 | f 2.53 | 14.56 | | | |
| f 1.49 | 1388.4 | | | 8.2 ENDAKO | K O | 200 | L 2.35 | L 14.30 | | | |
| A 2.11 | 1396.6 | C W Y D N | | | | | | Sun. Tues. Thur. | Tues. Thur. Sat. | | |
| | | | | Pacific Time | | | | 4 | 204 | | |

Register Points
McBride
Prince George

Bulletin Points
McBride
Prince George

Standard Clocks
McBride
Prince George

TUNNEL—Mileage 1153, 777 feet.

SPURS:
Cariboo.....Mileage 1140.0, connected west end.
Dome Mtn. Lumber Co.....Mileage 1189.2, connected east end.
Hed Mtn. Lumber Co.....Mileage 1203.7, connected east end.
Penny Lumber Co.....Mileage 1204.0,
Bushaw Lumber Co.....Mileage 1224.3, connected east end.
Salmon River Sawmills.....Mileage 1227.4, connected east end.
Anthony Lumber Co.....Mileage 1241.1, connected east end.

NOTE—* MAIL CRANES: Mileage 1181.6; Mileage 1227.6.

YARD LIMIT BOARDS:
McBride, 3,000 feet west of West Yard Switch. Prince George, 3,000 feet east of Drawbridge, Mileage 1279.

SPECIAL INSTRUCTIONS:
Nos. 3 and 4 will stop on signal at Cariboo, Mileage 1140.0.
All trains will report to Dispatcher from Water Tank at Mileage 1188.9.
Drawbridge over Fraser River, Mileage 1279, All trains not to exceed 10 miles per hour over this bridge.
All trains not to exceed 10 miles per hour over Bridges, Mileage 1139.0; 1139.8; 1141.3; 1187.2; 1208.3; 1208.7; 1251.9; 1268.4.
In moving trains by train order, the words "Aleza" and "Willow" will be used in referring to Aleza Lake and Willow River respectively.

Register Points
Prince George
Endako

Bulletin Points
Prince George
Endako

Standard Clocks
Prince George
Endako

SPURS:
Fort Garry Lumber Co.....Mileage 1290.9, connected east end.
Austin's.....Mileage 1298.5, connected east end.
Tie.....Mileage 1365.4, connected east end.

Fort Fraser.....Mileage 1374.9 connected west end.
S. McLean Sawmill.....Mileage 1376.0, connected west end.

NOTE—* MAIL CRANES:
Nichol, Mileage 1310.7.
Stellaco, Mileage 1391.3.

YARD LIMIT BOARDS:
Prince George, 3,000 feet west of West Yard Switch.
Endako, 3,000 feet east of East Yard Switch.

SPECIAL INSTRUCTIONS:
All trains not to exceed 10 miles per hour over Bridge, Mileage 1292.6.
All trains will report to Dispatcher from Stuart.
At terminals where crews change, the crews arriving on trains 3 and 4 will assist with passengers and baggage, and outgoing crews will change engines.
In moving trains by train order, the words "Pierre" and "Marten" will be used in referring to Isle Pierre and Marten Lake respectively.

TIME FREIGHT:
Leave Prince George 6.00k, arrive Endako 12.00k Saturday.

TIME TABLE No. 2, TAKING EFFECT MAY 1st, 1921

| WESTBOUND TRAINS Inferior Direction | | | | TELKWA SUBDIVISION | | | | EASTBOUND TRAINS Superior Direction | | | |
|--|------------------------|-----------------------------|----------------------------------|-----------------------|-----------------------------------|---------------------------|--------------|--|------------------|------------------|------------------|
| FIRST CLASS | Miles West of Winnipeg | Coal, Turntable, Water, Wye | Telegraph Office D. Day N. Night | STATIONS | Telephone Calls Telephone Service | Car Capacity 40-ft. Aver. | | FIRST CLASS | SECOND CLASS | Sun. Tues. Thur. | Tues. Thur. Sat. |
| 3 Psgr. | | | | | | Passing Tracks | Other Tracks | 4 Psgr. | 204 Time Freight | | |
| L 2.26 | 1396.6 | C W Y D N | | ENDAKO | K O | 200 | A 2.26 | A 14.00 | | | |
| f 2.41 | 1402.5 | | | SAVORY | | 60 | f 2.12 | 13.42 | | | |
| f 3.00 | 1411.0 | | | PRIESTLY | T | 58 | f 1.54 | 13.18 | | | |
| f 3.15 | 1417.0 | | | SHERATON | T | 65 | f 1.40 | 13.00 | | | |
| f 3.31 | 1423.4 | W | | TINTAGEL | T | 65 | f 1.25 | 12.42 | | | |
| s 3.56 | 1431.3 | | D | BURNS LAKE | B K | 66 | s 1.07 | 12.18 | | | |
| f 4.10 | 1436.5 | | | DECKER LAKE | | 70 | f 24.51 | 12.02 | | | |
| f 4.25 | 1442.0 | | * | PALLING | | 65 | f 24.38 | 11.45 | | | |
| f 4.42 | 1447.4 | W | * | ROSE LAKE | T | 80 | f 24.26 | 11.29 | | | |
| f 5.01 | 1455.0 | | * | FORESTDALE | | 64 | f 24.10 | 11.09 | | | |
| f 5.22 | 1463.3 | | | TOPLEY | | 66 | f 23.51 | 10.47 | | | |
| f 5.40 | 1469.1 | W | | PEROW | T | 66 | f 23.37 | 10.31 | | | |
| f 5.59 | 1476.3 | | | KNOCKHOLT | | 64 | f 23.19 | 10.12 | | | |
| s 6.13 | 1481.2 | | D * | HOUSTON | H U | 63 | s 23.07 | 9.58 | | | |
| f 6.28 | 1487.6 | | * | BARRETT | | 62 | f 22.52 | 9.41 | | | |
| f 6.46 | 1495.0 | W | | WALCOTT | T | 63 | f 22.36 | 9.22 | | | |
| f 7.11 | 1503.4 | | | QUICK | | 64 | f 22.12 | 8.59 | | | |
| f 7.25 | 1509.0 | | * | HUBERT | | 67 | f 21.56 | 8.43 | | | |
| s 7.37 | 1512.3 | | D | TELKWA | A | 22 | s 21.47 | 8.35 | | | |
| f 7.46 | 1515.7 | | | TATLOW | | 63 | f 21.37 | 8.26 | | | |
| A 8.05 | 1521.5 | C W Y D N | | SMITHERS | W A | 400 | L 21.20 | L 8.10 | | | |
| | | | | Pacific Time | | | | | | | |
| | | | | | | | | Pacific Time | | | |

| WESTBOUND TRAINS Inferior Direction | | | | BULKLEY SUBDIVISION | | | | EASTBOUND TRAINS Superior Direction | | | |
|--|------------------------|-----------------------------|----------------------------------|------------------------|-----------------------------------|---------------------------|--------------|--|------------------|----------------|------------------|
| FIRST CLASS | Miles West of Winnipeg | Coal, Turntable, Water, Wye | Telegraph Office D. Day N. Night | STATIONS | Telephone Calls Telephone Service | Car Capacity 40-ft. Aver. | | FIRST CLASS | SECOND CLASS | Mon. Wed. Sat. | Tues. Thur. Sat. |
| 3 Psgr. | | | | | | Passing Tracks | Other Tracks | 4 Psgr. | 204 Time Freight | | |
| L 8.20 | 1521.5 | C W Y D N | | SMITHERS | W A | 400 | A 21.10 | A 7.40 | | | |
| f 8.32 | 1524.9 | | | LAKE KATHLYN | | 66 | f 21.01 | 7.23 | | | |
| f 8.47 | 1530.6 | | | EVELYN | | 64 | f 20.47 | 7.05 | | | |
| f 9.03 | 1536.9 | | | DOUGHTY | | 64 | f 20.32 | 6.46 | | | |
| f 9.20 | 1543.4 | W | | MORICETOWN | T | 66 | f 20.17 | 6.27 | | | |
| f 9.35 | 1548.8 | | | SEATON | | 65 | f 20.01 | 6.09 | | | |
| f 9.47 | 1553.4 | | | BEAMENT | | 56 | f 19.48 | 5.53 | | | |
| f 10.07 | 1560.8 | | | BULKLEY CANYON | T | 58 | f 19.24 | 5.29 | | | |
| s 10.36 | 1567.4 | W | D | NEW HAZELTON | N A | 64 | s 19.00 | 5.08 | | | |
| s 10.52 | 1571.1 | | D | HAZELTON | H N | 48 | s 18.45 | 4.55 | | | |
| f 11.11 | 1578.1 | | * | CARNABY | | 63 | f 18.23 | 4.32 | | | |
| f 11.27 | 1584.0 | | * | SKEENA CROSSING | | | f 18.05 | 4.12 | | | |
| f 11.33 | 1585.3 | | | NASH | | 66 | f 18.01 | 4.08 | | | |
| f 11.44 | 1589.9 | | | ANDIMAU | | 80 | f 17.50 | 3.52 | | | |
| a 11.55 l 12.15 | 1594.6 | W | D | KITWANGA | K A | 65 | s 17.37 | 3.36 | | | |
| f 12.36 | 1602.1 | | | WOODCOCK | | 77 | f 17.17 | 3.12 | | | |
| s 12.50 | 1607.6 | | | CEDARVALE | | 65 | s 17.03 | 2.54 | | | |
| f 13.12 | 1616.0 | | | RITCHIE | | 72 | f 16.43 | 2.28 | | | |
| f 13.30 | 1622.5 | | | DORREEN | | 63 | f 16.26 | 2.09 | | | |
| A 13.50 | 1628.6 | C W Y D N | | PACIFIC | C F | 200 | L 16.10 | L 1.50 | | | |
| | | | | Pacific Time | | | | | | | |
| | | | | | | | | Pacific Time | | | |

Register Points
Endako
Smithers

Bulletin Points
Endako
Smithers

Standard Clocks
Endako
Smithers

WYE:
Mileage 1447.9.

DERAIL:
Telkwa, west end of siding.
Spur, Mileage 1499.9—150 feet from P.S.

SPURS:
To _____ Mileage 1413.9, connected east end.
To _____ Mileage 1446.9, connected west end.
To _____ Mileage 1466.9, connected west end.

SIDING:
Mileage 1512.3 (Telkwa).

NOTE—*MAIL CRANES:
North Bulkley, Mileage 1474.5.

YARD LIMIT BOARDS:
Endako, 3,000 feet west of West Yard Switch.
Smithers, 3,000 feet east of East Yard Switch.

SPECIAL INSTRUCTIONS:
At terminals where crews change, the crew arriving on trains 3 and 4 will assist with passengers and baggage, and outgoing crew will change engines.
All trains will report to Dispatcher from Perow.
All trains not to exceed 15 miles per hour over "Shoo-fly" at Mileage 1407.0.
In moving trains by train order, the words "Burns," "Decker" and "Rose" will be used in referring to Burns Lake, Decker Lake and Rose Lake respectively.

TIME FREIGHT:
Leave Endako 12.30k, arrive Smithers 18.30k Saturday.

Register Points
Smithers
Pacific

Bulletin Points
Smithers
Pacific

Standard Clocks
Smithers
Pacific

SPURS:
Northern B.C. Lbr. Co. Mileage 1523.0, connected east end.
Tramville _____ Mileage 1577.0, connected west end.
Skeena Crossing _____ Mileage 1583.5, connected west end.

TUNNELS:
Mileage 1535.0, 414 feet. Mileage 1564.9, 349 feet.
Mileage 1562.4, 2068 feet. Mileage 1600.4, 655 feet.
Mileage 1563.5, 479 feet. Mileage 1612.2, 144 feet.

WYE:
Mileage 1586.3; 1567.1.

DERAILS:
Carnaby and Hazelton, west end track. Hazelton team track—150 feet from P.S.

YARD LIMIT BOARDS:
Smithers, 3,000 feet west of West Yard Switch.
Pacific, 3,000 feet east of East Yard Switch.

NOTE—*MAIL CRANES:
Lorne Creek, Mileage 1618.7.
Tramville, Mileage 1577.0.

TIME FREIGHT:
Leave Smithers 7.00k, arrive Pacific 13.00k Sunday.

SPECIAL INSTRUCTIONS:
Nos. 3 and 4 will stop on signal at Lorne Creek, Mileage 1618.0.
All trains not to exceed 15 miles per hour over Bridges, Mileage 1540.0; 1573.3; and 10 miles per hour over Bridges, Mileage 1557.0; 1557.8; 1558.0; and 6 miles per hour over Sealey Gulch Bridge, Mileage 1571.0.
In moving trains by train order, the words "Kathlyn" and "Bulkley" will be used in referring to Lake Kathlyn and Bulkley C. respectively.
All trains not to exceed 10 miles per hour over Bridge Falls, Mileages 1572.2 and 1572.8.

| WESTBOUND TRAINS Inferior Direction | | | | SKEENA SUBDIVISION | | | | EASTBOUND TRAINS Superior Direction | | | |
|--|------------------------|-----------------------------|-----------------------------------|-----------------------|-----------------------------------|---------------------------|----------------|--|--------------|----------------|------------------|
| FIRST CLASS | Miles West of Winnipeg | Coal, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. | | FIRST CLASS | SECOND CLASS | Mon. Wed. Sat. | Tues. Thur. Sat. |
| | | | | | | Passing Tracks | Other Tracks | | | | |
| 3 | | | | | | | | | | | |
| Sun. Tues. Thur. | | | | | | | | | | | |
| L 14.10 | 1628.6 | C W Y | D N | PACIFIC | C F | 200 | A 15.55 | A 1.20 | | | |
| f 14.25 | 1634.1 | | | PITMAN | | 55 | f 15.38 | 1.06 | | | |
| s 14.44 | 1640.8 | | D * | USK | U | 65 | s 15.21 | 24.46 | | | |
| f 15.03 | 1647.7 | W | | VANARSDOL | | 63 | f 15.04 | 24.25 | | | |
| s 15.20 | 1653.4 | | D | TERRACE | O N | 50 | s 14.49 | 24.08 | | | |
| f 15.45 | 1663.0 | | | AMSBURY | T | 66 | f 14.23 | 23.39 | | | |
| f 16.06 | 1671.0 | W | | SHAMES | T | 64 | f 14.06 | 23.15 | | | |
| f 16.24 | 1678.1 | | | EXSTEW | T | 76 | f 13.51 | 22.54 | | | |
| f 16.49 | 1689.8 | | | SALVUS | T | 63 | f 13.27 | 22.21 | | | |
| s 17.14 | 1701.5 | W | | KWINITSA | T | 63 | s 13.04 | 21.48 | | | |
| f 17.42 | 1715.2 | | | SKEENA CITY | | 50 | f 12.35 | 21.08 | | | |
| f 17.56 | 1721.4 | W | D | TYEE | A D | 76 | s 12.20 | 20.50 | | | |
| f 18.21 | 1731.3 | | | SOCKEYE | | 33 | f 11.57 | 20.20 | | | |
| f 18.39 | 1737.3 | | | PHELAN | | 47 | f 11.40 | 20.02 | | | |
| f 18.57 | 1742.5 | | | KAIEN | | 57 | f 11.27 | 19.46 | | | |
| A 19.15 | 1748.0 | C W Y | D N | PRINCE RUPERT | G S | 700 | L 11.15 | L 19.30 | | | |
| Sun. Tues. Thur. | | | | Pacific Time | | | Mon. Wed. Sat. | Mon. Wed. Fri. | | | 4 204 |

| SOUTHBOUND TRAINS Superior Direction | | | | LOVETT SUBDIVISION | | | | NORTHBOUND TRIANS Inferior Direction | | | |
|---|----------------|---------------------------|-----------------------------|-----------------------------------|------------------------------|-----------------------------------|---------------------------|---|----------------|----------|--|
| THIRD CLASS | | Miles South of Bickerdike | Coal, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. | | THIRD CLASS | | |
| 84 Mixed | 82 Mixed | | | | | | Passing Tracks | Other Tracks | 81 Mixed | 83 Mixed | |
| Mon. Wed. Sat. | Mon. Wed. Sat. | | | | | | | Mon. Wed. Sat. | Mon. Wed. Sat. | | |
| L 8.30 | L 7.30 | .0 | | D N | BICKERDIKE JCT. | K D | | A 17.45 | A 20.30 | | |
| s 8.50 | s 7.50 | 5.5 | | | McLEOD RIVER | | 57 | s 17.25 | s 20.10 | | |
| s 9.10 | s 8.10 | 10.8 | | | ERITH | | 45 | s 17.05 | s 19.50 | | |
| s 9.35 | s 8.35 | 16.4 | W | D | WEALD | | 56 | s 16.40 | s 19.25 | | |
| s 10.05 | s 9.05 | 24.8 | | | EMBARRAS | | 59 | s 16.10 | s 18.55 | | |
| s 10.45 | s 9.45 | 34.0 | | | MINEHEAD | | 54 | s 15.30 | s 18.15 | | |
| A 11.00 | A 10.00 | 37.0 | C W Y | D N | COALSPUR | G S | 201 | L 15.15 | L 18.00 | | |
| | L 10.30 | | | | Jct. with Mountain Park Sub. | | | A 15.05 | | | |
| | s 11.00 | 43.1 | | | DISS | | 42 | s 14.30 | | | |
| | s 11.15 | 46.8 | | | BASING | | 33 | s 14.15 | | | |
| | s 11.50 | 50.9 | | | FOOTHILLS | | 54 | s 13.40 | | | |
| | A 12.30 | 56.5 | W Y | D | LOVETT | | 15 | L 13.00 | | | |
| | | 56.7 | | | END OF STEEL | | | | | | |
| Mon. Wed. Sat. | Mon. Wed. Sat. | | | | Pacific Time | | | Mon. Wed. Sat. | Mon. Wed. Sat. | | |
| 84 | 82 | | | | | | | 81 | 83 | | |

Register Points: Bickerdike, Coalspur, Lovett
 Bulletin Points: Coalspur

TUNNEL: Mileage 33.3, 591 feet.
 DERAILS: Erith, south end of track. Weald, north and south end of track. Embarras, north end of track. Coalspur, north end of east and west sidings. Basing, north end of track.
 SPURS: Balkan Colls. Mileage 3.8, connected north end. Munson " Mileage 39.8, connected north end. Rocky Hard Mileage 47.1, connected north end. Foothills Mileage 49.8, connected north end. Bituminous Coal Mileage 52.0, connected north end. Blackstone No. 1 Mileage 52.2, connected north end. Blackstone No. 2 Mileage 52.5, connected south end. Blackstone No. 3 Mileage 53.6. Brookdale Mileage 54.2, connected north end.
 YARD LIMIT BOARDS: Coalspur, 3,000 feet north of North Switch and 3,000 feet south of Wye Switch. Lovett, 3,000 feet north of North Switch.

Register Points: Pacific, Prince Rupert
 Bulletin Points: Pacific, Prince Rupert
 Standard Clocks: Pacific, Prince Rupert
 SNOW SHEDS: Mileage 1688.0, 50 feet. Mileage 1697.0, 140 feet. Mileage 1705.3, 500 feet. Mileage 1688.3, 120 feet. Mileage 1697.2, 140 feet. Mileage 1705.8, 400 feet. Mileage 1694.5, 350 feet.
 SPURS: Hunall Mileage 1636.5, connected east end. Cassiar (Cannery) Mileage 1733.0, connected east end. G. Little's Lumber Mileage 1653.9, connected west end. North Pacific Cannery Mileage 1735.3, connected west end. Kitsumkalum Tmbr. Co. Mileage 1659.7, connected east end. Inverness Cannery Mileage 1736.7, connected west end. Lakelse Lumber Co. Mileage 1666.3, connected east end. Port Edward Cannery Mileage 1738.7, connected east end. Khyex Mileage 1714.6, connected west end.
 SIDINGS: Mileage 1660.4 (Remo). Mileage 1733.5 (Sunnyside).
 TUNNELS: Mileage 1643.4, 1251 feet. Mileage 1643.8, 550 feet. Mileage 1693.3, 400 feet. Mileage 1643.6, 177 feet. Mileage 1644.3, 859 feet. Mileage 1703.5, 1468 feet.
 NOTE - MAIL CRANES: Mileage 1636.5. Kitsumkalum, Mileage 1655.6. Caspaco, Mileage 1733.0. Vanarsdol, Mileage 1646.2. Remo, Mileage 1660.4. Inverness Cannery, Mileage 1736.7. Dobles, Mileage 1649.1. Lakelse, Mileage 1666.3. Port Edward, Mileage 1738.7.
 YARD LIMIT BOARDS: Pacific, 3,500 feet west of West Yard Switch. Prince Rupert, 3,000 feet east of East Switch to Car Ferry Slip.
 SPECIAL INSTRUCTIONS: All trains will report to Dispatcher from Kwinitsa. Nos. 3 and 4 will stop at Haysport, Mileage 1724.4, and on signal at: Sunnyside Cannery, Mileage 1733.6. Hunall, Mileage 1636.5. North Pacific Cannery, Mileage 1735.3. Dobles, Mileage 1649.1. Inverness Cannery, Mileage 1736.7. Remo, Mileage 1660.4. Port Edward, Mileage 1738.7. Caspaco (Cassiar Cannery) Mileage 1733.0.
 Drawbridge over Khyex River at Mileage 1714.3, All trains not to exceed 10 miles per hour over this bridge. All trains not to exceed 10 miles per hour over Shoo-fly, Mileage 1634.5. In moving trains by train order, "Skeena" will be used in referring to Skeena City.
 TIME FREIGHT: Leave Pacific 13.30k, arrive Prince Rupert 19.30k Sunday.

TIME TABLE No. 2, TAKING EFFECT MAY 1st, 1921

| SOUTHBOUND TRAINS Superior Direction | | | | MOUNTAIN PARK SUBDIVISION | | | | NORTHBOUND TRAINS Inferior Direction | | | |
|---|----------|-------------------------|-----------------------------|-----------------------------------|----------|-----------------------------------|---------------------------|---|----------------|----------|--|
| THIRD CLASS | | Miles South of Coalspur | Coal, Turntable, Water, Wye | Telegraph Office D, Day N, Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. | | THIRD CLASS | | |
| Mon. Wed. Sat. | 84 Mixed | | | | | | Passing Tracks | Other Tracks | Mon. Wed. Sat. | 83 Mixed | |
| L 11.30 | .0 | C W Y | D N | COALSPUR Jct. with Lovett Sub. | C S | | 201 | A 17.30 | | | |
| | 1.0 | | | 1.0 YELLOWH'D SPUR SWITCH | | | | | | | |
| s 12.20 | 10.0 | | | 9.0 SHAW | | | 44 | s 16.40 | | | |
| | 14.0 | W | | 4.0 WATER TANK | | | | | | | |
| s 13.15 | 21.0 | | | 7.0 LEYLAND | | | 22 | s 15.45 | | | |
| s 13.20 | 22.4 | | D | 1.4 CADOMIN | M O | | | s 15.40 | | | |
| A 14.00 | 31.0 | C W Y | D | 8.6 MOUNTAIN PARK | R K | | 150 | L 15.00 | | | |
| Mon. Wed. Sat. | 84 | | | Pacific Time | | | | Mon. Wed. Sat. | 83 | | |

WATCH INSPECTORS

| | |
|--------------------|--------------------------------------|
| Winnipeg..... | WEBB C. BALL, General Time Inspector |
| Prince Rupert..... | J. BULGER |
| Smithers..... | J. S. GRAY |
| Prince George..... | G. McCULLAGH |
| Edson..... | G. McCULLAGH |
| Edmonton..... | JACKSON BROS. |

SURGEONS

| | | | |
|---------------------------|---|-------------------------|---------------------|
| Winnipeg Man..... | Dr. J. M. LENEY, Asst. Chief Medical Officer. | Pocahontas, Alta..... | Dr. A. McDERMID |
| North Edmonton, Alta..... | Dr. A. B. CAMERON | Jasper, Alta..... | Dr. G. A. MINORGAN |
| Stony Plain, Alta..... | Dr. R. M. OATWAY | McBride, B.C..... | Dr. W. S. RHYCARD |
| Gainford, Alta..... | Dr. A. EMMETT | Prince George, B.C..... | Dr. C. EWERT |
| Edson, Alta..... | Dr. R. PROCTOR | Endako..... | Dr. Wm. McKAY |
| Coalspur, Alta..... | Dr. P. A. MacDONALD | Vanderhoof, B.C..... | Dr. W. R. STONE |
| Cadomin, Alta..... | Dr. C. A. C. BELL | Smithers, B.C..... | Dr. C. H. HANKINSON |
| Brule..... | Dr. S. C. MORRIS | New Hazelton, B.C..... | Dr. H. C. WRINCH |
| | | Prince Rupert..... | Dr. C. A. EGGERT |

Register Points
Coalspur
Mountain Park

Bulletin Point
Coalspur

WYE:
Milage 19.8.

DETAILS:
Leyland, north end of siding.
Mountain Park, 130 feet north of North Switch.
Cadomin, north end of both tracks.

SPURS:
McLeod River Hard Coal Co. Mileage 5.0, connected north end.
Burnt Mountain Lumber Co. Mileage 5.4, connected south end.
Cadomin Coal Co. Mileage 22.4, connected both ends.

YARD LIMIT BOARDS:
Coalspur, 3,000 feet south of Wye Switch on Yellowhead Mine Spur.
Mountain Park, 3,000 feet north of North Switch.

| WESTBOUND TRAINS Inferior Direction | | | | POCAHONTAS SUBDIVISION | | | | EASTBOUND TRAINS Superior Direction | | | |
|--|-----------|-----------------------|-----------------------------|---|----------|-----------------------------------|---------------------------|--|----------------|-----------|--|
| SECOND CLASS | | Miles from Pocahontas | Coal, Turntable, Water, Wye | Telegraph Office D, Day N, Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. | | SECOND CLASS | | |
| Tues. Thur. | 199 Mixed | | | | | | Passing Tracks | Other Tracks | Mon. Wed. Sat. | 200 Mixed | |
| L 17.30 | .0 | Y | D | POCAHONTAS | C A | | 150 | A 9.35 | | | |
| f 17.50 | 5.9 | W | | 5.9 HAWES | | | 66 | f 9.15 | | | |
| f 18.05 | 10.7 | | | 4.8 INTERLAKEN | | | 69 | f 9.00 | | | |
| A 18.25 | 14.2 | | | 3.5 SNARING JCT. Jct. with Brule Sub. | T | | | L 8.40 | | | |
| Tues. Thur. | 199 | | | Pacific Time | | | | Mon. Wed. Sat. | 200 | | |

Register Points
Snaring Jct.

DETAILS:
Pocahontas, east end of yard lead and east and west of old tipple track.

SPECIAL RULES

- 1—Between the hours of 20 o'clock and 8 o'clock at all open telegraph offices, trains (except first-class and passenger extras) must receive a clearance from the operator, whether the signal indicates "stop" or "proceed." If there are no "31" orders on hand for delivery to any train in the direction as indicated by the approaching train, operators are required to have clearance ready so engineer and conductor may secure it while passing at slow speed.
- 2—Employees must not stand on top of cars passing under low overhead bridges, or through low tunnels.
- 3—At a safe distance before commencing the descent of steep grades and approaching railway crossings at grade, junctions, drawbridges, and at points where trains are to be met and passed, and where at any other point failure of brakes would be attended with hazard, brakemen must be on the rear car of each train within convenient access of conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once.
- 4—Light engines, or engines with caboose only, will take siding at all meeting points, except when running as sections of a passenger train.
- 5—Unless some form of block signal is used, freight trains in the same direction must keep at least ten minutes apart except in closing up at stations.
- 6—When one train is found by another train occupying the main track without proper protection as provided by the rules, the engineer will stop his train at the first telegraph office, notify his conductor, and the two will sign a joint telegram to the Superintendent, notifying him of the occurrence. Any failure to report matters of this kind will be considered as serious an offence as though they were guilty of a violation of the rules themselves.
- 7—Cars left on sidings must be properly secured by setting hand brake to prevent them from running out or being blown out foul of the main track.
- 8—Before coupling on to cars being loaded or unloaded at freight sheds, teamtracks, or other places, persons working in or about such cars must be warned, in order to avoid injury.
- 9—Conductors are required to give personal attention to the performance of switching at terminals and intermediate points.
- 10—Before coupling on to passenger cars engine must be brought to a full stop 20 feet distant.
- 11—Engineers must receive proper signal and know that same is intended for their train before backing up.
- 12—Loud talking and other sounds, except when necessary to avoid accident, is prohibited in or about passenger trains.
- 13—One trainman must be stationed on forward end of mixed and freight trains, consisting of ten or more cars, while in motion.
- 14—Conductors of mixed and freight trains must see that doors of all empty cars in their train are kept closed.
- 15—In case of accident, conductors of trains may command the services of work trains, trackmen and other employees in the vicinity when their assistance is required.
- 16—Fuseses must not be used near public crossing or on bridges, or where they may communicate fire.
- 17—No light engine shall run any one mile in less than two (2) minutes.
- 18—Pressure retaining valves must be used on freight trains on all down grades of 1% or over, unless such grades are short and stop is not required to be made at the foot. When used, 50% of the handles should be turned up, beginning at head end of train, and turned to released position at foot of grade, beginning at the rear.
- 19—Where two main tracks parallel each other and are less than twenty feet centre to centre, whether such tracks are for double or single track operation, employees in every instance, when stepping out of the way of approaching trains, must move to the right-of-way and not to the other track. Foremen will be personally responsible for educating their men accordingly.
- 20—All freight trains passing stations where work trains are tied up will leave a register of their train with engine watchman, or with conductor of work train.
- 21—(1)—When cars are pushed by an engine (except when shifting and making up trains in yards where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates or otherwise), a flagman must take a conspicuous position on the front of the leading car.
- (2)—Whenever in any city, town or village, cars not headed by an engine are passing over or along a highway which is not adequately protected by gates, or otherwise, at rail level, a man must take a conspicuous position on the foremost car to warn persons on the highway.
- 22—Lamps and torches must be kept a safe distance away from gas transports, and cars being supplied therefrom, or when gas is being transferred from one car to another.
- 23—Whistle signal fourteen L must be sounded approaching tunnels, curves, cuts and other points where view of track ahead is obscured.
- 24—Snow plows working on double tracks when passing trains on the other track must not be run at a speed exceeding ten (10) miles per hour, and points must be lifted and wings closed. Flangers must also be lifted when passing trains on the other track. Snow plows or flangers working must not be run at a speed exceeding ten (10) miles per hour when passing station or other buildings which are liable to damage by snow or ice being thrown against them.
- 25—Trains using cross-overs on double track must not be run over switches at a speed exceeding six (6) miles per hour.
- 26—In handling dead locomotives in trains, they must be hauled with the pilot end ahead, and must be placed at least five cars from the train engine. If more than one dead engine in train they must be separated by at least five cars. Trains hauling dead, switch or road engines without engine truck must not exceed a speed limit of fifteen (15) miles per hour at any point. Speed must in all cases be regulated to safety limit.
- 27—When engines are unable to haul their rating, Engineers must notify Conductors, stating reason, who will write message to Chief Dispatcher, and Engineer will sign same.
- 28—Red fuseses must be used AT ALL TIMES and in the same manner during the Day, as required to be used during the Night, as per sixth paragraph, Rule 99.
- NOTE—Passenger trains holding a meet on a train in the opposite direction will come to a full stop at meeting point. See Rule 90.
- 29—Section 544 of the Criminal Code of Canada:
- (a) CONVEYANCE OF CATTLE WITHOUT PROPER REST AND NOURISHMENT BY RAILWAY, etc.—No railway company within Canada, whose railway forms one part of a line over which cattle are conveyed from one Province to another Province, or from any part of the Province to another part of same, and no owner or master of any vessel, carrying or transporting cattle from one Province to another Province, or within any Province, or from the United States to or through any Province, shall confine the same in any car, or vessel of any description for a longer period than twenty-eight hours, without unloading the same for rest, water, and feeding purposes for a period of at least five consecutive hours, unless prevented from so unloading and feeding water and food by storm or other unavoidable cause, or by necessary delay or detention in the crossing of trains.
- (b) RECKONING PERIOD—In reckoning the period of confinement the time during which the cattle have been confined without rest and without the nourishing food or water on any connecting railway or vessels from which they are received, whether they are in the United States or Canada, shall be included.
- (c) SAVING—The foregoing provisions as to cattle being unladen, shall not apply to cattle that are carried in any car or vessel in which they have proper space and opportunity for rest and proper water and food.

(d) CARE NECESSARY—Cattle so unloaded shall be properly fed and watered during such rest by the owner or person having the custody thereof, or in case of a default in so doing, by the railway company, or owner or master transporting the same at the expense of the owner or persons in custody thereof, and such company, owner or master shall, in such cases, have a lien upon such cattle for food, care and custody furnished, and shall not be liable for any detention of such cattle.

(e) SANITARY PRECAUTIONS—Where cattle are unladen from cars for the purpose of receiving food, water and rest, the railway then having charge of the cars in which they have been transported, shall, except during the period of frost, clear the floors of such cars, and litter the same properly with clean saw-dust or sand, before reloading them with live stock.

(f) PENALTY—Every railway company or owner or master of a vessel having cattle in transit, or the owner or person having the custody of such cattle, as aforesaid, who knowingly or willingly fails to comply with the foregoing provisions of this section, is liable for every such failure on summary conviction to a penalty not exceeding one hundred dollars.

In order that all concerned may be in a position to determine how long any particular shipment has been in transit, the hour which such stock is loaded should be plainly stated on the face of the bill and a similar notation made when the stock is unloaded for rest, food and water. Conductors will wire agent at next terminal time stock will require food and water.

30—General Order No. 244 of the Board of Railway Commissioners for Canada, relative to reporting certain classes of accidents to the Board, contains the following paragraph:—

"That in the case of derailments, collisions, failure of locomotive boiler or any of its appurtenances, and highway crossing accidents attended by personal injury, and in the case of any damage to any bridge, culvert, viaduct or tunnel so as to render the same impassable or unfit for immediate use, the conductors or other employees of every such company shall, at the expense of the Company and at the same time they report to the Company, send to the Board, addressed to its Chief Operating Officer, at Ottawa, Ont., a telegram containing the following information:

- Date and place.
- Name of railway.
- Number and description of train or trains, engine or engines concerned.
- Number of Passengers, employees or others killed and injured.
- A short and concise statement of the apparent cause of the accident.
- Name and title of person sending report."

Every employee sending a message to the Board must supply a copy to his superior officer to eventually reach the superintendent. Employees are cautioned to make messages as concise as possible, eliminating all unnecessary words, and be careful that they do not send reports concerning any accident which the Board's Order does not specifically call for.

Agents and operators may accept such telegrams for transmission without collection charges, and "WD" office, Winnipeg, will attend to forwarding to destination.

The Board further desires to point out that strict compliance with the said General Order will be expected, and to say that, in every case where the railway, or its conductors or other employee, either wilfully or negligently fails to carry out the said requirements, the imposition of penalties, as provided for in Section 412 of the Railway Act, will be enforced:

For the better information of the railways, and the conductor or other employees, Section 412 is subjoined.

412. (1) Every railway company which wilfully or negligently omits to give immediate notice as by this Act required, with full particulars, to the Board of the occurrence, upon the railway belonging to such company, of any accident, attended with serious personal injury to any person using the railway, or to any employee of the company, or whereby any bridge, culvert, viaduct or tunnel on or of the railway has been broken, or so damaged as to be impassable or unfit for immediate use, shall forfeit to His Majesty the sum of two hundred dollars for every day during which the omission to give such notice continues.

(2) Every conductor or other employee who makes a report to the company of the occurrence of any such accident and fails, wilfully or negligently, to notify the Board of the same by telegraph as soon as possible after such accident, is guilty of an offence and liable, on summary conviction, to a penalty not exceeding one hundred dollars.

31—Under General Order No. 282 of the Board of Railway Commissioners, in all cases of derailment or accidents to passenger cars lighted with Pintsch Gas or Commercial Acetylene, the supply of gas must be shut off by closing the stud valves in storage tanks underneath the car.

Arrangements have been made to place a key in the gauge box under the car for this purpose. Trainmen will see that gas is shut off in this manner in all such cases. The valves are opposite to the standard threads, that is, turn to the left to close off and to the right to open.

32—Freight trains must stop within 15 miles after leaving initial terminal for purposes of inspection, and thereafter freight trains must be inspected at least once every 30 miles. This inspection may be made while train is pulling by at slow speed.

33—Interpretation issued by Railway Commission of Section 306 and 307 of the Railway Act of 1919 requires that any engine, train or electric car shall, before it passes over any level Railway crossing not interlocked, come to a full stop. This Ruling governs engines, trains and cars on all steam railway lines as well as Electric or Street Car lines at crossings not interlocked.

INSTRUCTIONS TO PASSENGER TRAIN CONDUCTORS AND TRAINMEN

Conductors and trainmen assigned to passenger train service, when on duty are required to be neat and clean in their appearance, dressed with standard uniform, clean white linen, black shoes, dark tie, clothes pressed and brushed.

At initial stations the conductor to stand at the rear of the train when practicable. Trainmen must stand between the coaches (with stepping boxes when necessary), coats buttoned, ready to ask destination and direct passengers to their proper cars.

Employees on passes are prohibited from riding in first-class coaches in dirty or greasy working clothes that would soil seats in coaches to the detriment of other passengers who might occupy such seats afterwards.

Trainmen must announce the next station (when leaving station in advance) in each coach saying—"Next station _____," and again when coming into station, saying: "_____ Station, this way out." When coming into a junction station where passengers may be required to change, trainmen will announce change of cars and name principal stations along the line or lines to which passengers may be destined. Coach seats must be turned in direction in which train is running when not in use. See that all coaches carrying passengers are supplied with drinking and washing water. Vestibules of coaches (except rear vestibule of rear coach) to be closed between stations. Vestibule curtains to be closed and not uncoupled until train stops at Terminal or whenever change is made in equipment; stepping boxes must be used when required; coach closets to be locked before arriving at Terminals or important stations. Attention must be given to the heating, ventilating and lighting; the end to be attained is comfort, proper ventilation and even temperature. The carriage of other than reasonable hand baggage in coaches and obstruction of car aisles and vestibules must not be permitted. Doors and vestibules of passenger equipment being dead-headed must be kept closed.

On arrival at Terminals, stand at coaches, in full uniform until the last passenger has disembarked, direct passengers to exits or give information that may be asked for.

Train baggagemen must not permit anyone to ride in baggage cars except officers of this railroad and the Express Company, messengers and conductors and brakemen, in the discharge of their duties. Train baggagemen must remain in the baggage car except when required by the conductor to perform other duties. When necessary to leave the car, they must see that all the doors, are locked.

Conductors of trains carrying passengers must report by wire to their superintendent any case or cases they know of, or have reason to suspect, of passenger or passengers suffering from contagious or infectious diseases, having travelled in any of the cars in the train, in order that arrangements may be made for such cars to be immediately fumigated.

WORKING INSTRUCTIONS IN CONNECTION WITH GENERAL ORDER No. 107, OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, DATED JULY 4th, 1913

TO ALL EMPLOYEES GENERALLY—In carrying out this Order it will be the duty of the officers and employees generally to take precautions to prevent fires on or along the roadway of the Company, to promptly extinguish and prevent spread of fires outside the right-of-way, and to investigate and report fires and probable cause thereof.

TO ALL CONDUCTORS, ENGINEMEN AND TRAINMEN—Conductors, Enginemen or Trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right-of-way, or of a fire which threatens land adjacent to the right-of-way, shall report same by wire to the Superintendent, and also to the Agent or person in charge at the next or nearest point where there shall be telegraph or telephone communication, giving exact location by mileage.

Enginemen shall, on discovering or receiving notice of a fire, stop and notify the first section employees passed of such fire, unless it is practicable for the train crew to extinguish same immediately, in which case this action shall be taken.

No employees shall do or cause damage or injury to any of the fire-protective appliances on any engine. The back dampers of engines shall not be opened while running ahead, or the front dampers while running tender first, except when there is snow on the ground and it is necessary to take such action in order to have engine steam properly.

Fire, live coals or hot ashes shall not be deposited on the tracks or right-of-way, unless extinguished immediately thereafter, except in pits provided for the purpose. On no account shall ashpans be dumped, or ashes from cars or cabooses be thrown out on the right-of-way while running. Burning or smouldering waste taken from hot-boxes shall be covered with earth or otherwise completely extinguished.

TO ALL AGENTS, DISPATCHERS AND OPERATORS—Conductors, Enginemen and Trainmen have received instructions to report all fires occurring on or adjacent to the right-of-way, and it shall be your duty, on receiving such report, to notify immediately the Superintendent and Roadmaster by wire, also the section foreman and local Fire Inspector of the Railway Commission, giving the exact location, by mileage, of the fire, its extent, and any other information which may be of value, particularly as to the number of men needed to fight same.

TO SECTION FOREMEN, EXTRA GANG FOREMEN, BRIDGE FOREMEN, TELEGRAPH OR OTHER CONSTRUCTION GANGS, AND OTHER TRACK EMPLOYEES—In all cases where fire occurs, it shall be your duty to proceed immediately to such fire and extinguish same, remaining as long as may be necessary to do this. It must be understood that this is the most important work that can be done, and that the carrying on of your work, though it may be important, must be set aside until the fire is completely extinguished. In case the fire cannot be extinguished as above, additional help shall be immediately requested by telegraph or telephone message to the Superintendent or Roadmaster. The section foreman on whose section the fire occurs shall, in the absence of an official of the Company, make a thorough investigation regarding the origin of the fire, and submit a full report to the Roadmaster. A report shall be submitted covering every fire starting or burning within three hundred feet of the track, regardless of size or damage done.

Between April 1st and November 1st, no ties, cuttings, debris or litter upon or near the right-of-way shall be burned except under such supervision as will prevent such fire from spreading beyond the strip being cleared. Officers of the Railway Commission may at any time request that no such burning be done along specified portion of the line.

TO SUPERINTENDENTS, ROAD MASTERS AND OTHER OFFICIALS CONCERNED—If the fire is of such an extent that the section gang or other local force available cannot control it unaided, the Superintendent or, in his absence, his representative, must immediately arrange for the dispatch of the Roadmaster or other competent officer with the necessary additional men, who can be drawn from those available in the Department, and all necessary fire-fighting appliances, to the scene of the fire, and must so arrange the train service that they will get to the fire with the least possible delay, in order that no time may be lost in getting it under control.

The officer in charge must also arrange to obtain promptly complete statements from all witnesses, so that origin of, or responsibility for, the fire can be accurately determined.

PENALTY—GENERAL ORDER No. 107 OF THE BOARD OF RAILWAY COMMISSIONERS PROVIDES AS FOLLOWS: "If any employee or other person included in the said regulations fails or neglects to obey the same, or any of them, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence."

REGULATIONS FOR THE UNIFORM MAINTENANCE OF WAY FLAGGING RULES FOR IMPASSABLE TRACK, IN CONNECTION WITH GENERAL ORDER No. 188 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, EFFECTIVE JUNE 1st, 1917, AND AMENDED BY GENERAL ORDER No. 248, AUGUST 19th, 1918

1—Before undertaking any work which will render the main track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen or other employees of the Company shall protect the same as follows:

2—(a) On double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent or fast train service:

Send out a flagman in each direction with stop signals, at least

1500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6000 feet from an approaching train.

3600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5400 feet if there is a down grade towards the obstruction within one mile.

The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3—On other lines:

(a) By day place a red flag, and in addition, by night a red light, on the same side of the track as the engineer of an approaching train at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to give full protection, 150 feet in advance of the red signal, and provide further protection as follows:

(b) By day place a red flag, and, in addition, by night a red light, on the same side of the track as the engineer of an approaching train, so that it will be clearly in his view, at least

3600 feet from the defective or working point, if there is no down-grade towards the obstruction.

5400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.

(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal.

(d) Between sunset and sunrise, and during stormy, foggy or smoky weather conditions, flagmen must be placed instead of the outer signals referred to in Clause (b).

4—Trains stopped by flagmen, as per Rule 2 and Rule 3 (d), shall be governed by his instructions and proceed to the working point, or working point signal, as the case may be, and there be governed by signal or instructions of the foreman in charge.

5—Trains stopped by red signal, as per Rule 3 (b), shall replace the torpedoes exploded and proceed to the working point signal and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

6—In the event of train order protection being provided, the defective or working point must be marked by signals placed in both directions as follows:

Yellow flags by day and, in addition, yellow lights by night, 3600 feet from the defective or working point; red flags by day, and, in addition, red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train; except on double track, where trains run to left, in which case signals shall be placed to the left-hand side as seen by an engineer of an approaching train, and there is a clear view of at least 1200 feet.

7—When weather or other conditions obscure day signals, night signals must be used in addition.

8—"Frequent service" shall mean nine or more trains a day, and "fast train service" shall mean a service at a speed of thirty-five miles or more an hour.

9—That the Brennan signal device as approved by the Board, or a signal of an equally serviceable type attached to the base of the rail, to be approved by the Board, be used to display the signals directed to be provided under Rules 3 (b) and (6) (yellow signal) of this order, and Rule 35 (yellow signal) of the Uniform Code and Operating Rules.

10—Flagmen must each be equipped for day-time with a red flag and four torpedoes, and for night-time, and when weather or other conditions obscure day signals, with a red light, a white light, four torpedoes, three red fuses, and a supply of matches.

NOTE—Rule 2 will apply on all Subdivisions.

PERSONAL INJURIES

1—Whenever passengers or employees are injured, everything must be done to care for them promptly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.

No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.

2—In case of serious accident to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and when necessary, injured persons may be put in the sleepers.

When a number of persons are injured, the services of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Local Surgeon being notified by wire to come immediately to the place of the accident.

3—When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.

4—When people are killed away from a station, the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county, take it to the nearest station in the next county, notifying the county authorities in all cases.

5—A report of all accidents must be made, and immediately sent by wire to officers stated on Form 1957, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries.

6—Every effort must be made to procure the names and addresses of all persons, outsiders as well as employees, who witness the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

7—In every case of personal injury in any department, a full and complete report must be made at once by every employee immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.

8—When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.

9—This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeon, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

SPEED TABLE

| Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. |
|----------------|---------------------|----------------|---------------------|----------------|---------------------|----------------|---------------------|
| 6 | 10. | 21 | 2.51 | 31 | 1.56 | 41 | 1.27 |
| 8 | 7.30 | 22 | 2.43 | 32 | 1.52 | 42 | 1.25 |
| 10 | 6. | 23 | 2.36 | 33 | 1.49 | 43 | 1.23 |
| 12 | 5. | 24 | 2.30 | 34 | 1.45 | 44 | 1.21 |
| 15 | 4. | 25 | 2.24 | 35 | 1.42 | 45 | 1.20 |
| 16 | 3.45 | 26 | 2.18 | 36 | 1.40 | 46 | 1.18 |
| 17 | 3.31 | 27 | 2.13 | 37 | 1.37 | 47 | 1.16 |
| 18 | 3.20 | 28 | 2.8 | 38 | 1.34 | 48 | 1.15 |
| 19 | 3.9 | 29 | 2.4 | 39 | 1.33 | 49 | 1.13 |
| 20 | 3. | 30 | 2. | 40 | 1.30 | 50 | 1.12 |

**CLASSIFICATION AND PERCENTAGE RATING OF LOCOMOTIVES
(CANADIAN NORTHERN RAILWAY)**

| Class | Numbers | Superheater | Rating | Class | Numbers | Superheater | Rating |
|--------|--|-------------|--------------|--------|--|-------------|--------------|
| A-1-a | 2, 3 | | 13 per cent. | H-6-b | 1268 to 1275 inc.; 1277 | (s) | 28 per cent. |
| A-6-a | 23 | | 15 " | H-6-c | 1278 to 1305 inc.; 1308, 1310, 1312, 1319 to 1321 inc. | (s) | 28 " |
| B-1-a | 61 | | 12 " | H-6-d | 1327 to 1336 inc. | (s) | 28 " |
| B-2-a | 63 | | 13 " | H-6-e | 1343 to 1346 inc. | (s) | 28 " |
| B-3-a | 64 | (s) | 15 " | H-6-g | 1370 to 1384 inc. | (s) | 28 " |
| B-4-a | 65 | | 13 " | J-1-a | 700 to 703 inc. | (s) | 31 " |
| B-26-a | 79 | (s) | 17 " | J-4-a | 5080 to 5083 inc. | (s) | 34 " |
| D-1-a | 107, 108, 109 | | 17 " | J-4-b | 5088 to 5090 inc.; 5115 to 5124 inc. | (s) | 34 " |
| D-4-a | 116 | | 26 " | J-4-c | 469 | (s) | 34 " |
| D-4-b | 135, 136, 137, 141, 142 | (s) | 26 " | K-2-b | 448, 450, 554 | (s) | 32 " |
| D-13-a | 132, 133 | | 21 " | K-2-c | 5554 | (s) | 32 " |
| G-1-a | 1015, 1016 | | 20 " | M-1-a | 2010 to 2024 inc. | (s) | 35 " |
| G-2-a | 1017 to 1020 inc. | | 20 " | M-1-b | 2025 to 2064 inc. | (s) | 35 " |
| G-2-b | 1021, 1022 | | 20 " | M-2-a | 2065 to 2089 inc. | (s) | 35 " |
| G-2-c | 1026 | | 20 " | M-3-a | 2090 to 2124 inc. | (s) | 35 " |
| G-3-a | 1028, 1029 | | 22 " | M-3-d | 2130 to 2154 inc. | (s) | 35 " |
| G-4-a | 1031 | | 21 " | M-3-e | 2155 to 2179 inc. | (s) | 35 " |
| G-5-b | 1033 | | 16 " | N-1-a | 2400 to 2419 inc. | (s) | 50 " |
| G-6-a | 1034 to 1038 inc. | (s) | 23 " | N-1-b | 2420 to 2444 inc. | (s) | 50 " |
| G-9-a | 1043 to 1047 inc. | | 23 " | N-2-a | 2455 to 2464 inc. | (s) | 50 " |
| G-10-a | 1048 to 1057 inc. | | 23 " | N-2-b | 2465 to 2514 inc. | (s) | 50 " |
| G-10-b | 1058 to 1082 inc. | | 23 " | O-2-a | 301, 302 | | 28 " |
| G-11-a | 1083 to 1102 inc. | (s) | 26 " | O-3-a | 303 to 306 inc. | | 28 " |
| G-16-a | 1111 to 1130 inc. | (s) | 25 " | O-4-a | 307 | | 28 " |
| H-2-b | 1205 | | 20 " | O-5-a | 308, 309 | | 35 " |
| H-2-c | 1206 | | 20 " | O-6-a | 310, 311 | | 28 " |
| H-3-a | 1207 to 1210 inc. | (s) | 21 " | O-7-a | 312 to 323 inc. | | 28 " |
| H-3-b | 1211 to 1216 inc. | (s) | 21 " | O-7-b | 324 to 328 inc. | | 28 " |
| H-4-a | 1221 to 1230 inc. | (s) | 21 " | O-10-a | 337 to 351 inc. | | 28 " |
| H-4-b | 1231 to 1235 inc.; 1237 to 1240 inc.; 1243, 1244 | (s) | 21 " | O-10-b | 357 to 371 inc. | | 28 " |
| H-4-b | 1245 | (s) | 23 " | O-12-a | 400 to 409 inc. | (s) | 34 " |
| H-5-a | 1246 to 1260 inc. | (s) | 24 " | O-12-a | 416 to 419 inc. | (s) | 35 " |
| H-6-a | 1261 to 1267 inc. | (s) | 28 " | O-13-a | 500 to 502 inc.; 7379 to 7387 inc. | (s) | 37 " |
| | | | | P-1-a | 200 | (s) | 27 " |

(s) Superheater

The tonnage rating of Locomotives lettered "Canadian Government Railway" is obtained by dividing the design horsepower percentage of such Engines by "five" (5)