

A. B. C. Always Be Careful

CANADIAN NATIONAL RAILWAYS
MOUNTAIN REGION – BRITISH COLUMBIA AREA

CN

TIME 27 TABLE

Taking effect at 24:01 Sunday, April 26th, 1964

GOVERNED BY PACIFIC STANDARD TIME

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

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

J. A. POLLOCK,
Manager,
VANCOUVER

T. A. MAINPRIZE,
Operations Manager,
VANCOUVER

G. D. McMILLAN,
Asst. Operations Manager,
PRINCE GEORGE

T. G. OWEN,
Supt. Transportation,
VANCOUVER

| Page | Subdivision | Miles |
|------|--|---------------|
| 4-5 | Albreda Jasper to Blue River (not including Jasper) | 132.3 |
| 12 | Ashcroft Kamloops Jct. to Boston Bar | 125.5 |
| 26 | Bulkley Smithers to Terrace | 131.9 |
| 7 | Clearwater Blue River to Kamloops Jct. | 139.4 |
| 19 | Cowichan Victoria to Youbou | 81.9 |
| 21 | Fraser McBride to Prince George | 146.1 |
| 27 | Kitimat Terrace to Kitimat | 38.5 |
| 11 | Lumby Lumby Jct. to Lumby | 14.4 |
| 23 | Nechako Prince George to Endako | 115.4 |
| 9 | Okanagan Kamloops Jct. to C.P. Rly. | 3.5 |
| 9 | Okanagan Campbell Creek to Armstrong Jct. | 56.4 |
| 9 | Okanagan Vernon to Kelowna | 33.4 |
| 28 | Skeena Terrace to Prince Rupert | 94.6 |
| 24 | Telkwa Endako to Smithers | 125.2 |
| 20 | Tete Jaune Redpass Jct. to McBride | 63.6 |
| 18 | Tidewater Deerholme to Cowichan Bay | 7.3 |
| 15 | Yale Boston Bar to Fraser River Jct. | 118.2 |
| 15 | Yale Fraser River Bridge (Joint with Dominion Govt.) | 0.5 |
| 15 | Yale New Westminster to Vancouver Jct. (Joint with G.N. Rly.) | 12.4 |
| 15 | Yale Vancouver Jct. to Vancouver | 0.7 |
| 14 | VANCOUVER TERMINALS | |
| | Brownsville Spur mileage | 117.7 |
| | Yale Subdivision | 3.6 |
| | Harbour Yard to Second Narrows Bridge (Joint with C.P. Rly.) | 3.0 |
| | Lonsdale Ave. to end of track North Vancouver (Joint with P.G.E. Rly.) | 1.7 |
| | New Westminster to end of track Lulu Island Branch | 17.2 |
| | Second Narrows Bridge to Lonsdale Avenue | 3.6 |
| | Vancouver Yard to Harbour Yard (Joint with G.N. Rly.) | 1.3 |
| | Yard — Glen Drive | 4.2 |
| | Yard — Harbour | 13.0 |
| | Yard — New Westminster | 1.8 |
| | Yard — Port Mann | 18.3 |
| | Yard — Vancouver | 20.5 |
| | Total | 1529.4 |

W. R. FLEMING, Supt. of Terminals, Vancouver, B.C.
 G. A. HANNON, Transportation and Engineering Asst., Victoria, B.C.
 H. G. SHUTTLEWORTH, Trainmaster - Road Foreman, Kamloops, B.C.
 J. TAVERNA, Trainmaster - Road Foreman, Kamloops, B.C.
 F. A. GOUGE, Trainmaster - Road Foreman, Vancouver, B.C.
 Dispatching Office at Kamloops Telegraph Call "K"
 M. WASYLYK, Chief Train Dispatcher
 J. PEHOWICH, Asst. Chief Train Dispatcher

TRAIN DISPATCHERS

| | |
|-------------------|----------------|
| B. Baleshta | J. T. Mychaluk |
| R. L. Barr | F. J. Richmond |
| J. A. Dixon | R. H. Thompson |
| L. C. Fraser | T. G. Thomson |
| H. F. Goodwin | L. P. Trainor |
| T. B. Goodwin | H. C. Warner |
| E. R. Kolesnikoff | C. W. Webster |

J. P. BATEMAN, Asst. Supt. Transportation, Prince George, B.C.
 M. K. DAGG, Trainmaster - Road Foreman, Prince George, B.C.
 W. G. CURRAN, Trainmaster - Road Foreman, Smithers, B.C.
 K. G. McDONALD, Trainmaster - Road Foreman, Prince Rupert, B.C.
 Dispatching Office at Prince George Telegraph Call "SM"
 J. KOLODRUBSKY, Chief Train Dispatcher
 N. B. HOUSEMAN, Asst. Chief Train Dispatcher

TRAIN DISPATCHERS

| | |
|--------------|-----------------|
| G. E. Brown | A. S. Lancaster |
| E. R. Coster | D. B. McDonald |
| J. Daniluck | K. H. McIntyre |
| E. Gunderson | A. A. Nunweiler |
| W. R. Harmon | R. G. Robertson |
| R. H. James | L. G. Thomson |
| J. D. Kehoe | |

CHIEF MEDICAL OFFICER
 Montreal, Que. Dr. K. E. Dowd

REGIONAL MEDICAL OFFICER
 Winnipeg, Man. *Dr. Emmet Dwyer
 Residence HU 9-5583

ASSISTANT REGIONAL MEDICAL OFFICER
 Winnipeg, Man. *Dr. Cecil E. Mather
 Residence GL 2-2741

WINNIPEG MEDICAL CLINIC
 Winnipeg, Man. *Dr. J. W. Kalkman
 Office WH 6-2491
 Residence GR 4-1753
 *Dr. R. A. Morgan
 Office WH 6-2491
 Residence 256-3233

AREA MEDICAL CLINIC
 Vancouver, B.C. *Dr. J. G. Hunter
 Senior Medical Officer,
 Office MU 4-0171
 Loc. 333
 Residence WA 2-8759

MEDICAL OFFICERS
 Vancouver, B.C. Dr. G. C. Johnston
 Office RE 8-1014
 Residence RE 8-1014
 *Dr. Chas. A. MacLean
 Office TR 4-2211
 Residence AM 6-4474
 Dr. Keith MacLean
 Office TR 4-2211
 Residence TR 6-5945
 Victoria, B.C. *Dr. J. H. Moore
 *Dr. W. Graham
 New Westminster, B.C. Dr. H. H. MacKenzie
 Office LA 1-3646
 Residence LA 1-3646
 Dr. P. M. McLean
 Office LA 1-2858
 Residence LA 1-8466
 Chilliwack, B.C. Dr. J. D. Moore
 Dr. J. D. Grandy
 Hope, B.C. *Dr. R. D. Morrison
 Lytton, B.C. *Dr. Kenneth N. Edwards
 Ashcroft, B.C. Dr. L. E. Ross
 Kamloops, B.C. *Dr. C. J. M. Willoughby
 Office 372-3303
 Residence 372-3212
 *Dr. I. G. Smillie
 Office 372-3303
 Residence 372-2023
 *Dr. J. A. C. Thomson
 Office 372-3303
 Residence 372-7512
 *Dr. W. E. French
 Office 372-3303
 Residence 372-7656
 *Dr. H. O. L. Murray
 Office 374-5251
 Residence 374-4624

Vernon, B.C. Dr. H. G. Scarrow
 Kelowna, B.C. *Dr. W. J. Knox
 *Dr. J. H. Moir

Jasper, Alta. *Dr. J. Betkowski
 *Dr. A. Venner

McBride, B.C. *Dr. D. B. Ryall
 Prince George, B.C. *Dr. L. T. Maxwell
 *Dr. A. L. Chambers

Vanderhoof, B.C. Dr. A. W. Mooney
 Dr. J. C. Godel

Burns Lake, B.C. Dr. J. Matvenko
 Smithers, B.C. *Dr. M. K. Weare
 *Dr. K. M. Leighton

Hazelton, B.C. Dr. J. E. Whiting
 Dr. D. F. Butt
 Terrace, B.C. Dr. Robert E. Lee
 *Dr. K. H. Christensen

Prince Rupert, B.C. *Dr. L. M. Greene
 *Dr. W. S. Kergin
 *Dr. W. J. D. Arnold
 *Dr. C. G. Voth

Kitimat, B.C. Dr. A. R. Swanburg
 *Also Eye, Ear and Physical Examiners.

WATCH INSPECTORS

| Name | Location |
|-----------------------|--|
| Rowed & O'Neill | Jasper, Alta. |
| J. H. Baynes | Webbers Jewelry and Gift Shop, 405 Victoria St., Kamloops, B.C. |
| D. Livingstone | Livingstone's Jewellers Ltd., 319 Seymour St., Kamloops, and 273 Tranquille Road, North Kamloops, B.C. |
| J. Haworth | Kelowna, B.C. |
| Giffords Ltd. | 515 Columbia St., New Westminster, B.C. |
| W. H. Grassie | 566 Seymour St., Vancouver, B.C. |
| Ferguson & Stephenson | 521 Seymour St., Vancouver, B.C. |
| Peter Polney | 2579 Commercial Drive Vancouver, B.C. |
| Little & Taylor | 1209 Douglas St., Victoria, B.C. |
| Northland Jewellers | 433 George St., Prince George, B.C. |
| J. Dehaan | Smithers, B.C. |
| J. Bulger, Limited | Prince Rupert, B.C. |
| Agent | Deerholme, B.C. |
| Agent | Terrace, B.C. |

| WESTWARD TRAINS | | | | Miles from Jasper | Symbols | ALBRED A SUBDIVISION | STATIONS |
|---------------------------|-----------------------|-----------------------|-----------------------|-------------------|---------|-------------------------|----------|
| FOURTH CLASS | FIRST CLASS | | | | | | |
| 559 Way Freight | 1 Passenger | 5 Passenger | 9 Passenger | | | | |
| Tuesday, Thursday | Daily | Daily ex. Sunday | Daily | | | | |
| 9.10 | 16.50 | 9.00 | 6.00 | 0.0 | CKPWYZ | JASPER | |
| 9.30 | 16.55 | 9.07 | 6.05 | 2.8 | P | WYND | |
| 9.44 | 17.03 | 9.16 | 6.13 | 8.3 | P | GEIKIE | |
| 9.52 | 17.09 | 9.22 | 6.19 | 13.0 | P | DECOIGNE | |
| 10.01 | 17.15 | 9.28 | 6.25 | 17.5 | P | YELLOWHEAD | |
| 10.14 | 17.21 | 9.36 | 6.31 | 21.8 | P | LUCERNE | |
| 10.26 | 17.29 | 9.46 | 6.39 | 27.8 | P | FITZWILLIAM | |
| 10.35 | 17.34 | 9.51 | 6.52 | 31.7 | P | GRANT BROOK | |
| 10.47 | 17.41 | 9.58 | 7.02 | 37.6 | P | RAINBOW | |
| 11.10 | 17.49 | 10.10 | 7.10 | 43.9 | PWZ | REDPASS JCT. | |
| 11.27 | 17.59 | To Tete Jaune Sub. | 7.21 | 51.1 | P | FOSTER | |
| 11.37 | | | | 54.3 | P | MT. ROBSON | |
| 11.47 | 18.18 | | 7.40 | 57.3 | P | MOREY | |
| 12.05 | 18.30 | | 7.52 | 65.5 | P | JACKMAN | |
| 12.32 | 18.38 | | 8.00 | 72.6 | P | SWIFT CREEK | |
| 12.55 | 18.40 | | 8.02 | 74.5 | P | VALEMOUNT V | |
| 13.15 | 18.44 | | 8.12 | 78.3 | P | CEDARSIDE | |
| 13.27 | 18.51 | | 8.19 | 83.2 | P | CANOE RIVER | |
| 13.45 | 19.04 | | 8.34 | 91.5 | PWY | ALBRED A | |
| 14.00 | 19.11 | | 8.43 | 96.9 | P | CLEMINA | |
| 14.14 | 19.21 | | 8.54 | 103.2 | P | GOSNELL | |
| 14.22 | 19.27 | | 9.00 | 106.3 | P | LEMPRIERE | |
| 14.43 | 19.40 | | 9.14 | 114.2 | P | PYRAMID | |
| 15.00 | 19.51 | | 9.26 | 122.4 | P | THUNDER RIVER | |
| 15.10 | 19.58 | | 9.33 | 127.9 | P | REDSAND | |
| 15.20 | 20.05 | | 9.40 | 132.3 | CKPWYZ | BLUE RIVER | |
| Tuesday, Thursday | Daily | Daily ex. Sunday | Daily | | | | |
| 559 | 1 | 5 | 9 | | | | |

ALBRED A SUBDIVISION FOOTNOTES

At Albred A and Clemina No. 9 will stop to detrain revenue passengers from Jasper and beyond and will stop on flag to entrain revenue passengers

for Kamloops Jct. and beyond where train is scheduled to stop.

| ALBRED A SUBDIVISION | | Cur Capacity | | EASTWARD TRAINS | | | | | | | |
|----------------------|----------------|--------------|--------------|-----------------------|------------------------|-----------------------|-----------------------|---------------------------|-----------------------|-----------------------|--|
| STATIONS | Office Signals | Sidings | Other Tracks | FIRST CLASS | | | FOURTH CLASS | | | | |
| | | | | 2 Passenger | 10 Passenger | 6 Passenger | 868 Freight | 560 Way Freight | 870 Freight | 872 Freight | |
| | | | | Daily | Daily | Daily ex. Monday | Daily | Wednesday, Friday | Daily | Daily | |
| JASPER | GH | 48 | Yard | 7.50 | 14.40 | 15.00 | 9.40 | 13.00 | 18.40 | 3.40 | |
| WYND | | 52 | | 7.39 | 14.30 | 14.47 | 9.30 | 12.50 | 18.31 | 3.27 | |
| GEIKIE | | 117 | 40 | 7.30 | 14.21 | 14.38 | 9.16 | 12.37 | 18.17 | 3.13 | |
| DECOIGNE | | 63 | | 7.23 | 14.14 | 14.32 | 8.56 | 12.29 | 18.09 | 3.05 | |
| YELLOWHEAD | | 59 | | 7.16 | 14.07 | 14.26 | 8.49 | 12.22 | 18.02 | 2.58 | |
| LUCERNE | CN | 110 | 21 | 7.09 | 14.00 | 14.19 | 8.42 | 12.14 | 17.54 | 2.51 | |
| FITZWILLIAM | | 63 | | 6.59 | 13.51 | 14.07 | 8.33 | 12.02 | 17.44 | 2.40 | |
| GRANT BROOK | | 111 | 45 | 6.52 | 13.45 | 14.01 | 8.27 | 11.55 | 17.34 | 2.34 | |
| RAINBOW | | 54 | | 6.44 | 13.37 | 13.53 | 8.19 | 11.45 | 17.16 | 2.25 | |
| REDPASS JCT. | RD | 108 | 103 | *6.35 | *13.28 | 13.45 | 8.10 | 11.35 | 17.07 | 2.15 | |
| FOSTER | | 52 | | 6.23 | 13.15 | From Tete Jaune Sub. | 7.58 | 11.10 | 16.47 | 1.54 | |
| MT. ROBSON | | | | | | | | 11.01 | | | |
| MOREY | | 114 | 20 | 6.10 | 12.55 | | 7.40 | 10.53 | 16.28 | 1.35 | |
| JACKMAN | | 63 | 37 | 5.57 | 12.42 | | 7.07 | 10.38 | 16.10 | 1.17 | |
| SWIFT CREEK | | 110 | 45 | 5.48 | 12.32 | | 6.56 | 10.25 | 15.57 | 1.05 | |
| VALEMOUNT V | VN | | 30 | 5.46 | 12.27 | | | 10.20 | | | |
| CEDARSIDE | | 56 | 51 | 5.42 | 12.21 | | 6.49 | 10.00 | 15.49 | 24.57 | |
| CANOE RIVER | | 110 | 118 | 5.35 | 12.14 | | 6.41 | 9.50 | 15.42 | 24.48 | |
| ALBRED A | AB | 56 | 113 | 5.21 | 12.00 | | 6.27 | 9.35 | 15.28 | 24.34 | |
| CLEMINA | | 110 | 45 | 5.14 | 11.50 | | 6.19 | 9.20 | 15.18 | 24.24 | |
| GOSNELL | | 56 | 10 | 5.04 | 11.39 | | 6.09 | 8.54 | 15.05 | 24.08 | |
| LEMPRIERE | | 110 | 45 | 4.58 | 11.33 | | 6.03 | 8.38 | 14.57 | 24.01 | |
| PYRAMID | | 61 | | 4.45 | 11.20 | | 5.50 | 8.19 | 14.43 | 23.47 | |
| THUNDER RIVER | | 110 | 12 | 4.33 | 11.08 | | 5.38 | 8.04 | 14.28 | 23.33 | |
| REDSAND | | 54 | | 4.24 | 11.00 | | 5.30 | 7.54 | 14.20 | 23.24 | |
| BLUE RIVER | BR | 140 | Yard | 4.15 | 10.50 | | 5.20 | 7.45 | 14.10 | 23.15 | |
| | | | | Daily | Daily | Daily ex. Monday | Daily | Wednesday, Friday | Daily | *Daily | |
| | | | | 2 | 10 | 6 | 868 | 560 | 870 | 872 | |

At Clemina and Albred A No. 10 will stop to detrain revenue passengers from Kamloops Jct. and beyond and will stop on flag to entrain revenue

passengers for Jasper and beyond where train is scheduled to stop.

ALBRED A SUBDIVISION FOOTNOTES—Concluded

MAXIMUM SPEED

| Between Mileages | Miles per Hour | |
|------------------|----------------|-------------------|
| | Passenger | Mixed and Freight |
| 0.0 and 47.9 | 50 | 45 |
| 47.9 and 63.8 | 40 | 35 |
| 63.8 and 71.5 | 50 | 45 |
| 71.5 and 78.8 | 60 | 50 |
| 78.8 and 94.9 | 50 | 45 |
| 94.9 and 116.7 | 40 | 40 |
| 116.7 and 132.3 | 50 | 45 |

PERMANENT SLOW ORDERS

| Between Mileages | Passenger | Mixed and Freight |
|------------------|-----------|-------------------|
| 0.0 and 1.7 | 40 | 40 |
| 4.8 and 7.8 | 35 | 30 |
| 16.3 and 31.0 | On Curves | 45 |
| 47.9 and 49.0 | 35 | 30 |
| 52.5 and 56.3 | 35 | 30 |
| 62.5 and 63.0 | 35 | 30 |
| 66.3 and 66.6 | 40 | 35 |
| 78.8 and 86.4 | 40 | 35 |
| 86.4 and 89.6 | 35 | 35 |
| 101.8 and 107.2 | 35 | 35 |
| 109.8 and 110.5 | 35 | 35 |
| 114.2 and 116.7 | 35 | 35 |
| 122.6 and 123.2 | 40 | 40 |
| 125.3 and 125.5 | 40 | 40 |

1. Siding at Jasper is located between first switch east of station and first switch west of station.

2. At Jasper, the time of eastward regular trains except Nos. 2 and 10 applies at the siding west switch. Unless otherwise instructed, No. 6 must use siding at Jasper.

3. Tete Jaune Sub. connects with siding at Redpass Jct. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Tete Jaune Sub.

4. At Redpass Jct. the time of Nos. 5 and 6 applies at the crossover switch mileage 43.7.

*5. Nos. 2 and 10 must approach eastward signal 438 at Redpass Jct. prepared to stop and there be governed by indication displayed.

6. Special Instruction 4 applicable within yard limits at Redpass Jct.

7. Nos. 1, 9 and 10 will stop for 5 minutes at Mileage 56.4 to allow passengers to view Mount Robson.

8. Movement of cars detached from engine on Albreda Wye is prohibited and before using wye it must be known that brakes on all equipment being handled are in proper working order.

9. Siding at Blue River is located between east and west switches.

10. At Blue River, the time of No. 559 applies at the siding east switch.

11. SPRING SWITCHES are located at sidings as follows:

| Location | End |
|-------------|-----------|
| Wynd | West End |
| Canoe River | West End |
| Albreda | Both Ends |
| Clemina | East End |
| Lempriere | East End |

Before a movement is made to main track at these switches, trainmen must comply with instructions posted in box marked "buttons" located on "STOP" signal.

12. Trains or engines accepting a SLOW CLEAR indication of a dwarf signal may proceed through the turnout at a speed not exceeding 25 miles per hour. Rule 287 modified accordingly.

13. Local telephone located at Mileages 6.6, 48.0, 55.3 and 109.0.

14. Train order delivery device at Lucerne, Valemount and Albreda.

15. Special Instruction M-2 applicable.

SLIDE DETECTOR FENCES

| Between Mileages | Length |
|------------------|-----------|
| 6.55 and 6.84 | 1550 feet |
| 7.31 and 7.35 | 200 feet |
| 7.72 and 7.75 | 250 feet |
| 55.30 and 55.64 | 1700 feet |

TUNNELS

| Location | Length | Location | Length |
|--------------|----------|--------------|---------|
| Mileage 6.6 | 315 ft. | Mileage 48.2 | 288 ft. |
| Mileage 47.9 | 80 ft. | Mileage 54.9 | 361 ft. |
| Mileage 48.1 | 1216 ft. | | |

SNOW SHEDS

| Location | Length | Location | Length |
|--------------|----------|--------------|---------|
| Mileage 6.6 | 315 ft. | Mileage 48.2 | 288 ft. |
| Mileage 47.9 | 80 ft. | Mileage 54.9 | 361 ft. |
| Mileage 48.1 | 1216 ft. | | |

OTHER TRACKS

| Location | Mileage | Capacity | Connected |
|---------------------------------------|---------|----------|-----------|
| Lucerne Pit | 23.0 | 109 cars | Both ends |
| Hystad Bros. Ltd. | 74.9 | 8 cars | Both ends |
| Dom. Tar & Chem. Co. Ltd. and Hedberg | | | |
| Veneer | 77.5 | 42 cars | East End |
| Bell Pole Co. | 77.9 | 11 cars | East End |
| W. Osadchuck | 108.9 | 4 cars | East End |
| Blue River Sawmills | 124.0 | 15 cars | Both ends |
| Midland Timber Ltd. | 130.7 | 5 cars | East End |

PYRAMID FALLS - MILE 113 - 114 To THE LEFT
EAST SWITCH AT FOSTER 60 CAR MANNER LEFT
WEST SWITCH FITZ WILLIAM

| WESTWARD TRAINS | | | | | | CLEARWATER SUBDIVISION | | | | | | EASTWARD TRAINS | | | | | |
|---|-----------------|-----------------|-----------------------|---------|----------------------|------------------------|--------------|--------------|-----------------|-----------------|---------------|------------------------------|---------------|---------------|--|--|--|
| FOURTH CLASS | FIRST CLASS | | Miles from Blue River | Symbols | STATIONS | Office Signals | Car Capacity | | FIRST CLASS | | FOURTH CLASS | | | | | | |
| | 561 | 1 | | | | | 9 | 2 | 10 | 860 | 562 | 862 | 864 | | | | |
| Way Freight Tuesday, Thursday, Saturday | Passenger Daily | Passenger Daily | | | | | Sidings | Other Tracks | Passenger Daily | Passenger Daily | Freight Daily | Way Freight Daily ex. Sunday | Freight Daily | Freight Daily | | | |
| 7.00 | 20.10 | 9.45 | 0.0 | CKPWYZ | BLUE RIVER | BR | 140 | Yard | 4.10 | 10.45 | 5.55 | 14.10 | 14.35 | 22.30 | | | |
| 7.08 | 20.17 | 9.54 | 4.4 | P | 4.4 ANGUS HORNE | | 54 | | 4.00 | 10.33 | 5.43 | 13.58 | 14.23 | 22.22 | | | |
| 7.14 | 20.23 | 10.00 | 8.2 | P | 3.8 WOLFENDEN | | 110 | | 3.54 | 10.27 | 5.37 | 13.50 | 14.17 | 22.16 | | | |
| 7.24 | 20.32 | 10.17 | 13.6 | P | 5.4 MESSITER | | 72 | 18 | 3.44 | 10.17 | 5.26 | 13.38 | 14.07 | 22.06 | | | |
| 7.35 | 20.41 | 10.29 | 18.8 | P | 5.2 COTTONWOOD FLATS | | | 20 | 3.35 | 10.07 | 5.13 | 13.24 | 13.56 | 21.55 | | | |
| 7.55 | 20.50 | 10.40 | 24.8 | PWY | 6.0 AVOLA | VO | 110 | 57 | 3.25 | 9.57 | 5.00 | 13.10 | 13.45 | 21.43 | | | |
| 8.03 | 20.56 | 10.47 | 29.8 | | 5.0 WIRE CACHE | | 54 | 14 | 3.18 | 9.46 | 4.52 | 12.46 | 13.38 | 21.36 | | | |
| 8.23 | 21.07 | 10.58 | 37.4 | P | 7.6 McMURPHY | | 59 | | 3.07 | 9.34 | 4.37 | 12.26 | 13.24 | 21.24 | | | |
| 8.31 | 21.13 | 11.04 | 41.2 | | 3.8 WABRON | | 110 | | 3.01 | 9.28 | 4.29 | 12.18 | 13.17 | 21.13 | | | |
| 8.43 | 21.22 | 11.13 | 47.1 | | 5.9 IRVINE | | 60 | | 2.52 | 9.19 | 4.17 | 12.07 | 13.07 | 20.49 | | | |
| 9.09 | 21.31 | 11.23 | 53.0 | P | 5.9 VAVENBY | VA | 59 | 50 | 2.43 | 9.09 | 4.05 | 11.55 | 12.57 | 20.37 | | | |
| 9.28 | 21.42 | 11.35 | 61.6 | PWY | 8.6 BIRCH ISLAND | | 115 | 89 | 2.32 | 8.55 | 3.50 | 11.35 | 12.45 | 20.22 | | | |
| 9.43 | 21.50 | 11.46 | 67.7 | P | 6.1 CLEARWATER | WR | 55 | 50 | 2.24 | 8.43 | 3.40 | 10.56 | 12.36 | 20.12 | | | |
| 9.54 | 21.59 | 11.56 | 73.8 | P | 6.1 BLACKPOOL | | 53 | 29 | 2.15 | 8.34 | 3.30 | 10.46 | 12.27 | 20.02 | | | |
| 10.09 | 22.12 | 12.09 | 82.4 | P | 8.6 BOULDER | | 110 | 29 | 2.02 | 8.21 | 3.14 | 10.30 | 12.09 | 19.46 | | | |
| 10.22 | 22.17 | 12.15 | 85.7 | P | 3.3 LITTLE FORT | | 54 | 16 | 1.57 | 8.15 | 3.07 | 10.22 | 11.44 | 19.39 | | | |
| 10.35 | 22.25 | 12.24 | 90.9 | P | 5.2 CHU CHUA | C | 53 | 29 | 1.49 | 8.06 | 2.57 | 10.10 | 11.35 | 19.29 | | | |
| 10.50 | 22.34 | 12.33 | 98.1 | | 7.2 CHINOOK COVE | | 54 | 13 | 1.40 | 7.57 | 2.46 | 9.55 | 11.24 | 19.18 | | | |
| 11.13 | 22.43 | 12.43 | 104.4 | P | 6.3 BARRIERE | | 108 | | 1.31 | 7.47 | 2.34 | 9.35 | 11.13 | 19.06 | | | |
| 11.23 | | | 107.3 | P | 2.9 LOUIS CREEK | | | 18 | | | | 9.13 | | | | | |
| 11.28 | 22.50 | 12.50 | 107.4 | W | 0.9 EXLOU | | 55 | | 1.24 | 7.39 | 2.26 | 9.06 | 11.06 | 18.57 | | | |
| 11.45 | 23.02 | 13.02 | 108.2 | P | 8.2 McLURE | RU | 57 | 19 | 1.12 | 7.27 | 2.11 | 8.51 | 10.54 | 18.41 | | | |
| 11.58 | 23.12 | 13.12 | 116.4 | P | 8.3 VINSULLA | | 111 | | 1.02 | 7.17 | 1.58 | 8.35 | 10.44 | 18.28 | | | |
| 12.06 | | | 128.9 | | 4.2 HEFFLEY | | | 18 | | | | 8.25 | | | | | |
| 12.14 | 23.23 | 13.23 | 132.4 | P | 3.5 RAYLEIGH | | 53 | 10 | 24.51 | 7.06 | 1.45 | 8.15 | 10.32 | 18.15 | | | |
| 12.30 | 23.35 | 13.35 | 139.4 | CKPWYZ | 7.0 KAMLOOPS JCT. | KA | 84 | Yard | 24.40 | 6.55 | 1.30 | 8.00 | 10.20 | 18.00 | | | |
| Tuesday, Thursday, Saturday | Daily | Daily | | | | | | | Daily | Daily | Daily | Daily ex. Sunday | Daily | Daily | | | |
| 561 | 1 | 9 | | | | | | | 2 | 10 | 860 | 562 | 862 | 864 | | | |

CLEARWATER SUBDIVISION FOOTNOTES

At Avola, Vavenby, Birch Island, Clearwater, Little Fort and Barriere No. 9 will stop to detrain revenue passengers from Jasper and beyond and will stop on flag to entrain revenue passengers for Kamloops Jct. and beyond where train is scheduled to stop.

At Barriere, Little Fort, Clearwater, Birch Island, Vavenby and Avola No. 10 will stop to detrain revenue passengers from Kamloops Jct. and beyond and will stop on flag to entrain revenue passengers for Jasper and beyond where train is scheduled to stop.

CLEARWATER SUBDIVISION FOOTNOTES—Concluded

MAXIMUM SPEED

| Between Mileages | Miles per Hour | |
|------------------|----------------|-------------------|
| | Passenger | Mixed and Freight |
| 0.0 and 22.8 | 45 | 45 |
| 22.8 and 30.3 | 50 | 45 |
| 30.3 and 54.8 | 45 | 40 |
| 54.8 and 101.7 | 50 | 45 |
| 101.7 and 139.4 | 65 | 60 |

PERMANENT SLOW ORDERS

| Between Mileages | Passenger | Freight |
|---------------------------|-----------|---------|
| 6.9 and 12.0 | 40 | 40 |
| 12.0 and 22.3 | 35 | 30 |
| 33.7 and 35.1 | 35 | 35 |
| 36.6 and 36.8 | 40 | 40 |
| 39.1 and 40.6 On Curves | 35 | 35 |
| 43.8 and 46.4 | 35 | 35 |
| 48.7 and 48.9 | 40 | 40 |
| 51.3 and 52.3 | 35 | 35 |
| 54.3 and 54.8 | 35 | 35 |
| 61.8 and 62.3 | 45 | 40 |
| 66.7 and 69.3 On Curves | 40 | 40 |
| 69.3 and 70.0 | 35 | 35 |
| 74.7 and 75.3 | 35 | 35 |
| 78.6 and 81.8 | 35 | 35 |
| 84.3 and 88.4 | 35 | 35 |
| 90.4 and 90.6 | 45 | 40 |
| 93.2 and 93.5 | 45 | 45 |
| 101.7 and 113.5 On Curves | 35 | 35 |
| 117.5 and 119.6 | 45 | 40 |
| 124.5 and 128.1 | 45 | 40 |
| 128.1 and 129.2 | 35 | 35 |
| 132.0 and 132.6 | 50 | 45 |

1. Siding at Blue River is located between east and west switches.
2. At Blue River, the time of eastward regular trains except first class trains, applies at the siding west switch.
3. Siding at Kamloops Jct. is located between crossover mileage 138.7 and yard west switch.
4. At Kamloops Jct., the time of No. 561 applies at the siding east switch.
5. Special Instruction 4 applicable within yard limits at Kamloops Jct.

6. SPRING SWITCHES are located at sidings as follows:

| | |
|--------------|----------|
| Blue River | West End |
| Wolfenden | East End |
| Avola | East End |
| Wabron | East End |
| Birch Island | East End |
| Barriere | East End |
| Vinsulla | West End |

Before a movement is made to main track at these switches, trainmen must comply with instructions posted in box marked "buttons" located on "STOP" signal.

7. Trains or engines accepting a SLOW CLEAR indication of a dwarf signal may proceed through the turnout at a speed not exceeding 25 miles per hour. Rule 287 modified accordingly.

8. Local telephone located at mileages 12.0 and 33.4.

9. Train Order delivery devices at Avola, Clearwater, Chu Chua and McLure.

10. Special Instruction M-2 applicable.

SLIDE DETECTOR FENCE

| Between Mileages | Length |
|------------------|----------|
| 17.50 and 17.72 | 1150 ft. |

TUNNEL

| Location | Length |
|--------------|---------|
| Mileage 12.4 | 135 ft. |

OTHER TRACKS

| | Mileage | Capacity | Connected |
|---|---------|----------|-----------|
| Spur | 33.4 | 17 cars | East end |
| Kamloops Lumber Co. | 34.1 | 9 cars | East end |
| Kamloops Lumber Co. Clearwater Timber Products Ltd. | 67.4 | 26 cars | East end |
| Rock Pit Spur | 81.6 | 76 cars | East end |
| Ballast Spur | 81.7 | 36 cars | East end |
| Industrial Spur | 103.0 | 22 cars | Both ends |
| B. J. Carney & Co. Spur | 104.1 | 15 cars | East end |
| Newberry & Sons | 104.6 | 13 cars | East end |
| Fadear Creek Lumber Co. | 104.9 | 8 cars | East end |
| Heffley Pit | 106.5 | 55 cars | Both ends |
| Balco Forest Products | 128.7 | 19 cars | West end |
| | 130.1 | 13 cars | Both ends |

| NORTHWARD TRAINS | | OKANAGAN SUBDIVISION | | | | SOUTHWARD TRAINS | | |
|---|--------------------------|----------------------|---|----------------|--------------|------------------|--|----|
| THIRD CLASS | Miles from Kamloops Jct. | Symbols | STATIONS | Office Signals | Car Capacity | | FOURTH CLASS | |
| | | | | | Sidings | Other Tracks | | |
| 90 C.P.Rly. Freight Daily ex. Monday | 118.9 | CKPWYZ | KELOWNA | CA | Yard | | 91 C.P.Rly. Freight Daily ex. Sunday | |
| 1.00 | 113.7 | P | 5.2 RUTLAND | | 47 | | 1.00 | |
| 1.15 | 109.5 | P | 4.2 POSTILL | | | 14 | 24.40 | |
| 1.22 | 105.9 | P | 3.6 WINFIELD | | 27 | 32 | 24.25 | |
| 1.35 | 99.2 | P | 6.7 OYAMA | | 22 | 25 | 24.10 | |
| 2.05 | 94.5 | P | 6.9 KALAMALKA | | 36 | | 23.53 | |
| 2.20 | 92.3 | P | 4.7 LUMBY JCT. Jct. with Lumby Subdivision | | | | 23.40 | |
| 2.35 | 87.6 | PZ | 2.2 VERNON | NO | | 49 | 23.30 | |
| 2.45 | 85.4 | PRYZ | | | | | | |
| Trains between Vernon and Armstrong Jct. will be governed by C.P. Rly. Timetable, Rules and Regulations. 14.6 | | | | | | | | |
| | 70.8 | Z | ARMSTRONG JCT. | | | | | |
| | 61.5 | P | 9.3 O'KEEFE | | 27 | | | |
| | 52.4 | | 9.1 SWEETSBRIDGE | | 26 | | | |
| | 47.3 | PWZ | 5.1 FALKLAND | FD | 34 | 38 | | |
| | 37.8 | P | 9.5 WESTWOLD | | 25 | | | |
| | 30.9 | PY | 6.9 MONTE LAKE | | 27 | 16 | | |
| | 26.5 | P | 4.4 DUCK MEADOW | | 26 | | | |
| | 18.9 | | 7.6 ROBBINS | | 35 | | | |
| | 14.5 | PRZ | 4.4 CAMPBELL CREEK | | 28 | | | |
| Trains between Campbell Creek and Can. Pac. Jct. will be governed by C.P. Rly. Timetable, Rules and Regulations. 11.0 | | | | | | | | |
| | 3.5 | Z | CAN. PAC. JCT. | | | | | |
| | 2.8 | PZ | 0.7 KAMLOOPS | KM | 22 | 57 | | |
| | 0.0 | CKPWYZ | 2.8 Jct. with Ashcroft Subdivision KAMLOOPS JCT. | KA | Yard | | | |
| Daily ex. Monday | 90 | | RULES 41 AND 44 APPLICABLE | | | | Daily ex. Saturday | 91 |

OKANAGAN SUBDIVISION FOOTNOTES

| MAXIMUM SPEED | | PERMANENT SLOW ORDERS. | | Miles per Hour |
|-----------------------------------|---------------------------|------------------------|-----------|----------------|
| Between Mileages. | Miles per Hour All Trains | Over Bridge | Mileage | All Trains |
| 0.0 and 103.4 | 35 | 2.8 | | 15 |
| 103.4 and 118.9 | 40 | | | |
| PUBLIC CROSSINGS AT GRADE. | | | | |
| Mileage 3.3 (Lorne Street) | | 14.5 and 22.9 | On Curves | 25 |
| Until crossing occupied | 10 | 22.9 and 23.1 | | 15 |
| Mileages 85.5 (30th Avenue), | | 23.1 and 26.5 | On Curves | 25 |
| 85.6 (28th Avenue), | | 55.3 and 58.0 | | 20 |
| 85.62 (27th A Avenue) and | | 61.9 and 62.3 | | 25 |
| 85.65 (27th Avenue). | | 63.5 and 65.5 | On Curves | 25 |
| Until crossing occupied | 5 | 89.0 and 91.6 | | 15 |
| Mileage 118.0 (High Road) | | 91.6 and 103.4 | On Curves | 25 |
| Northward movements approaching | | 103.4 and 104.0 | | 30 |
| within 1350 feet of crossing | 30 | 106.2 and 118.9 | On Curves | 35 |

(Continued on Page 10)

OKANAGAN SUBDIVISION FOOTNOTES (Continued)

1. Unless otherwise provided, extra trains created at Campbell Creek must obtain clearance at Kamloops Jct. and may then leave Campbell Creek without obtaining clearance.

2. Southward trains must obtain clearance at Kamloops and Vernon.

3. Northward trains must obtain clearance at C.P. Rly. train order office at Armstrong.

4. C.P. Rly. siding at Vernon is located immediately east of main track and extends from north switch located 55 feet south of 37th Avenue public crossing at grade C.P. Rly. timetable Mileage 45.9 to south switch located 207 feet south of 30th Ave. public crossing at grade C.N. Rly. timetable Mileage 85.5.

5. Movement of cars detached from engine on Monte Lake wye and on Pongosa Pine Lbr. Co. spur is prohibited. Before using Monte Lake wye, it must be known that brakes on all equipment handled are in proper order.

6. Public crossing at grade mileage 103.8 (Woodsdale Road). Movements over crossing on siding must first stop at STOP sign and then be protected by a flagman.

7. Public crossing at grade mileage 113.23 (Sexsmith Road). Northward trains standing on the main track at Rutland meeting or waiting for an opposing train, must stop clear of crossing circuit sign located on west side of main track 350 feet south of siding north switch. Movements over the crossing from Rutland siding or from Kelowna Growers via south switch must not exceed 25 miles per hour until crossing occupied. Movements over the crossing from Kelowna Growers north switch or from McLean and Fitzpatrick south switch must start crossing protection by operating push button device located on instrument case.

8. Public crossing at grade mileage 118.0 (High Road). Movements over the crossing from Cascade Co-op Union spur, Wm. Houg Ltd. spur and Branch Line "A" must not obstruct the crossing until protection has been in operation for 20 seconds. To avoid delay to highway traffic, protection may be stopped by operating push button located on instrument case. When protection is thus stopped it must be restarted before crossing is obstructed.

9. General Instruction (Form 696) A-220 applicable to northward freight trains between Duck Meadow and Campbell Creek. Northward freight trains at Duck Meadow must comply with General Instruction T-311. When pressure retaining valves are used, stop must be made at Robbins for inspection and air brake test and movement must not proceed until wheels sufficiently cooled to travel safely. When air brakes have been cut out of any car and hand brakes applied, care must be taken to not overheat the wheels.

10. Block Indicators are located at Campbell Creek.

11. MANUAL BLOCK SYSTEM in operation between Block Sign located at Wye South Switch Kamloops Jct. and Kamloops. The movement of trains or engines will be governed by the following instructions which supersede timetable superiority.

Dispatcher Kamloops will direct all movements within manual block territory. Telephone located at Kamloops Jct., wye south switch Kamloops Jct., Industrial Spur mileage 2.1 and at Kamloops. Instructions received by telephone must be repeated back to ensure understanding.

Before entering the block, conductor or yard foreman must receive or make out in duplicate, Block Clearance Form 732 issued or authorized by the dispatcher, deliver one copy to the engineman and retain the other. Block clearances will be numbered in the same manner as train orders and particulars of each movement must be recorded by the dispatcher before permission is given to enter the block.

A train or engine must not be admitted into the block while it is occupied by an opposing movement or by a train carrying passengers. A train carrying passengers must not be admitted into the block unless the block is clear. Unless clearance indicates block is clear, trains or engines must proceed at RESTRICTED SPEED.

Conductors and yard foremen must promptly advise the dispatcher when they have cleared the block and must not again enter the block until proper permission has been received.

12. All trains keep sharp lookout for fallen rocks between Mileages 89.0 and 94.9.

13. At Kelowna, road engines must not enter S.M. Simpson Ltd. chip spur. If necessary to switch this track with a road engine, sufficient reachers must be used.

14. Special Instruction M-2 applicable.

(Continued on Page 11)

OKANAGAN SUBDIVISION FOOTNOTES (Concluded)

OTHER TRACKS

| | Mileage | Capacity | Connected |
|---|---------|----------|-----------|
| Cascade Co-op. Union | 117.9 | 8 cars | North end |
| Rockgas Propane Ltd. and Industrial track | 114.5 | 48 cars | Both ends |
| Kelowna Growers and Industrial track | 113.3 | 28 cars | Both ends |
| McLean & Fitzpatrick and Industrial track | 113.0 | 45 cars | Both ends |
| Woodsdale | 103.7 | 13 cars | Both ends |
| Ballast Pit | 99.7 | | Both ends |
| Vernon Fruit Union | 99.1 | 15 cars | North end |
| B.C. Hydro & Power Authority | 87.1 | 2 cars | North end |
| Okanagan Lbr. & Supply Co. | 86.9 | 3 cars | South end |
| Vernon Box & Pine Lbr. Co. | 85.9 | 18 cars | North end |

| | Mileage | Capacity | Connected |
|---|---------|----------|-----------|
| Vernon Box & Pine Lbr. Co. | 48.5 | 16 cars | Both ends |
| Buff Lbr. Co. | 33.5 | 3 cars | North end |
| Pongosa Pine Lbr. Co. | 31.3 | 11 cars | North end |
| Transfer Track | 3.4 | 11 cars | Both ends |
| Malkin Co., Klapstock Holding Ltd. & Alcock, Downing & Wright | 3.2 | 26 cars | South end |
| Kamloops Lbr. Co. Ltd. | 3.1 | 15 cars | North end |
| Industrial Spur | 2.1 | 111 cars | North end |
| Trans Mountain Oil Pipeline Co. | 2.0 | 17 cars | South end |

| Location | TUNNEL | Length |
|--------------|--------|---------|
| Mileage 20.4 | | 475 ft. |

| WESTWARD TRAINS | | Miles from Lumby Jct. | Symbols | LUMBY SUBDIVISION | | Office Signals | EASTWARD TRAINS | | |
|-----------------|--|--|---------|---------------------------------------|--------------|----------------|-----------------|--|--|
| | | | | STATIONS | Car Capacity | | | | |
| ↓ | | 14.4 | PRYZ | LUMBY | MU | ↑ | | | |
| | | | | 6.5 | | | | | |
| | | | | LAVINGTON | 22 | | | | |
| | | | | 3.8 | | | | | |
| | | | | COLDSTREAM | 28 | | | | |
| | | 0.0 | PRZ | LUMBY JCT. Jct. with Okanagan Sub. | | | | | |
| | | RULE 105A NOT APPLICABLE RULES 41 AND 44 AND SPECIAL INSTRUCTION 2 APPLICABLE | | | | | | | |

LUMBY SUBDIVISION FOOTNOTES

MAXIMUM SPEED

| Between Mileages | Miles per Hour |
|------------------|------------------|
| 0.0 and 14.4 | All Trains 25 |

PERMANENT SLOW ORDER

| | |
|-------------|----|
| Over Bridge | |
| Mileage 0.1 | 10 |

1. Public Crossing at Grade mileage 14.34 (Whitevale Road). Movements over the crossing must be protected by a member of the crew.

2. General Instruction (Form 696) A-220 applicable to westward trains between Coldstream and Lumby Jct. Westward freight trains at Coldstream must comply with General Instruction T-311.

3. Special Instruction M-1 applicable.

OTHER TRACKS

| | Mileage | Capacity | Connected |
|----------------------|---------|----------|-----------|
| Fishers Planing Mill | 11.0 | 4 cars | West end |
| Coldstream Ranch Co. | 3.3 | 7 cars | West end |
| Vernon Fruit Union | 2.0 | 6 cars | East end |

| WESTWARD TRAINS | | | | | ASHCROFT SUBDIVISION | | Car Capacity | | EASTWARD TRAINS | | | | | |
|--|--------------------------------|--------------------------------|--------------------------|---------|---|----------------|--------------|--------------|---------------------------------|--------------------------------|--------------------------------|--|--------------------------------|--------------------------------|
| FOURTH CLASS | FIRST CLASS | | Miles from Kamloops Jct. | Symbols | STATIONS | Office Signals | Sidings | Other Tracks | FIRST CLASS | | FOURTH CLASS | | | |
| 563 Way Freight Monday, Wednesday, Friday | 1 Passenger Daily | 9 Passenger Daily | | | | | | | 10 Passenger Daily | 2 Passenger Daily | 852 Freight Daily | 564 Way Freight Tuesday, Thursday, Saturday | 854 Freight Daily | 856 Freight Daily |
| 9.15 | 23.50 | 13.50 | 0.0 | CKPWYZ | KAMLOOPS JCT. Jct. with Okanagan Sub. 1.0 | KA | 84 | Yard | 6.40 | 24.25 | 9.10 | 12.05 | 18.35 | 1.30 |
| 9.20 | | | 1.0 | Z | NORTH KAMLOOPS 6.9 | | | 71 | | | | 11.56 | | |
| 9.35 | 24.08 | 14.03 | 7.9 | P | TRANQUILLE 5.9 | | 52 | 23 | 6.27 | 24.08 | 8.54 | 11.45 | 18.17 | 1.16 |
| 9.50 | 24.20 | 14.14 | 13.8 | P | FREDERICK 7.0 | | 110 | | 6.15 | 23.58 | 8.44 | 11.30 | 18.07 | 1.06 |
| 10.10 | 24.32 | 14.26 | 20.8 | P | COPPER CREEK 4.9 | | 59 | 27 | 6.03 | 23.46 | 8.32 | 11.13 | 17.55 | 24.53 |
| 10.25 | 24.41 | 14.35 | 25.7 | P | SAVONA 6.9 | SA | 114 | 52 | 5.54 | 23.37 | 8.23 | 11.00 | 17.46 | 24.41 |
| 10.38 | 24.51 | 14.45 | 32.6 | P | WALHACHIN 3.5 | | 70 | | 5.44 | 23.27 | 8.12 | 10.43 | 17.35 | 24.14 |
| 10.45 | 24.56 | 14.50 | 36.1 | P | ANGLESEY 3.9 | | 64 | | 5.39 | 23.22 | 8.06 | 10.34 | 17.29 | 24.08 |
| 11.00 | 1.04 | 14.58 | 40.0 | P | McABEE 8.9 | | 132 | 87 | 5.31 | 23.14 | 7.58 | 10.25 | 17.21 | 24.00 |
| 11.25 | 1.16 | 15.12 | 48.9 | PW | ASHCROFT 9.6 | AC | 71 | 35 | 5.18 | 23.01 | 7.45 | 10.05 | 17.08 | 23.47 |
| 11.47 | 1.33 | 15.30 | 58.5 | P | BASQUE 9.7 | | 110 | 27 | 4.58 | 22.42 | 7.25 | 9.25 | 16.48 | 23.26 |
| 12.07 | 1.49 | 15.46 | 68.2 | P | MARTEL 6.6 | | 62 | 18 | 4.42 | 22.26 | 7.06 | 9.05 | 16.29 | 23.07 |
| 12.25 | 1.59 | 15.56 | 74.8 | PWY | SPENCES BRIDGE 4.3 | SB | 56 | 22 | 4.32 | 22.16 | 6.52 | 8.50 | 16.15 | 22.53 |
| 12.35 | 2.05 | 16.02 | 79.1 | P | SKOONKA 4.1 | | 110 | | 4.25 | 22.10 | 6.45 | 8.34 | 16.02 | 22.45 |
| 12.45 | 2.13 | 16.10 | 83.2 | P | SEDDALL 7.7 | | 58 | | 4.17 | 22.02 | 6.36 | 8.25 | 15.36 | 22.36 |
| 13.07 | 2.29 | 16.26 | 90.9 | P | PITQUAH 6.8 | | 59 | 29 | 4.01 | 21.45 | 6.18 | 8.03 | 15.18 | 22.18 |
| 13.35 | 2.44 | 16.42 | 97.7 | PW | LYTTON 3.1 | NY | 42 | 34 | 3.44 | 21.29 | 6.01 | 7.42 | 15.01 | 22.01 |
| 13.45 | 2.49 | 16.48 | 100.8 | P | CISCO 9.4 | | 113 | | 3.36 | 21.24 | 5.54 | 7.27 | 14.54 | 21.54 |
| 14.05 | 3.16 | 17.07 | 110.2 | PW | FALLS CREEK 4.5 | | 60 | 24 | 3.16 | 21.05 | 5.34 | 7.07 | 14.34 | 21.34 |
| 14.25 | 3.24 | 17.15 | 114.7 | P | INKITSAPH 4.5 | | 110 | | 2.56 | 20.57 | 5.25 | 6.56 | 14.25 | 21.25 |
| 14.40 | 3.33 | 17.24 | 119.2 | P | BOOTHROYD 6.3 | | 58 | | 2.45 | 20.48 | 5.15 | 6.45 | 14.15 | 21.15 |
| 15.00 | 3.45 | 17.35 | 125.5 | KPWZ | *BOSTON BAR | B | 135 | Yard | 2.30 | 20.35 | 5.00 | 6.30 | 14.00 | 21.00 |
| Monday, Wednesday, Friday | Daily | Daily | | | | | | | Daily | Daily | Daily | Tuesday, Thursday, Saturday | Daily | Daily |
| 563 | 1 | 9 | | | | | | | 10 | 2 | 852 | 564 | 854 | 856 |

ASHCROFT SUBDIVISION FOOTNOTES

| MAXIMUM SPEED Miles per Hour | | | PERMANENT SLOW ORDERS Miles per Hour | | |
|--|-----------|-------------------|--------------------------------------|--------------|-------------------|
| Between Mileages | Passenger | Mixed and Freight | Between Mileages | Passenger | Mixed and Freight |
| 0.0 and 10.2 | 50 | 45 | 6.8 and 7.5 | 40 | 35 |
| 10.2 and 27.2 | 35 | 35 | 7.5 and 10.2 | On Curves | 45 40 |
| 27.2 and 60.6 | 45 | 40 | 28.7 and 28.9 | | 35 30 |
| 60.6 and 80.0 | 40 | 40 | 33.2 and 33.4 | | 35 35 |
| 80.0 and 125.5 | 35 | 30 | 39.8 and 40.6 | (See item 6) | 35 35 |
| PUBLIC CROSSINGS AT GRADE | | | 45.7 and 60.6 | | 35 30 |
| Mileage 0.98 (Westside Road) | | | 64.5 and 72.6 | | 30 25 |
| Eastward movements approaching within 1400 feet of crossing | | | 76.3 and 80.0 | | 35 35 |
| | | | 80.0 and 80.7 | | 25 25 |
| Mileage 97.56 (Lilloet Road) | | | 85.0 and 98.9 | | 25 25 |
| Eastward movements proceeding at less than 10 miles per hour within 1300 feet of crossing, until crossing occupied | | | 107.0 and 110.3 | | 25 25 |
| | | | 117.5 and 119.0 | | 25 25 |

(Continued on Page 13)

ASHCROFT SUBDIVISION FOOTNOTES (Continued)

*1. Special instructions governing main track movements at Boston Bar as follows:

Westward signal 1253 located east of east switch and eastward signal 12 located west of west switch are controlled by the train dispatcher. Trains or engines receiving signal indications as prescribed by Rules 281 or 285 on these signals will proceed in accordance with the Rules and these aspects will indicate protection against first class trains has been provided to the next signal.

Westward trains or engines entering the yard may pass a STOP indication on signal 1253, provided switch has been lined for the yard before any part of movement passes the signal. Engines performing switching on a train occupying the main track may pass signal 1253 displaying a STOP indication without obtaining permission from the train dispatcher—Rule 104A applies. In all other instances trains or engines must not pass signal 1253 displaying a STOP indication until permission to do so has been received from the train dispatcher.

In addition, the main track may be used as prescribed by Rule 93.

Permission to use the main track between signals 1253 and 12 on the time of overdue first class trains must be obtained from the train dispatcher. Such movements must immediately notify the train dispatcher when clear of the main track and must not re-enter the main track without again obtaining permission.

2. Siding at Kamloops Jct. is located between crossover mileage 138.7 Clearwater Sub. and yard west switch.

3. At Kamloops Jct., the time of eastward regular trains except first class trains, applies at the siding west switch.

4. Special Instruction 4 applicable within yard limits at Kamloops Jct. and North Kamloops.

5. Public crossing at grade mileage 0.98 (Westside Road). To avoid delay to highway traffic, trains standing west of crossing may stop protection by operating push button located on instrument case. When protection is thus stopped, it must be restarted before crossing is obstructed. Movements over the crossing from the yard track must not obstruct the crossing until protection has been in operation for 20 seconds.

6. Permanent Slow Order sign governing westward movements between mileages 39.8 and 40.6 is located on south side of main track.

7. Public crossing at grade mileage 97.56 (Lilloet Road). Movements over the crossing on Industrial Track must first stop at stop sign located on both sides of crossing and then must not obstruct the crossing until protection has been in operation for 20 seconds.

8. A train or engine which is to foul or enter the main track at Winch spur mileage 98.5, at Stock Yard spur mileage 97.2, or at either leg of Wye at

Spences Bridge, under the conditions specified in Rule 513 must wait 6 minutes after the main track switch has been opened before moving foul.

9. Engines are not permitted in outfit track at Copper Creek nor beyond the stock yard on Spur mileage 97.2.

10. Siding at Boston Bar is located between east and west switches.

11. At Boston Bar, the time of No. 563 applies at the siding east switch.

12. At Boston Bar, Nos. 1, 2, 9 and 10 may register by delivering a register ticket to the operator.

13. SPRING SWITCHES are located at sidings as follows:

| | |
|--------------|----------|
| Copper Creek | East End |
| Savona | East End |
| Walhachin | East End |
| Anglesey | East End |
| Martel | East End |
| Pitquah | West End |
| Boston Bar | East End |

Before a movement is made to main track at these switches, trainmen must comply with instructions posted in box marked "buttons" located on "STOP" signal.

14. Trains or engines accepting a SLOW CLEAR indication of a dwarf signal may proceed through the turnout at a speed not exceeding 25 miles per hour. Rule 287 modified accordingly.

15. Dispatcher's telephone located adjacent to all siding switches, at east end of Rock Pit mileage 20.1, at east and west switches to Ballast Pit mileage 85.7 and at signals 937 and 942. Local telephone located at Mileages 10.0, 10.6, 15.7, 23.8, 36.7, 46.0, 51.8, 54.0, 55.6, 60.0, 77.5, 80.2, 87.0, 89.0, 92.0, 94.0, 102.6, 107.2, 115.0 and 121.4.

16. Train Order delivery device at Savona, Ashcroft, Spences Bridge and Lytton.

17. Special Instruction M-2 applicable.

CONDITIONAL PASSENGER STOPS

At Tranquille, Ashcroft and Lytton No. 9 will stop to detrain revenue passengers from Kamloops Jct. and beyond and will stop on flag to entrain revenue passengers for Vancouver or where train is scheduled to stop.

At Lytton, Ashcroft and Tranquille No. 10 will stop to detrain revenue passengers from Vancouver and will stop on flag to entrain revenue passengers for Kamloops Jct. and beyond where train is scheduled to stop.

SLIDE DETECTOR FENCES

| Between Mileages | Length |
|------------------|---------|
| 9.70 and 9.88 | 970 ft. |
| 10.41 and 10.45 | 200 ft. |
| 10.50 and 10.56 | 350 ft. |
| 80.23 and 80.24 | 80 ft. |

(Continued on Page 14)

ASHCROFT SUBDIVISION FOOTNOTES (Concluded)

SLIDE DETECTOR FENCES

| Between Mileages | Length |
|-------------------|----------|
| 80.27 and 80.30 | 150 ft. |
| 80.39 and 80.41 | 140 ft. |
| 86.80 and 87.09 | 1540 ft. |
| *93.51 and 93.72 | 1099 ft. |
| 118.81 and 119.07 | 1350 ft. |

*Special Instruction MB-1 applicable.

TUNNELS

| Location | Length | Location | Length |
|--------------|---------|---------------|---------|
| Mileage 9.1 | 217 ft. | Mileage 80.4 | 300 ft. |
| Mileage 10.2 | 831 ft. | Mileage 80.5 | 435 ft. |
| Mileage 20.3 | 700 ft. | Mileage 91.3 | 216 ft. |
| Mileage 51.5 | 877 ft. | Mileage 93.1 | 276 ft. |
| Mileage 54.8 | 366 ft. | Mileage 94.0 | 742 ft. |
| Mileage 67.5 | 231 ft. | Mileage 94.7 | 301 ft. |
| Mileage 67.6 | 182 ft. | Mileage 109.3 | 318 ft. |
| Mileage 80.2 | 197 ft. | Mileage 120.0 | 186 ft. |

ROCK SHEDS

| Location | Length | Location | Length |
|--------------|---------|---------------|--------|
| Mileage 80.1 | 44 ft. | Mileage 93.7 | 43 ft. |
| Mileage 80.2 | 20 ft. | Mileage 93.8 | 51 ft. |
| Mileage 80.3 | 200 ft. | Mileage 93.9 | 43 ft. |
| Mileage 80.4 | 128 ft. | Mileage 94.3 | 24 ft. |
| Mileage 80.5 | 58 ft. | Mileage 94.4 | 36 ft. |
| Mileage 80.6 | 86 ft. | Mileage 109.4 | 60 ft. |
| Mileage 91.4 | 44 ft. | | |

OTHER TRACKS

| | Mileage | Capacity | Connected |
|-----------------------------|---------|----------|-----------|
| Punjab Lbr. Co. & Frolek | | | |
| Ranch & Sawmills Ltd. | 1.6 | 20 cars | West end |
| Industrial Spur | 2.6 | 16 cars | Both ends |
| Royalite | 3.4 | 110 cars | East end |
| Rock Pit | 20.1 | 28 cars | Both ends |
| Industrial Spur | 35.1 | 9 cars | Both ends |
| Industrial Spur | 47.2 | 3 cars | West end |
| Inland Mfg. Co. | 50.4 | 10 cars | East end |
| Epsom | 60.0 | 10 cars | West end |
| Moran | 71.6 | 4 cars | Both ends |
| Ballast Pit | 85.7 | 71 cars | Both ends |
| Spur | 86.1 | 21 cars | West end |
| Rock Spur | 89.0 | 32 cars | East end |
| Stock Yard and Imperial Oil | 97.2 | 10 cars | East end |
| Winch | 98.5 | 11 cars | West end |
| Outfit Spur | 104.0 | 29 cars | East end |

VANCOUVER TERMINALS

MAXIMUM SPEED

| Except as below | Restricted Speed not to exceed | All Movements Miles per hour |
|--|--------------------------------|------------------------------|
| Lulu Island and Sussex Avenue Branches | 20 | |
| Second Narrows Bridge (Interlocked). Approaching within 500 feet of governing interlocking signal and while approaching lift span | 10 | |
| If interlocking signal indicates "stop" contact towerman for instructions. Telephone located opposite interlocking signal for this purpose | | |
| C.P. Rly. wrecking cranes are not permitted over this bridge. | | |
| Swing Span Bridge mileage 4.88 Lulu Island Branch (non-interlocked). Over bridge | 10 | |

All Movements Miles per Hour

Public crossing at grade mileage 10.12 Lulu Island Branch (No. 5 Road). Eastward movements until crossing occupied 10 Westward movements must first stop immediately clear before proceeding over crossing.

1. Lulu Island Branch extends from just west of Fraser River Bridge to the south arm of the Fraser River, easterly to the Rice Mill mileage 16.9 and westerly to the Crown Zellerbach Co. mileage 15.6. Spur track to Lafarge Cement Plant located at mileage 5.3.

2. Sussex Avenue Branch diverges from Lulu Island Branch at mileage 4.3 on the north arm of the Fraser River and extends westerly for 1.1 miles.

| WESTWARD TRAINS | | | | YALE SUBDIVISION | | | | EASTWARD TRAINS | | | |
|-------------------|-------------------|-----------------------|---------|--|----------------|--------------|--------------|-------------------|--------------------|--|--|
| FIRST CLASS | | Miles from Boston Bar | Symbols | STATIONS | Office Signals | Car Capacity | | FIRST CLASS | | | |
| 9 Passenger Daily | 1 Passenger Daily | | | | | Sidings | Other Tracks | 2 Passenger Daily | 10 Passenger Daily | | |
| 17.40 | 3.50 | 0.0 | KPWZ | * BOSTON BAR | B | 134 | Yard | 20.30 | 2.25 | | |
| 17.47 | 3.57 | 3.1 | P | 3.1 HICKS | | 55 | | 20.20 | 2.17 | | |
| 18.08 | 4.17 | 10.2 | P | 7.1 KOMO | | 112 | | 20.00 | 1.57 | | |
| 18.25 | 4.34 | 12.7 | W | 8.1 STOUT | | 123 | 35 | 19.42 | 1.39 | | |
| 18.43 | 4.52 | 18.3 | P | 8.4 YALE | | 106 | 33 | 19.23 | 1.20 | | |
| 18.54 | 5.03 | 26.7 | P | 9.3 TRAFALGAR | | 111 | | 19.11 | 1.08 | | |
| 19.03 | 5.09 | 40.2 | PWY | 4.2 HOPE | | 50 | 91 | 19.03 | 1.00 | | |
| 19.08 | 5.14 | 44.0 | P | 3.8 FLOODS | | 111 | | 18.56 | 24.52 | | |
| 19.20 | 5.25 | 54.1 | P | 10.1 CHEAM VIEW | | 120 | 15 | 18.45 | 24.41 | | |
| 19.34 | 5.39 | 65.1 | PY | 11.0 ROSEDALE | | 107 | 7 | 18.30 | 24.26 | | |
| s 19.45 | s 5.49 | 71.8 | PW | 6.7 CHILLIWACK | | 57 | 89 | s 18.23 | s 24.19 | | |
| 19.51 | 5.54 | 76.5 | P | 4.7 ARNOLD | | 109 | 9 | 18.13 | 24.09 | | |
| 20.05 | s 6.12 | 87.4 | P | 10.9 MATSQUI | | 118 | 14 | s 17.58 | 23.55 | | |
| 20.21 | 6.28 | 98.0 | P | 10.6 GLEN VALLEY | | 110 | 15 | 17.38 | 23.40 | | |
| 20.27 | s 6.36 | 103.2 | P | 5.2 FORT LANGLEY | | | 85 | s 17.32 | 23.34 | | |
| 20.32 | 6.43 | 107.1 | P | 3.9 WESTLANG | | 109 | 16 | 17.23 | 23.28 | | |
| 20.43 | 6.53 | 114.9 | CKPWZ | 7.8 PORT MANN | AN | 59 | 1135 | 17.13 | 23.18 | | |
| 20.51 | 7.01 | 117.5 | Z | 2.6 GYPROC | | 31 | 18 | 17.05 | 23.10 | | |
| 20.53 | 7.03 | 118.2 | P | 0.7 FRASER RIVER JCT. Jct. with G.N. Rly. | | | | 17.03 | 23.08 | | |

1.9
Trains between Fraser River Jct. and North End Fraser River Bridge will be governed by Interlocking Signals, Interlocking Rules and Time Table Instructions, and between North End Fraser River Bridge and Vancouver Jct. will be governed by G.N. Rly. Time Table, Rules and Regulations. Train and engine movements between Vancouver Jct. and Vancouver, see Footnote No. 18.

| 9 Passenger Daily | 1 Passenger Daily | Miles from Boston Bar | Symbols | STATIONS | Office Signals | Sidings | Other Tracks | 2 Passenger Daily | 10 Passenger Daily |
|-------------------|-------------------|-----------------------|---------|---------------------------------------|----------------|---------|--------------|-------------------|--------------------|
| | | 120.1 | PR | *NEW WESTMINSTER | MN | | | s 16.55 | s 23.00 |
| | | 131.1 | Z | VANCOUVER JCT. Jct. with G.N. Rly. | | | | | |
| | | 131.8 | CKPWYZ | 0.7 VANCOUVER | DI | | Yard | | |

YALE SUBDIVISION FOOTNOTES

INTERLOCKINGS

Railway Crossings at Grade:
B.C.E. Rly. Mileage 72.1 Controlled
C.P. Rly. Mileage 88.1 Controlled

Train dispatcher Kamloops controls interlocking signals at these crossings. If necessary to pass an interlocking signal indicating STOP in accordance with Rule 264 or 265, the requirements of Rule 672 must be observed.
When interlocking signal governing eastward

movements through interlockings at Mileage 72.1 or Mileage 88.1 displays a TAKE SIDING indication, movements affected must stop before reaching the signal, line the siding west switch and then be governed by indication displayed. Rule 293 modified accordingly.

Drawbridge:
Fraser River New Westminister Controlled
(Continued on Page 16)

YALE SUBDIVISION FOOTNOTES—Continued

Drawbridge is controlled by employees of the Department of Public Works Canada and all movements over the bridge are governed by interlocking signals, interlocking rules and the following instructions.

- (a) Trains or engines must not exceed 10 miles per hour approaching interlocking signals and within interlocking limits. (B.T.C. 101841)
(b) Following engine whistle signals must be sounded when approaching interlocking signals:
Eastward movements from Vancouver, 3 short 1 long.
Eastward movements from New Westminster Shed, 3 long.
Movements from New Westminster Shed onto bridge and thence westward, 3 long 1 short.
Westward movements enroute Vancouver, 4 short.
Westward movements enroute New Westminster Shed, 4 long 1 short.

Clear signals must be acknowledged by 2 short.
(c) Any hand or lamp signal received, or the explosion of one or more torpedoes while within interlocking limits is a signal to stop.

(d) When informed that CTC between north end Fraser River Bridge and New Westminster is inoperative, northward trains and engines must stop at south end of the bridge mileage 117.71, contact operator at New Westminster by telephone, comply with G.N. Rly. Rule 269 and in addition, before proceeding obtain bridge clearance Form "A".

(e) Whenever a train or engine is required to move in the facing point direction over a dual control switch under a STOP indication, such switch must be first placed on hand throw, by or on the authority of the signalman and the engineman so informed. It must be left on hand throw until movement has cleared the switch and it must then be restored to original position and signalman advised that movement has been completed and selector lever restored to power position.

(f) No hand car, push car or motor car shall cross the bridge without first obtaining permission from the signalman by telephone located at each end of bridge and must not exceed 10 miles per hour while within interlocking limits.

MAXIMUM SPEED

Table with columns: Between Mileages, Miles per Hour (Passenger, Mixed and Freight). Rows include speed limits for various mileage ranges from 0.0 to 100.0.

Table with columns: Miles per Hour (Mixed and Freight), Passenger. Rows show speed limits for specific mileage ranges like 100.0 and 110.0.

PUBLIC CROSSINGS AT GRADE.

Table listing public crossings at grade with details on mileage, crossing type, and speed limits for passenger and freight.

PERMANENT SLOW ORDERS

Table listing permanent slow orders with columns for Between Mileages and Miles per Hour (Mixed and Freight, Passenger).

Over Bridge Mileage 32.9 35

- *1. See Item 1 Ashcroft Sub. footnotes.
2. ABS between Boston Bar and eastward block signal at Mileage 115.0. Special instruction 4 applicable within yard limits at Boston Bar and Port Mann.
3. CTC between westward block signal at Mileage 1.1 and eastward block signal at Mileage 114.2 and unless declared inoperative, rear flag protection as prescribed by Rule 99 is not required.
4. At Boston Bar Nos. 1, 2, 9 and 10 may register by delivering a register ticket to the operator.
5. Eastward Mixed and Freight trains must not exceed 50 miles per hour while passing eastward block signal 732 at Mileage 73.2 and 45 miles per hour while passing eastward block signal 890 at Mileage 89.0 and westward Mixed and Freight trains must not exceed 40 miles per hour while passing westward block signal 713 at Mileage 71.3.
6. ABS between westward block signal at Mileage 116.3 and Fraser River Jct. Rules 261-262 applicable. Special Instruction 4 applicable within

(Continued on Page 17)

YALE SUBDIVISION FOOTNOTES (Continued)

yard limits at Port Mann and Gyproc. Westward main track movements must approach signal 1163 prepared to stop and there be governed by indication displayed. Judgment to be used to prevent delay to first class trains.

7. Trains must not clear the main track at the following locations: (B.T.C. 96433 and 98192)

- Spur mileage 2.4.
East and west switches at mileage 7.4. (Gorge)
East and west switches at mileage 12.7. (Chapmans)
Spur mileage 14.6.
East and west switches at mileage 31.5. (Squeah)
Spur mileage 40.0. (Hope)
Spur mileage 42.0.
East and west switches at mileage 49.6. (Laidlaw)
East and west switches at mileage 60.6. (Popkum)
Spur mileage 64.9. (Rosedale)
East and west switches at mileage 68.4. (Smithvale)
Spur mileage 71.5. (Chilliwack)
Spur mileage 71.7. (Chilliwack)
Spur mileage 74.1.
East and west switches at mileage 84.0.
East and west switches at mileage 92.3. (Mount Lehman)
Spur mileage 103.1. (W. S. Rogers Fort Langley)
Spur mileage 108.1. (Tidewater Prod.)
Spur mileage 108.4.
Spur mileage 108.7. (Port Kells Sawmills)

8. Trains or engines accepting a SLOW CLEAR indication on a dwarf signal may proceed through the turnout at a speed not exceeding 25 miles per hour. Rule 287 modified accordingly.

9. Siding at Boston Bar is located between east and west switches.

10. Private crossing at grade mileage 0.6. No part of a car or engine may be allowed to occupy any part of the travelled portion of the crossing for a longer period than 10 minutes and the crossing must not be obstructed by switching operations for more than 10 minutes at a time.

11. Movement of cars detached from engine on Langley Sawmills Spur at Fort Langley is prohibited. All movements on this spur must be made with all brakes cut in and operative.

12. Siding at Port Mann is located between east switch and first switch west of station.

13. Eastward extra trains originating at Vancouver and destined beyond Port Mann, must obtain clearance at Vancouver and Port Mann.

14. Trains may register at Port Mann by delivering a register ticket to the operator.

15. Westward trains must not leave Port Mann until Towerman Fraser River Bridge has been notified of their approximate arrival, and permission to proceed, along with information relative to overdue superior G.N. trains, has been obtained from Operator New Westminster.

*16. Times shown at New Westminster are for convenience only and do not convey any authority on G.N. Rly.

17. Nos. 2 and 10 must obtain clearance at Vancouver and may then leave Fraser River Jct. without obtaining clearance.

18. Trackage between Vancouver Jct. and Vancouver is used jointly by C.N. Rly. and G.N. Rly. C.N. Rly. Nos. 1 and 9 and G.N. Rly. Nos. 358 and 360 terminate at Vancouver. C.N. Rly. Nos. 2 and 10 and G.N. Rly. Nos. 357 and 359 originate at Vancouver, and are due as follows:

No. 1—Vancouver Jct. 7.30K, Vancouver 7.40K.
No. 358—Vancouver Jct. 11.55K, Vancouver 11.59K.

No. 360—Vancouver Jct. 18.35K, Vancouver 18.40K.

No. 9—Vancouver Jct. 21.20K, Vancouver 21.30K.

No. 357—Vancouver 7.00K.

No. 359—Vancouver 12.45K.

No. 2—Vancouver 16.30K.

No. 10—Vancouver 22.30K.

Judgment to be used by yard crews occupying the main track between Vancouver Jct. and Vancouver to prevent delay to these trains.

19. Local telephone located at Mileages 5.2, 9.2, 19.4, 21.0, 23.2, 29.3, 36.1 and 46.0.

20. Special Instruction M-2 applicable.

CONDITIONAL PASSENGER STOPS

At Hope No. 9 will stop to detrain revenue passengers from Kamloops Jct. and beyond and will stop on flag to entrain revenue passengers for New Westminster and Vancouver.

At Hope No. 10 will stop to detrain revenue passengers from New Westminster and Vancouver and will stop on flag to entrain revenue passengers for Kamloops Jct. and beyond where train is scheduled to stop.

SLIDE DETECTOR FENCES

Table with columns: Between Mileages, Length. Rows show fence lengths for various mileage ranges like 7.11 and 7.14.

TUNNELS

Table with columns: Location, Length. Rows list tunnel locations and lengths such as Mileage 5.5, 749 ft.

(Continued on Page 18)

YALE SUBDIVISION FOOTNOTES (Concluded)

ROCK SHEDS

| Location | Length | Location | Length |
|-------------|---------|--------------|--------|
| Mileage 7.2 | 165 ft. | Mileage 12.2 | 82 ft. |
| Mileage 7.3 | 200 ft. | Mileage 23.2 | 60 ft. |
| Mileage 8.7 | 122 ft. | | |

OTHER TRACKS

| Mileage | Capacity | Connected |
|------------------------------|----------|-----------|
| Keery Sawmills Ltd. 2.4 | 4 cars | East end |
| Gorge 7.4 | 21 cars | Both ends |
| Chapmans 12.7 | 43 cars | Both ends |
| Yukon Lbr. Co. 14.6 | 3 cars | East end |
| Rock Pit 22.5 | 20 cars | West end |
| Squeah 31.5 | 25 cars | Both ends |
| Giant Mascot Mines Ltd. 42.0 | 25 cars | East end |
| Laidlaw 49.6 | 23 cars | Both ends |
| Popkum 60.6 | 47 cars | Both ends |
| Team Track 65.0 | 5 cars | East end |
| Smithvale 68.4 | 9 cars | Both ends |

| Mileage | Capacity | Connected |
|------------------------------------|----------|-----------|
| Freeland Macken, Ltd. 74.1 | 7 cars | West end |
| Cox 83.2 | 73 cars | Both ends |
| Outfit Track 83.3 | 33 cars | West end |
| Rock Pit 84.0 | 20 cars | Both ends |
| Mt. Lehman 92.3 | 63 cars | Both ends |
| Tide Water Forest Prod. Ltd. 108.1 | 2 cars | East end |
| Manahan Holdings Ltd. 108.4 | 8 cars | East end |
| Port Kells Sawmills 108.7 | 15 cars | East end |
| McKay Bros. & Flanagan 116.5 | 3 cars | East end |
| Royal City Sawmills 117.0 | 10 cars | East end |
| Dominion Tar & Chemical Co. 117.1 | 17 cars | East end |
| Brownsville 117.7 | 163 cars | East end |

| NORTHWARD TRAINS | | TIDEWATER SUBDIVISION | | SOUTHWARD TRAINS | |
|----------------------|---------|-----------------------|---------|------------------|--------------|
| Miles from Deerholme | Symbols | Office Signals | Sidings | Other Tracks | Car Capacity |
| 0.0 | CKPYZ | Manual Block System | DR | 24 | |
| 4.8 | PWZ | | | 66 | 20 |
| 5.3 | Y | | | | |
| 7.3 | PZ | | | | 51 |

STATIONS

DEERHOLME
Jct. with Cowichan Sub.
4.8
TYUP
2.5
COWICHAN BAY

RULE 105A NOT APPLICABLE
RULES 41 AND 44 AND SPECIAL INSTRUCTION 2 APPLICABLE

TIDEWATER SUBDIVISION FOOTNOTES

MAXIMUM SPEED

| Between Mileages | Miles per hour All Trains |
|------------------|---------------------------|
| 0.0 and 7.3 | 15 |

1. MANUAL BLOCK SYSTEM in operation between Deerholme and Tyup. The movement of trains or engines will be governed by the following instructions which supersede time table superiority.

Operator Deerholme will direct all movements within manual block territory. Telephone located at Deerholme and Tyup. Instructions received by telephone must be repeated back to ensure understanding.

Before entering the block, conductor must receive or make out in duplicate, block clearance issued or authorized by the operator, deliver one copy to the engineman and retain the other. Block clearances will be numbered in the same manner as train orders and particulars of each movement

must be recorded by the operator before permission is given to enter the block.

A train or engine must not be admitted into the block while it is occupied by any other movement. Conductors must promptly advise the operator when they have cleared the block and must not again enter the block until proper permission has been received.

2. General Instruction (Form 696) A-220 applicable to northward trains between Deerholme and Tyup. Northward trains at Deerholme must comply with General Instruction T-311.

3. Special Instructions M-1 and M-3 applicable.

OTHER TRACKS

| Spur | Mileage | Capacity | Connected |
|------|---------|----------|-----------|
| Spur | 6.0 | 29 cars | Both ends |

| WESTWARD TRAINS | | COWICHAN SUBDIVISION | | EASTWARD TRAINS | |
|----------------------------|---------------------|----------------------|----------------|-----------------|----------------------------|
| THIRD CLASS | Miles from Victoria | Symbols | Office Signals | Car Capacity | FOURTH CLASS |
| 889 Freight | | | | | 890 Freight |
| Daily ex. Saturday, Sunday | | | | | Daily ex. Saturday, Sunday |
| | 0.0 | PRZ | | | |
| | 1.6 | PYZ | | | |
| | 8.2 | P | | 26 | |
| | 14.8 | P | | | 10 |
| | 18.2 | | | 26 | |
| | 24.5 | P | | | 17 |
| | 26.5 | | | 28 | |
| | 33.8 | | | 31 | 36 |
| | 42.0 | | | 27 | |
| 13.00 | 58.2 | CKPYZ | DR | 42 | 44 |
| 13.30 | 58.3 | | | | 19.20 |
| 13.50 | 66.7 | | | 17 | 18.50 |
| 14.20 | 72.8 | P | | 29 | 18.30 |
| Daily ex. Saturday, Sunday | 81.9 | PRZ | BO | | 18.00 |
| 889 | | | | | Daily ex. Saturday, Sunday |
| | | | | | 890 |

STATIONS

VICTORIA (Point Ellice)
1.6
WYE
6.6
COLWOOD
6.6
METCHOSIN
3.4
ROCKY POINT
6.3
SASEENOS
2.0
MILNE'S LANDING
7.3
LEECHTOWN
8.2
LAKEND
16.2
DEERHOLME
Jct. with Tidewater Sub.
8.5
CULCHILLUM
6.1
LAKE COWICHAN
9.1
YOUNBOU

RULE 105A NOT APPLICABLE
RULES 41 AND 44 AND SPECIAL INSTRUCTION 2 APPLICABLE

COWICHAN SUBDIVISION FOOTNOTES

MAXIMUM SPEED

| Between Mileages | Miles per Hour All Trains |
|------------------|---------------------------|
| 0.0 and 81.9 | 20 |

PERMANENT SLOW ORDERS

| | |
|--------------------------|----|
| Over Bridge | |
| Mileage 0.4 (Drawbridge) | 10 |
| Mileage 2.4 | 10 |
| Mileage 21.0 | 10 |
| Mileage 27.1 | 10 |
| Mileage 51.1 | 10 |
| Mileage 59.7 | 10 |
| On Wye | |
| Mileage 1.6 | 10 |
| On Curve | |
| Mileage 6.9 | 10 |

PUBLIC CROSSING AT GRADE

| | |
|---|---|
| Mileage 1.7 (Island Highway) | |
| Approaching within 500 feet of crossing | 5 |

1. Public crossing at grade mileage 8.05 (Sooke Highway). Movements over crossing from siding must not obstruct crossing until protection has been in operation for 20 seconds.

2. Public crossings at grade mileage 9.8 (Jacklin Road) and mileage 10.36 (Sooke Highway). Movement over these crossings must first stop and then be protected by a member of the crew (B.T.C. 111935-49)

3. Telephone located at Mileages 26.2, 33.3, 43.5, 50.2, 66.0 and 77.0.

4. Non-interlocked drawbridge over Selkirk Waters mileage 0.4.

5. Special Instructions M-1 and M-3 applicable.

OTHER TRACKS

| Storage Spur | Mileage | Capacity | Connected |
|---------------------------|---------|----------|-----------|
| Storage Spur | 2.7 | 20 cars | Both ends |
| Ballast Pit | 9.4 | 23 cars | West end |
| R. Antrobus | 9.7 | 8 cars | West end |
| H. & M. Logging Co. | 25.3 | 5 cars | West end |
| Sooke Lake Lbr. Co. Ltd. | 33.6 | 7 cars | East end |
| Kaptara | 50.2 | 31 cars | Both ends |
| S. A. Baine | 67.2 | 8 cars | East end |
| S. A. Baine | 67.6 | 2 cars | East end |
| Western Forest Industries | 75.1 | 6 cars | East end |
| B.C. Forest Products | 82.0 | 105 cars | East end |
| B.C. Forest Products | 82.6 | 37 cars | East end |

| WESTWARD TRAINS | | | | TETE JAUNE SUBDIVISION | | | EASTWARD TRAINS | | | |
|------------------|-------------------------|------------------|----------------|------------------------|--------------|------------------|-----------------|-------|-------|--|
| FIRST CLASS | Miles from Redpass Jct. | Symbols | Office Signals | Car Capacity | | FIRST CLASS | FOURTH CLASS | | | |
| | | | | Sidings | Other Tracks | 6 | 830 | 720 | 838 | |
| 5 | Passenger | Daily ex. Sunday | | | | 6 | 830 | 720 | 838 | |
| 5 | Passenger | Daily ex. Sunday | | | | Daily ex. Monday | Daily | Daily | Daily | |
| 10.15 | 0.0 | PKWZ | RD | 55 | 51 | 13.40 | 7.25 | 14.55 | 24.45 | |
| 10.31 | 1.6 | Y | | 52 | | 13.18 | 6.51 | 14.33 | 24.15 | |
| F 10.44 | 8.2 | P | | 52 | | F 13.03 | 6.31 | 14.18 | 23.57 | |
| 10.52 | 14.3 | P | | 52 | | 12.50 | 6.19 | 14.08 | 23.45 | |
| F 11.10 | 17.8 | P | | 47 | | F 12.30 | 5.59 | 13.52 | 23.21 | |
| F 11.19 | 25.1 | PY | AU | 63 | | F 12.20 | 5.50 | 13.43 | 22.52 | |
| | 25.8 | PW | | 54 | | | | | | |
| | 30.1 | P | | 54 | | | | | | |
| F 11.34 | 37.4 | P | | 52 | | F 12.05 | 5.34 | 13.28 | 22.36 | |
| F 11.50 | 43.6 | P | | 53 | | F 11.50 | 5.22 | 13.17 | 22.24 | |
| F 12.06 | 51.2 | P | | 61 | | F 11.38 | 5.07 | 13.03 | 22.10 | |
| F 12.16 | 56.9 | P | | 52 | | F 11.27 | 4.56 | 12.53 | 22.00 | |
| 12.30 | 63.6 | CKPWYZ | MD | 21 | Yard | 11.15 | 4.40 | 12.40 | 21.45 | |
| Daily ex. Sunday | | | | | | Daily ex. Monday | Daily | Daily | Daily | |
| 5 | | | | | | 6 | 830 | 720 | 838 | |

TETE JAUNE SUBDIVISION FOOTNOTES

MAXIMUM SPEED

| Between Mileages | Miles per Hour Passenger | Miles per Hour Mixed and Freight |
|------------------------------|--------------------------|----------------------------------|
| 0.0 and 20.4 | 35 | 30 |
| 20.4 and 63.6 | 40 | 35 |
| PERMANENT SLOW ORDERS | | |
| Between Mileages | | |
| 31.7 and 31.9 | 15 | 15 |
| 33.4 and 33.5 | 20 | 20 |
| 34.0 and 34.6 | 15 | 15 |
| 39.6 and 39.7 | 25 | 25 |
| 44.6 and 44.7 | 25 | 25 |
| 54.2 and 54.3 | 15 | 15 |
| 59.2 and 59.4 | 15 | 15 |

4. Nos. 5 and 6 will stop at Emperor mile-age 10.8 to entrain and detrain revenue passengers and will stop on flag at Mileages 21.0, 33.8 and 52.6.

5. Siding at McBride is located between first switch east of station and first switch west of station.

6. Special Instruction M-2 applicable.

TUNNEL

| Location | Length |
|--------------|----------|
| Mileage 19.6 | 332 feet |

OTHER TRACKS

| | Mileage | Capacity | Connected |
|----------------------------|---------|----------|-----------|
| P. B. Abernathy | 10.9 | 3 cars | West end |
| Outfit Spur | 20.3 | 14 cars | East end |
| Rock Pit | 20.7 | 70 cars | West end |
| Clearwater Timber Products | 21.3 | 8 cars | East end |
| Hauer Bros. | 22.7 | 3 cars | East end |
| Carrol Bros. | 33.8 | 15 cars | East end |
| Hystad Bros. Ltd. | 52.6 | 3 cars | East end |
| E. E. Rosin | 58.4 | 3 cars | East end |
| Outfit Spur | 59.8 | 17 cars | East end |

Note.— & Mail Crane

1. Tete Jaune Sub. connects with Albreda Sub. siding at Redpass Jct. The connecting switch is in normal position when lined for through movement on siding and against movement to or from Tete Jaune Sub.

2. At Redpass Jct., the time of eastward regular trains except first class trains applies at the siding west switch, and the time of No. 5 applies at the station.

3. All trains keep sharp lookout for fallen rocks between Mileages 4.2 and 5.2, between Mileages 10.0 and 13.0, and between Mileages 19.0 and 20.0.

| WESTWARD TRAINS | | | | FRASER SUB-DIVISION | | | EASTWARD TRAINS | | | |
|------------------|--------------------|------------------|----------------|---------------------|--------------|------------------|-----------------|---------|-------|-------|
| FIRST CLASS | Miles from McBride | Symbols | Office Signals | Car Capacity | | FIRST CLASS | FOURTH CLASS | | | |
| | | | | Sidings | Other Tracks | 6 | 848 | 206 | 720 | 850 |
| 5 | Passenger | Daily ex. Sunday | | | | 6 | 848 | 206 | 720 | 850 |
| 5 | Passenger | Daily ex. Sunday | | | | Daily ex. Monday | Daily | Monday | Daily | Daily |
| 12.45 | 0.0 | CKPWYZ | MD | 21 | Yard | 11.00 | 6.00 | 10.45 | 12.25 | 21.45 |
| F 12.55 | 5.4 | | | | | F 10.48 | | F 10.25 | | |
| F 13.09 | 13.1 | P | | 53 | | F 10.35 | 5.23 | F 10.03 | 11.54 | 21.16 |
| F 13.25 | 21.5 | P | | 54 | | F 10.20 | 5.06 | F 9.43 | 11.36 | 20.59 |
| F 13.35 | 27.8 | P | | 52 | | F 10.09 | 4.55 | s 9.23 | 11.24 | 20.48 |
| F 13.49 | 36.3 | P | | 53 | | F 9.56 | 4.40 | s 9.03 | 11.08 | 20.33 |
| F 14.04 | 45.0 | P | | 52 | | F 9.42 | 4.25 | F 8.43 | 10.52 | 20.18 |
| F 14.18 | 52.0 | P | | 53 | | F 9.30 | 4.12 | F 8.26 | 10.38 | 20.05 |
| | 55.2 | Y | | | | | | | | |
| | 55.6 | P | | | | | | | | |
| s 14.23 | | | BN | | | F 9.20 | 4.06 | s 8.18 | 10.31 | 19.59 |
| F 14.30 | 57.7 | P | | 52 | 3 | F 9.17 | 4.02 | F 8.08 | 10.26 | 19.55 |
| F 14.44 | 65.6 | P | | 52 | | F 9.05 | 3.50 | F 7.45 | 10.13 | 19.43 |
| s 14.55 | 69.5 | P | | 52 | | s 8.58 | 3.44 | s 7.35 | 10.06 | 19.37 |
| 15.05 | 75.0 | P | | 51 | | 8.45 | 3.35 | 7.15 | 9.56 | 19.28 |
| s 15.12 | 79.4 | P | | 52 | 4 | F 8.37 | 3.24 | s 7.03 | 9.48 | 19.21 |
| | 87.2 | W | | | | | | | | |
| s 15.27 | 87.4 | P | | 52 | | F 8.23 | 3.11 | s 6.43 | 9.32 | 19.09 |
| F 15.35 | 92.2 | P | | 52 | | F 8.13 | 3.02 | F 6.28 | 9.23 | 19.01 |
| s 15.50 | 100.2 | P | | 53 | | F 7.58 | 2.48 | s 6.08 | 9.08 | 18.47 |
| F 15.55 | 104.0 | | | | 22 | F 7.46 | | F 5.53 | | |
| s 16.07 | 108.8 | P | | 53 | | F 7.38 | 2.34 | s 5.43 | 8.53 | 18.33 |
| F 16.20 | 115.3 | | | 54 | | F 7.26 | 2.23 | F 5.23 | 8.41 | 18.22 |
| s 16.35 | 122.4 | PZ | | 53 | | s 7.15 | 2.12 | s 5.03 | 8.29 | 18.11 |
| s 16.43 | 127.0 | P | | 54 | | s 7.04 | 2.05 | s 4.47 | 8.21 | 18.04 |
| s 16.57 | 136.3 | P | | 55 | | s 6.48 | 1.50 | s 4.27 | 8.05 | 17.50 |
| F 17.05 | 140.7 | | | 51 | | F 6.39 | 1.42 | F 4.15 | 7.57 | 17.42 |
| 17.15 | 146.1 | CKPWYZ | | 26 | Yard | 6.30 | 1.30 | 4.00 | 7.45 | 17.30 |
| Daily ex. Sunday | | | | | | Daily ex. Monday | Daily | Monday | Daily | Daily |
| 5 | | | | | | 6 | 848 | 206 | 720 | 850 |

FRASER SUBDIVISION FOOTNOTES ON PAGE 22

FRASER SUBDIVISION FOOTNOTES

MAXIMUM SPEED

| Between Mileages | Miles per Hour | |
|------------------|----------------|-------------------|
| | Passenger | Mixed and Freight |
| 0.0 and 50.0 | 40 | 35 |
| 50.0 and 85.0 | 45 | 40 |
| 85.0 and 144.0 | 50 | 45 |
| 144.0 and 146.1 | 45 | 40 |

PUBLIC CROSSINGS AT GRADE

Mileage 144.7
Eastward movements approaching within 1850 feet of crossing 40 40
Movements over crossing from P.G.E. Rly. interchange track must not obstruct the crossing until protection has been in operation for 20 seconds.

Mileage 145.3 (Highways 2 and 97)
Eastward movements approaching within 440 feet of crossing 15 15
Eastward movements proceeding at less than 10 miles per hour within 250 feet of crossing, until crossing occupied 10 10

Mileage 145.6 (Ottawa St.)
Until crossing occupied 10 10

PERMANENT SLOW ORDERS

| Between Mileages | Passenger | Mixed and Freight |
|------------------|-----------|-------------------|
| 4.0 and 8.8 | 35 | 25 |
| 15.4 and 15.7 | 30 | 25 |
| 18.0 and 19.1 | 25 | 20 |
| 48.0 and 49.9 | 30 | 25 |
| 59.6 and 59.9 | 40 | 35 |
| 68.6 and 68.9 | 40 | 35 |
| 73.0 and 73.4 | 40 | 35 |
| 106.4 and 106.6 | 35 | 30 |
| 109.9 and 110.2 | 25 | 20 |
| 129.6 and 129.9 | 40 | 35 |
| 139.0 and 139.3 | 25 | 20 |

1. Siding at McBride is located between first switch east of station and first switch west of station.

2. At McBride, the time of eastward regular trains except first class trains, applies at the siding west switch.

3. Watchman's telephone located at mileage 18.1.

4. Before using Wye at mileage 55.2, it must be known that brakes on all equipment being handled are in proper working order.

5. All trains keep sharp lookout for fallen rocks between Mileages 20.5 and 21.0 and between Mileages 129.6 and 129.9.

6. Nos. 5 and 6 will stop on flag at Spur mileage 16.6, Godfrey & Oliver Spur mileage 25.5, Crescent Spur mileage 33.9, Rock Pit mileage 47.0, Penny

Forest Products mileage 47.6, B.C. Spruce Sales Ltd. mileage 61.4, Cornel Sawmills Ltd. mileage 93.8, Church Sawmills mileage 98.3, United Forest Products (B.C.) Ltd. mileage 107.3, Fichtner Lbr. Co. mileage 111.6 and will stop at Sinclair Spruce Mills mileage 90.7.

7. No. 206 will stop on flag at Spur mileage 16.6, at mileage 19.1, Godfrey & Oliver Spur mileage 25.5, Crescent Spur mileage 33.9, Snowshoe mileage 39.4, Rock pit mileage 47.0, Penny Forest Products mileage 47.6, B.C. Spruce Sales Ltd. mileage 61.4, Sinclair Spruce Mills mileage 90.7, Cornel Sawmills Ltd. mileage 93.8, Church Sawmills mileage 98.3, United Forest Products (B.C.) Ltd. mileage 107.3 and Fichtner Lumber Co. mileage 111.6.

8. Train order delivery device at Penny.

9. Siding at Prince George is located between east switch to No. 1 track and crossover switch east of station.

10. Standing inspection within 25 miles must be made of all cars taken in trains enroute and eastward freight trains except Fast Freight Train No. 424, must stop for inspection at Hansard or Dewey.

11. Special Instruction M-2 applicable.

OTHER TRACKS

| | Mileage | Capacity | Connected |
|------------------------------------|---------|----------|-----------|
| Nance Lbr. Co. | 0.7 | 17 cars | West end |
| W. R. Zeidler Ltd. | 2.6 | 10 cars | Both ends |
| Lamming Mills | 5.4 | 8 cars | West end |
| Spur | 6.9 | 14 cars | East end |
| Rock Pit Spur | 16.6 | 8 cars | East end |
| Alderson & Balcaen | 21.1 | 25 cars | West end |
| Godfrey & Oliver | 25.0 | 3 cars | West end |
| Godfrey & Oliver | 25.5 | 2 cars | East end |
| Crescent Spur | 33.9 | 12 cars | East end |
| Rock Pit | 47.0 | 200 cars | West end |
| Penny Forest Products | 47.6 | 2 cars | East end |
| Wm. T. Nance | 55.6 | 10 cars | East end |
| Lamming Lbr. Co. | 56.0 | 10 cars | West end |
| B.C. Spruce Sales Ltd. | 61.4 | 5 cars | West end |
| Penny Forest Products | 69.9 | 41 cars | East end |
| Sinclair Spruce Mills | 90.7 | 16 cars | Both ends |
| Cornel Sawmills Ltd. | 93.8 | 5 cars | East end |
| Church Sawmills | 98.4 | 27 cars | East end |
| United Forest Products (B.C.) Ltd. | 107.3 | 11 cars | Both ends |
| Fichtner Lumber Co. | 111.6 | 7 cars | East end |
| Imperial Oil Co. | 122.4 | 7 cars | Both ends |
| Outfit Spur | 127.3 | 14 cars | West end |
| Rock Spur | 130.0 | 50 cars | Both ends |
| Shelley Sawmills | 136.0 | 29 cars | East end |
| B.C. Hydro & Power Authority | 144.1 | 41 cars | East end |
| Connection with P.G.E. Rly. | 144.7 | — | Both ends |
| Royalite Oil Co. Ltd. | 145.4 | 2 cars | West end |

TUNNEL

| Location | Length |
|--------------|---------|
| Mileage 18.1 | 819 ft. |

| WESTWARD TRAINS | NECHAKO SUBDIVISION | | | | | | EASTWARD TRAINS | | | |
|-----------------|--|--------------------------|---------|---------------|----------------|--------------|-----------------|--|-------------------------|-------------------------|
| | FIRST CLASS | Miles from Prince George | Symbols | STATIONS | Office Signals | Car Capacity | | FIRST CLASS | FOURTH CLASS | |
| | 11 Passenger Monday, Wednesday, Friday | | | | | Sidings | Other Tracks | 12 Passenger Sunday, Wednesday, Friday | 720 Freight Daily | 858 Freight Daily |
| | 18.00 | 0.0 | CKPWYZ | PRINCE GEORGE | GO | 26 | Yard | 5.45 | 7.10 | 15.45 |
| F | 18.08 | 5.2 | P | OTWAY | | 54 | | F 5.34 | 6.58 | 15.29 |
| | 18.14 | 8.9 | | MIWORTH | | 47 | | 5.28 | 6.52 | 15.23 |
| F | 18.22 | 13.9 | | CHILAKO | | 52 | | F 5.20 | 6.44 | 15.15 |
| F | 18.30 | 20.0 | P | BEDNESTI | | 39 | | F 5.12 | 6.34 | 15.05 |
| | 18.40 | 28.0 | | NICHOL | | 53 | | 5.02 | 6.21 | 14.52 |
| F | 18.47 | 32.4 | P | ISLE PIERRE | | 52 | | F 4.56 | 6.14 | 14.45 |
| F | 18.55 | 38.7 | P | HUTCHISON | | 52 | | F 4.48 | 6.04 | 14.35 |
| | 19.03 | 44.8 | P | WEDGWOOD | | 52 | | 4.40 | 5.54 | 14.25 |
| F | 19.11 | 50.2 | P | FINMOORE | | 52 | | F 4.32 | 5.44 | 14.16 |
| | 19.20 | 56.8 | P | HULATT | | 52 | | F 4.23 | 5.34 | 14.06 |
| | 19.29 | 63.2 | p | SINKUT | | 50 | | 4.14 | 5.24 | 13.56 |
| s | 19.45 | 69.4 | PWZ | VANDERHOOF | VN | 59 | 122 | s 4.05 | 5.14 | 13.46 |
| F | 19.54 | 76.2 | P | McCALL | | 52 | | F 3.51 | 5.03 | 13.35 |
| F | 20.03 | 82.7 | P | ENGEN | | 51 | | F 3.42 | 4.53 | 13.25 |
| | 20.10 | 87.9 | P | MARTEN LAKE | | 52 | | 3.34 | 4.45 | 13.16 |
| F | 20.18 | 94.3 | P | FORT FRASER | | 31 | | F 3.25 | 4.35 | 13.06 |
| | 20.29 | 101.7 | | ENCOMBE | | 52 | | 3.14 | 4.23 | 12.54 |
| F | 20.37 | 103.8 107.7 | P | FRASER LAKE | | 53 | | F 3.05 | 4.14 | 12.45 |
| | 20.50 | 115.4 | KPWYZ | ENDAKO | KO | 95 | Yard | 2.55 | 4.00 | 12.30 |
| | | | | | | | | Sunday, Wednesday, Friday | Daily | Daily |
| | | | | | | | | 12 | 720 | 858 |

NECHAKO SUBDIVISION FOOTNOTES

MAXIMUM SPEED

| Between Mileages | Miles per Hour | | |
|------------------|----------------|---------------------------|-------------------|
| | Railiner | Passenger except Railiner | Mixed and Freight |
| 0.0 and 2.0 | 40 | 40 | 40 |
| 2.0 and 46.5 | 75 | 50 | 45 |
| 46.5 and 69.0 | 70 | 50 | 45 |
| 69.0 and 115.4 | 80 | 50 | 45 |
| On Curves | 60 | — | — |

PERMANENT SLOW ORDERS

| Between Mileages | Miles per Hour | | |
|------------------|----------------|---------------------------|-------------------|
| | Railiner | Passenger except Railiner | Mixed and Freight |
| 9.6 and 10.0 | 50 | 30 | 25 |
| 12.8 and 12.9 | 50 | 35 | 30 |
| 23.0 and 23.6 | 50 | 30 | 25 |
| 47.0 and 48.2 | 45 | 25 | 20 |
| 48.8 and 49.0 | 50 | 40 | 35 |
| 53.4 and 53.8 | 50 | 40 | 35 |
| 57.6 and 59.2 | On Curves | 45 | 40 |
| 67.3 and 67.6 | 45 | 40 | 35 |
| 74.7 and 75.0 | 45 | 40 | 35 |
| 77.1 and 77.5 | 45 | 35 | 30 |
| 98.7 and 100.6 | On Curves | 45 | 40 |
| 106.8 and 107.1 | 45 | 40 | 35 |

PUBLIC CROSSING AT GRADE

Mileage 69.3 (Burrard Street)
Approaching within 500 feet of crossing 15 15 15
Movements proceeding at less than 10 miles per hour within 500 feet of crossing, until crossing occupied 5 5 5

(Continued on Page 24)

NECHAKO SUBDIVISION FOOTNOTES (Concluded)

1. Siding at Prince George is located between east switch to No. 1 track and crossover switch east of station.

2. At Prince George, the time of eastward regular trains and No. 11 applies at the yard west switch.

3. Watchmen's telephone located at Mileages 23.6 and 99.0.

4. All trains keep sharp lookout for fallen rocks at Mileage 106.9.

5. Nos. 11 and 12 will stop on flag at McBride Timber Co. mileage 16.1, Rock Spur mileage 37.6, Lejac mileage 103.8 and Stallako Crossing mileage 110.3.

6. Siding at Endako is located between east switch and west switch.

7. Standing inspection within 25 miles must be made of all cars taken in trains enroute.

8. Special Instruction M-2 applicable.

Note.— ⚡ Mail Crane

OTHER TRACKS

Table with 4 columns: Name, Mileage, Capacity, Connected. Includes entries like Beaver Lumber Ltd., Fichtner Lumber Co., Chemical Co., etc.

WESTWARD TRAINS

Main schedule table with columns for Westward and Eastward trains, including Class, Mileage, Symbols, Stations, Office Signals, Car Capacity, and Siding/Other Tracks.

TELKWA SUBDIVISION FOOTNOTES ON PAGE 25

TELKWA SUBDIVISION FOOTNOTES

Ltd. spur mileage 84.7, must not exceed 20 miles per hour until crossing occupied.

4. Public crossing at grade mileage 116.07 (Highway 136B). Westward movements over crossing from other tracks must not obstruct the crossing until protection has been in operation for 20 seconds.

5. Siding at Smithers is located between cross-over switch east of station and west switch.

6. Special Instruction M-2 applicable.

Note.— ⚡ Mail Crane

OTHER TRACKS

Table with 4 columns: Name, Mileage, Capacity, Connected. Includes entries like J. T. Nicholson, Tie Spur, Canadian Propane, etc.

MAXIMUM SPEED

Table with 3 columns: Between Mileages, Railiner, Passenger Mixed and Freight. Shows speeds like 70, 80, 65 mph.

PUBLIC CROSSINGS AT GRADE

Table with 3 columns: Mileage, Railiner, Passenger Mixed and Freight. Lists crossings at Highway 16 with various mileages.

PERMANENT SLOW ORDERS

Table with 3 columns: Between Mileages, Railiner, Passenger Mixed and Freight. Lists speed restrictions between mileages.

1. Siding at Endako is located between east switch and west switch.

2. At Endako, the time of eastward regular trains except first class trains, applies at the siding west switch.

3. Public crossing at grade mileage 84.68 Eastward main track movements which have, for any reason, handled the siding east switch, must not obstruct the crossing until protection has been in operation for 20 seconds.

| WESTWARD TRAINS | | | Miles from Smithers | Symbols | BULKLEY SUBDIVISION | Office Signals | Car Capacity | | EASTWARD TRAINS | | | |
|-----------------------------|-------|---------------------------------------|---------------------|-----------------|---------------------|----------------|--------------|-----------------------------|-----------------|-------------|--------------|-----|
| FIRST CLASS | 11 | Passenger Tuesday, Thursday, Saturday | | | | | STATIONS | Slidings | Other Tracks | FIRST CLASS | FOURTH CLASS | |
| | | | | | | | | | | 12 | 882 | 720 |
| | 24.30 | 0.0 | CKPWOZ | SMITHERS | WA | 38 | Yard | 23.30 | 9.50 | 24.10 | | |
| | 24.36 | 3.6 | | LAKE KATHLYN | | 52 | | 23.23 | 9.41 | 24.01 | | |
| F | 24.44 | 9.1 | P | EVELYN | | 51 | | F 23.16 | 9.28 | 23.53 | | |
| | 24.54 | 15.3 | P | DOUGHTY | | 51 | | 23.08 | 9.12 | 23.43 | | |
| F | 1.04 | 21.9 | P | MORICETOWN | | 52 | | F 22.59 | 8.56 | 23.33 | | |
| F | 1.13 | 27.3 | P | SEATON | | 53 | | F 22.50 | 8.42 | 23.24 | | |
| | 1.22 | 31.9 | P | BEAMENT | | 45 | | 22.42 | 8.23 | 23.16 | | |
| F | 1.34 | 39.3 | P | BULKLEY CANYON | | 43 | | F 22.31 | 8.03 | 23.03 | | |
| s | 1.46 | 45.9 | PWZ | NEW HAZELTON | NA | 52 | 51 | s 22.19 | 7.43 | 22.49 | | |
| F | 1.53 | 49.6 | P | HAZELTON | | 38 | 18 | F 22.11 | 7.33 | 22.41 | | |
| | 2.07 | 56.6 | | CARNABY | | 51 | | 21.58 | 7.16 | 22.25 | | |
| F | 2.15 | 62.0 | | SKEENA CROSSING | | | 11 | F 21.49 | 7.03 | 22.17 | | |
| F | 2.19 | 63.8 | P | NASH | | 58 | | F 21.45 | 6.58 | 22.14 | | |
| | 2.27 | 65.1 | Y | ANDIMAU | | 64 | | 21.37 | 6.47 | 22.05 | | |
| s | 2.35 | 68.4 | PZ | KITWANGA | KA | 51 | 56 | s 21.29 | 6.36 | 21.57 | | |
| F | 2.46 | 80.6 | P | WOODCOCK | | 61 | | F 21.17 | 6.16 | 21.45 | | |
| F | 2.54 | 86.1 | P | CEDARVALE | | 51 | | F 21.08 | 6.04 | 21.36 | | |
| F | 3.07 | 94.5 | P | RITCHIE | | 57 | | F 20.55 | 5.47 | 21.23 | | |
| F | 3.17 | 100.9 | P | DORREEN | | 51 | | F 20.45 | 5.33 | 21.13 | | |
| F | 3.27 | 107.1 | P | PACIFIC | | 92 | 69 | F 20.34 | 5.10 | 21.03 | | |
| F | 3.36 | 112.6 | P | PITMAN | | 43 | | F 20.25 | 4.57 | 20.54 | | |
| F | 3.46 | 119.3 | P | USK | | 53 | | F 20.15 | 4.45 | 20.44 | | |
| F | 3.58 | 126.2 | P | KITSELAS | | 52 | | F 20.03 | 4.29 | 20.30 | | |
| | 4.10 | 131.9 | CKPWOZ | TERRACE | ON | 39 | Yard | 19.50 | 4.15 | 20.20 | | |
| Tuesday, Thursday, Saturday | | 11 | | | | | | Tuesday, Thursday, Saturday | | 12 | | |
| | | | | | | | | Daily ex. Sunday | | 882 | | |
| | | | | | | | | Daily | | 720 | | |

BULKLEY SUBDIVISION FOOTNOTES

MAXIMUM SPEED

| Between Mileages | Miles per Hour | | | Miles per Hour | | |
|------------------|----------------|---------------------------|-------------------|----------------|---------------------------|-------------------|
| | Railiner | Passenger except Railiner | Mixed and Freight | Railiner | Passenger except Railiner | Mixed and Freight |
| 0.0 and 9.5 | 70 | 50 | 45 | 27.9 and 30.8 | 29.2 and 31.4 | 35 |
| 9.5 and 36.0 | 70 | 45 | 40 | 30.8 and 36.1 | 31.4 and 41.8 | 25 |
| 36.0 and 55.3 | 50 | 40 | 35 | 41.8 and 42.9 | 42.3 and 43.1 | 20 |
| 55.3 and 86.0 | 75 | 50 | 45 | 42.9 and 44.1 | 43.1 and 45.5 | 20 |
| 86.0 and 131.9 | 75 | 45 | 40 | 44.1 and 48.7 | 45.5 and 49.3 | --- |
| On Curves | | | | 48.7 and 50.4 | 49.3 and 50.6 | 15 |
| Between Mileages | | | | 50.4 and 51.3 | 50.6 and 52.5 | 15 |
| 0.0 and 36.0 | 55 | | | 51.3 and 52.5 | 52.5 and 52.9 | 20 |
| 55.3 and 131.9 | 60 | | | 52.5 and 54.6 | 52.9 and 55.1 | 20 |

PERMANENT SLOW ORDERS

| | | | |
|------------------|----|----|--|
| Between Mileages | | | |
| 6.0 and 6.3 | 45 | 40 | |

(Continued on Page 27)

BULKLEY SUBDIVISION FOOTNOTES (Concluded)

| Miles per Hour | | |
|---------------------------|---------------------------|-------------------|
| Railiner | Passenger except Railiner | Mixed and Freight |
| 62.0 and 63.4 | 45 | 40 |
| 65.5 and 66.7 | 40 | 25 |
| 69.8 and 70.7 | 45 | 40 |
| 75.7 and 76.0 | 40 | 35 |
| 82.6 and 83.8 On Curves | 45 | 40 |
| 86.4 and 88.3 On Curves | 45 | 40 |
| 93.1 and 93.4 | 45 | 40 |
| 102.0 and 102.8 | 50 | 40 |
| 107.3 and 107.5 | 50 | 40 |
| 110.5 and 111.4 | 50 | 40 |
| 119.7 and 123.3 On Curves | 45 | 35 |

PUBLIC CROSSING AT GRADE
Mileage 58.27
Approaching within 1950 feet of crossing _____ 60

- Siding at Smithers is located between cross-over switch east of station and yard west switch.
- At Smithers, the time of eastward regular trains except first class trains, applies at the siding west switch.
- Engines must work light throttle and brakes must not be applied on bridge mileage 50.5, except in case of emergency.
- Kitimat Sub. connects with yard lead at Terrace. The connecting switch is in normal position when lined for movement to and from Kitimat Sub. and against through movement on yard lead.
- Siding at Terrace is located between crossover

switch east of station and yard west switch.

6. All trains keep sharp lookout for fallen rocks between Mileages 30.8 and 31.4, 42.0 and 43.0, 52.2 and 52.8, 66.8 and 66.9, 69.8 and 70.5, 83.4 and 83.5, at Mileage 86.7, in tunnel mileage 90.8, between Mileages 104.0 and 104.3, between Mileages 107.6 and 108.6 and at Mileages 114.6, 116.5 and 119.9.

7. Watchman's telephone located at Mileage 122.5.

8. Special Instruction M-2 applicable.

TUNNELS

| Location | Length | Location | Length |
|--------------|----------|---------------|----------|
| Mileage 13.4 | 395 ft. | Mileage 90.8 | 135 ft. |
| Mileage 40.8 | 2069 ft. | Mileage 121.9 | 1238 ft. |
| Mileage 41.9 | 479 ft. | Mileage 122.1 | 201 ft. |
| Mileage 43.3 | 349 ft. | Mileage 122.3 | 555 ft. |
| Mileage 78.9 | 655 ft. | Mileage 122.8 | 931 ft. |

OTHER TRACKS

| | Mileage | Capacity | Connected |
|---|---------|----------|-----------|
| Rock Gas Propane | 0.5 | 3 cars | West end |
| Smithers Planer Co. | 0.57 | 13 cars | East end |
| Mud Spur | 43.7 | 11 cars | West end |
| S. H. Forsyth, Imperial Oil Co. Ltd., Northern Interior Forest Products Ltd. | | | |
| | 46.3 | 10 cars | East end |
| H. Sigalet & Co. (1953) Ltd. | | | |
| | 46.5 | 6 cars | East end |
| Bell Pole Co. Ltd. and Shell Oil Co. | | | |
| | 46.6 | 8 cars | West end |
| Celgar Canada Ltd. | 50.2 | 21 cars | Both ends |
| Hazelton Sawmills | 51.4 | 45 cars | East end |
| McGillis and Gibb | 72.7 | 6 cars | East end |
| Rock Pit Spur | 110.1 | 55 cars | West end |
| Oil Spur | 131.5 | 27 cars | East end |

| NORTHWARD TRAINS | | Miles from Terrace | Symbols | KITIMAT SUBDIVISION | Office Signals | Car Capacity | | SOUTHWARD TRAINS | |
|------------------|--|--------------------|---------|---------------------|----------------|--------------|--------------|------------------|--|
| | | | | | | Slidings | Other Tracks | FOURTH CLASS | |
| | | | | STATIONS | | | | 896 | |
| | | | | | | | | Freight | |
| | | | | | | | | Daily | |
| | | 38.5 | PRWOZ | KITIMAT | KI | Yard | | 10.55 | |
| | | 32.1 | P | WEDEENE | | | | | |
| | | 21.5 | P | DUBOSE | | 25 | | 10.01 | |
| | | 13.4 | P | LAKELSE | | | | | |
| | | 7.5 | P | THUNDERBIRD | | | | | |
| | | 0.0 | CKPWOZ | TERRACE | ON | Yard | | 8.45 | |
| | | | | | | | | Daily | |
| | | | | | | | | 896 | |

Rule 105A not applicable
RULES 41 AND 44 APPLICABLE
SPECIAL INSTRUCTION 2
APPLICABLE

KITIMAT SUBDIVISION FOOTNOTES ON PAGE 28

KITIMAT SUBDIVISION FOOTNOTES

MAXIMUM SPEED

| Between Mileages | Miles per Hour |
|------------------|----------------|
| 0.0 and 38.5 | 25 |

PERMANENT SLOW ORDERS

| Between Mileages | Miles per Hour |
|------------------|----------------|
| 15.0 and 17.0 | 15 |
| 24.5 and 25.5 | 15 |
| Over Bridge | |
| Mileage 0.8 | 10 |
| Mileage 6.6 | 10 |

PUBLIC CROSSING AT GRADE

| | |
|------------------------------|---|
| Mileage 39.3 (Alcan Highway) | |
| Until crossing occupied | 5 |

1. Kitimat Sub. connects with yard lead at Terrace. The connecting switch is in normal position when lined for movement to and from Kitimat Sub. and against through movement on yard lead.

2. All trains keep sharp lookout for fallen rocks between Mileages 15.0 and 17.0 and between Mileages 27.6 and 30.0.

3. Special Instruction M-2 applicable.

OTHER TRACKS

| Mileage | Capacity | Connected |
|-------------------------|--------------|-----------|
| Celgar Canada Ltd.— | | |
| Dumont Lumber | 1.5 20 cars | North end |
| Celgar Canada Ltd. | 1.6 30 cars | North end |
| Celgar Canada Ltd. | 5.1 15 cars | Both ends |
| Celgar Canada Ltd. | 7.2 16 cars | North end |
| Celgar Canada Ltd. | 7.3 16 cars | North end |
| Skeena Forest Products | 8.9 5 cars | North end |
| S. Munson | 9.4 9 cars | North end |
| Skeena Forest Products | 11.5 5 cars | North end |
| Gravel Pit | 18.0 25 cars | North end |
| Little Haughland & Kerr | 34.2 5 cars | North end |
| W. B. Charters and Son | 36.2 11 cars | South end |

| WESTWARD TRAINS | | | SKEENA SUBDIVISION | Office Signals | Car Capacity | | EASTWARD TRAINS | | | | |
|---|--------------------|---------|----------------------|----------------|--------------|-----------------------------------|---------------------|---|--|--------------------------------|--|
| FIRST CLASS | Miles from Terrace | Symbols | | | STATIONS | Siding | Other Tracks | FIRST CLASS | FOURTH CLASS | | |
| 11 Passenger Tuesday, Thursday, Saturday | | | | | | | | 12 Passenger Tuesday, Thursday, Saturday | 892 Freight Daily ex. Sunday | 720 Freight Daily | 894 Freight Daily ex. Sunday |
| 4.25 | 0.0 | CKPWYZ | TERRACE 3.5 | ON | 39 Yard | 19.35 | 10.20 | 20.25 | 1.00 | | |
| 4.32 | 3.5 | PZ | KALLUM 6.1 | | | 19.26 | | | | | |
| F 4.41 | 9.6 | P | AMSBURY 8.1 | | 55 | F 19.17 | 9.55 | 20.06 | 24.37 | | |
| F 4.53 | 17.7 | P | SHAMES 7.0 | | 51 55 | F 19.05 | 9.40 | 19.53 | 24.21 | | |
| F 5.04 | 24.7 | P | EXSTEW 11.8 | | 62 | F 18.54 | 9.26 | 19.42 | 24.10 | | |
| F 5.20 | 36.5 | P | SALVUS 11.7 | | 52 | F 18.37 | 9.06 | 19.24 | 23.52 | | |
| F 5.37 | 44.3 | W | KWINITSA 13.6 | KW | 56 36 | F 18.19 | 8.46 | 19.06 | 23.34 | | |
| F 5.56 | 61.8 | P | SKEENA 6.3 | | 40 | F 17.59 | 8.21 | 18.45 | 23.13 | | |
| F 6.05 | 68.1 | PW | TYEE 3.0 | | 62 | F 17.50 | 8.09 | 18.32 | 23.03 | | |
| F 6.10 | 71.1 | | HAYSPORT 6.8 | | | F 17.45 | 8.03 | 18.17 | 22.58 | | |
| F 6.20 | 77.9 | P | SOCKEYE 6.0 | | 51 | F 17.35 | 7.50 | 18.06 | 22.49 | | |
| F 6.31 | 83.9 | P | PHELAN 2.1 | | 38 | F 17.24 | 7.37 | 17.54 | 22.35 | | |
| F 6.37 | 86.0 | Z | PORT EDWARD 0.6 | | | F 17.19 | 7.32 | 17.49 | 22.30 | | |
| 6.42 | 86.6 | PZ | WATSON ISLAND 2.6 | | 30 28 | 17.16 | 7.28 | 17.46 | 22.27 | | |
| 6.48 | 89.2 | | KAIEN 5.4 | | 46 | 17.10 | 7.22 | 17.40 | 22.10 | | |
| 7.00 | 94.6 | CKPWYZ | PRINCE RUPERT | GS | Yard | 17.00 | 7.10 | 17.30 | 22.00 | | |
| Tuesday, Thursday, Saturday | | | | | | Tuesday, Thursday, Saturday | Daily ex. Sunday | Daily | Daily ex. Saturday | | |
| 11 | | | | | | 12 | 892 | 720 | 894 | | |

SKEENA SUBDIVISION FOOTNOTES ON PAGE 29

SKEENA SUBDIVISION FOOTNOTES

MAXIMUM SPEED

| Between Mileages | Miles per Hour | Passenger Railiner | Mixed and Freight |
|------------------|----------------|--------------------|-------------------|
| 0.0 and 40.0 | 75 | 45 | 40 |
| 40.0 and 50.0 | 60 | 45 | 40 |
| 50.0 and 64.0 | 75 | 45 | 40 |
| 64.0 and 93.6 | 70 | 45 | 40 |
| 93.6 and 94.6 | 70 | 25 | 25 |
| On Curves | 60 | | |

Trains Handling Logs Loaded in Gondola or Staked Flat Cars:

| Between Mileages | Miles per Hour | Passenger Railiner | Mixed and Freight |
|--|----------------|--------------------|-------------------|
| 0.0 and 93.6 | | | 35 |
| 93.6 and 94.6 | | | 25 |
| Over Bridges | | | |
| Mileages 3.1, 7.3, 22.6, 34.3, 39.2, 60.8 and 87.2 | | | 15 |

PUBLIC CROSSINGS AT GRADE

| | | | |
|---|----|----|----|
| Mileage 0.15 (Kallum Street) | | | |
| Approaching within 375 feet of crossing | 10 | 10 | 10 |
| Westward main track movements which have stopped within 375 feet of crossing, until crossing occupied | 5 | 5 | 5 |
| Mileage 19.97 | | | |
| Approaching within 1850 feet of crossing | 55 | | |
| Mileage 27.4 | | | |
| Approaching within 2150 feet of crossing | 60 | | |
| Mileage 38.94 | | | |
| Approaching within 1850 feet of crossing | 60 | | |
| Mileage 67.76 (Highway 16) | | | |
| Approaching within 2150 feet of crossing | 60 | | |
| Mileage 92.68 (Highway 16) | | | |
| Approaching within 1200 feet of crossing | 35 | 35 | 35 |

| | | | |
|--|----|----|----|
| Approaching within 1850 feet of crossing | 55 | | |
| Approaching within 2150 feet of crossing | 60 | | |
| Approaching within 1850 feet of crossing | 60 | | |
| Mileage 92.68 (Highway 16) | | | |
| Approaching within 1200 feet of crossing | 35 | 35 | 35 |

| | | | |
|--|----|----|----|
| Approaching within 1850 feet of crossing | 60 | | |
| Approaching within 2150 feet of crossing | 60 | | |
| Approaching within 1200 feet of crossing | 35 | 35 | 35 |

PERMANENT SLOW ORDERS

| Between Mileages | Miles per Hour | Passenger Railiner | Mixed and Freight |
|-------------------------|----------------|--------------------|-------------------|
| 3.9 and 4.3 | 45 | 40 | 35 |
| 26.6 and 26.8 | 50 | 40 | 35 |
| 49.9 and 50.3 | 40 | 40 | 35 |
| 59.7 and 65.2 On Curves | 50 | 40 | 35 |
| 71.7 and 72.1 | 45 | 40 | 35 |
| 76.7 and 77.5 | 50 | 40 | 35 |
| 79.2 and 85.7 B.T.C.O. | 35 | 35 | 30 |
| 85.7 and 87.2 B.T.C.O. | 15 | 15 | 15 |

1. Siding at Terrace is located between cross-over switch east of station and yard west switch.

2. At Terrace, the time of eastward regular trains except first class trains, applies at the siding west switch.

3. Public crossing at grade mileage 0.15. Westward movements over crossing on siding must not exceed 5 miles per hour while approaching within 375 feet of the crossing. Movements over crossing on team track must stop at STOP sign and start protection by operating push button device. Movements over crossing on shed track, must be protected by a flagman.

4. Public crossing at grade mileage 67.76. Eastward main track movements which have, for any reason, handled the siding east switch, must not obstruct the crossing until protection has been in operation for 20 seconds. Movement over crossing from siding must start crossing protection by operating push button device located on instrument case.

5. Watchman's telephone located at Mileages 13.5, 26.9, 44.3, 50.2 and 52.5.

6. Engines must not be operated over log track trestle at Watson Island.

7. All trains keep sharp lookout for fallen rocks between Mileages 8.2 and 8.7, between Mileages 13.2 and 14.7, at Mileages 30.7, 39.5, 40.0 and 50.0 and between Mileages 80.8 and 84.0.

8. Trains handling logs must stop for standing inspection at Kwinitsa.

9. Nos. 11 and 12 will stop on flag at Telegraph Point mileage 53.7, Caspaco mileage 79.6, Sunnyside Cannery mileage 81.1, North Pacific Cannery mileage 81.9 and Inverness Cannery mileage 83.4.

10. Barge must not be unloaded at Prince Rupert Ferry Slip when wind velocity exceeds 25 miles per hour. Before coupling to a car on the barge, engine must stop within six feet of the car to be coupled.

11. Main track switches between and including Ambsbury and Nelson Bros. spur mileage 85.9 equipped with safety switch point lock.

12. Special Instruction M-2 applicable.

TUNNEL

| | |
|--------------|---------|
| Mileage 39.9 | 400 ft. |
|--------------|---------|

OTHER TRACKS

| Mileage | Capacity | Connected |
|---|---------------|-----------|
| Valentine Clark and McGillis and Gibb | 0.4 33 cars | West end |
| Sande Lbr. Co. | 0.5 22 cars | East end |
| Little, Haughland & Kerr | 0.5 15 cars | West end |
| Shell Oil Co., Albert & McCaffery, and B.A. Oil Co. | 0.9 22 cars | West end |
| Pohle Lumber Co. | 1.1 20 cars | West end |
| Gravel Pit | 1.5 103 cars | Both ends |
| Outfit Spur | 1.7 22 cars | East end |
| Skeena Forest Products | 1.8 26 cars | East end |
| Little, Haughland & Kerr | 2.9 41 cars | East end |
| Kallum Log Spur | 3.5 279 cars | West end |
| Spur | 7.0 3 cars | East end |
| Sande Lbr. Co. | 7.2 9 cars | East end |
| Celgar Canada Ltd. | 17.8 55 cars | East end |
| Celgar Canada Ltd. | 26.2 44 cars | Both ends |
| Celgar Canada Ltd. | 32.2 34 cars | East end |
| Spur | 36.4 22 cars | East end |
| Cassiar Cannery | 79.6 2 cars | East end |
| Sunnyside Cannery | 81.1 4 cars | Both ends |
| North Pacific Cannery | 81.9 5 cars | West end |
| Inverness Cannery | 83.3 5 cars | West end |
| Spur | 85.3 18 cars | Both ends |
| Nelson Bros. | 85.9 13 cars | Both ends |
| Celgar Canada Ltd. | 86.4 304 cars | Both ends |

**EQUATED TONNAGE RATINGS
WESTWARD or NORTHWARD (Read Down)**

| Car Factor | Single Unit Ratings | | Two-Unit Ratings | | | | Between Stations |
|---|---------------------|--------------------|---------------------------------|----------------------------------|--|---|---|
| | GR-12 1000-1099 | GR-12 1200-1399 | GR-15 and GR-17 4400-4899 | GFA-15 Ballasted 9104-9142 | GR-17 High Speed Gear 4100-4199 | GFA-B-15 Nonballasted GR-17 9000-9102 4200-4399 | |
| ALBRED-A-CLEARWATER SUBS. | | | | | | | |
| 12 | ..... | 3340 | 8000 | 8000 | 5780 | 7800 | Jasper and Redpass Jct. |
| 12 | ..... | 3340 | 8000 | 8000 | 5780 | 7800 | Redpass Jct. and Albreda |
| 12 | ..... | 4750 | 11300 | 11300 | 7060 | 11000 | Albreda and Blue River Blue River and Birch Island Birch Island and Kamloops Jct. |
| ASHCROFT-YALE SUBS. | | | | | | | |
| 12 | ..... | 3870 | 9200 | 9200 | 6160 | 9000 | Kamloops Jct. and Savona |
| 12 | ..... | 4400 | 10450 | 10450 | 7300 | 10200 | Savona and Boston Bar |
| 15 | ..... | 4400 | 10450 | 10450 | 7700 | 10200 | Boston Bar and Hope Hope and Port Mann |
| 6 | ..... | 2240 | 5200 | 5200 | 3220 | 5100 | Port Mann and Still Creek Still Creek and Vancouver |
| OKANAGAN-LUMBY SUBS. | | | | | | | |
| 6 | 1100 | 1400 | 3420 | 3420 | ..... | 3200 | Kelowna and Vernon |
| 6 | 970 | 1350 | 3150 | 3150 | ..... | 3000 | Vernon and Armstrong |
| 12 | 2920 | 3900 | 9200 | 9200 | ..... | 8800 | Armstrong and Monte Lake Monte Lake and Kamloops |
| 6 | 1000 | 1255 | 3340 | 3340 | ..... | 3120 | Kamloops and Kamloops Jct. Lumby and Lumby Jct. |
| TETE JAUNE-FRASER-NECHAKO- TELKWA-BULKLEY-SKEENA SUBS. | | | | | | | |
| 12 | ..... | 3680 | 8650 | 8650 | ..... | 8350 | Redpass Jct. and McBride |
| 12 | ..... | 3480 | 8250 | 8250 | ..... | 7900 | McBride and Prince George |
| 12 | ..... | 3480 | 8250 | 8250 | ..... | 7900 | Prince George and Marten Lake |
| 12 | ..... | 4300 | 10000 | 10000 | ..... | 9500 | Marten Lake and Endako |
| 12 | ..... | 3650 | 8850 | 8850 | ..... | 8500 | Endako and Rose Lake |
| 12 | ..... | 4150 | 9600 | 9600 | ..... | 9150 | Rose Lake and Smithers |
| 12 | ..... | 3650 | 8850 | 8850 | ..... | 8500 | Smithers and Terrace |
| 12 | ..... | 4600 | 10900 | 10900 | ..... | 10500 | Terrace and Prince Rupert |
| 4 | ..... | 1000 | ..... | ..... | ..... | 2450 | KITIMAT SUB. Kitimat and Dubose Dubose and Terrace |
| 4 | ..... | 1300 | ..... | ..... | ..... | 3100 | |
| COWICHAN-TIDEWATER SUBS. | | | | | | | |
| 4 | 660 | ..... | ..... | ..... | ..... | ..... | Victoria and Lakend |
| 4 | 790 | ..... | ..... | ..... | ..... | ..... | Lakend and Deerholme |
| 4 | 790 | ..... | ..... | ..... | ..... | ..... | Deerholme and Youbou |
| 4 | 1380 | ..... | ..... | ..... | ..... | ..... | Deerholme and Cowichan Bay |

Note: Single unit rating is one half two-unit rating. When units of different tonnage ratings are combined, the tonnage rating applicable will be a multiple of the lowest unit rating.

Note: When authorized by Power Controller, high speed gear units may be used in freight service where tonnage rating not shown. The tonnage rating applicable for GR-17 (4100-99), GPA-17 (6500-42) and GPB-17 (6600-37) units will be 75% of the corresponding GFA-b-15 (9000-9102) non-ballasted rating.

**EQUATED TONNAGE RATINGS
EASTWARD or SOUTHWARD (Read Up)**

| Between Stations | Two-Unit Ratings | | | | Single Unit Ratings | | Car Factor |
|---|---|--|----------------------------------|---------------------------------|---------------------|--------------------|------------|
| | GFA-B-15 Nonballasted GR-17 9000-9102 4200-4399 | GR-17 High Speed Gear 4100-4199 | GFA-15 Ballasted 9104-9142 | GR-15 and GR-17 4400-4899 | GR-12 1200-1399 | GR-12 1000-1099 | |
| ALBRED-A-CLEARWATER SUBS. | | | | | | | |
| Jasper and Redpass Jct. | 7800 | 5920 | 8000 | 8000 | 3340 | ..... | 12 |
| Redpass Jct. and Albreda | } 5120 | } 3840 | } 5350 | } 5350 | } 2120 | } | } 8 |
| Albreda and Blue River | | | | | | | |
| Blue River and Birch Island | 7300 | 5700 | 7500 | 7500 | 3160 | ..... | 12 |
| Birch Island and Kamloops Jct. | 7800 | 6160 | 8000 | 8000 | 3340 | ..... | 12 |
| ASHCROFT-YALE SUBS. | | | | | | | |
| Kamloops Jct. and Savona | } 8800 | } 6160 | } 9000 | } 9000 | } 3800 | } | } 12 |
| Savona and Boston Bar | | | | | | | |
| Boston Bar and Hope | 8800 | 5540 | 9000 | 9000 | 3800 | ..... | 15 |
| Hope and Port Mann | 9350 | 7040 | 9550 | 9550 | 4000 | ..... | 15 |
| Port Mann and Still Creek | 5200 | 3700 | 5300 | 5300 | 2300 | ..... | 6 |
| Still Creek and Vancouver | 3800 | 2740 | 3900 | 3900 | 1690 | ..... | 6 |
| OKANAGAN-LUMBY SUBS. | | | | | | | |
| Kelowna and Vernon | 3460 | ..... | 3720 | 3720 | 1560 | 1050 | 6 |
| Vernon and Armstrong | 2900 | ..... | 3130 | 3130 | 1350 | 1000 | 6 |
| Armstrong and Monte Lake | 5550 | ..... | 5800 | 5800 | 2550 | 1900 | 6 |
| Monte Lake and Kamloops | 1735 | ..... | 1800 | 1800 | 800 | 580 | 3 |
| Kamloops and Kamloops Jct. | 12000 | ..... | 12600 | 12600 | 5350 | 4000 | 20 |
| Lumby and Lumby Jct. | 2500 | ..... | 2660 | 2660 | 1000 | 810 | 6 |
| TETE JAUNE-FRASER-NECHAKO- TELKWA-BULKLEY-SKEENA SUBS. | | | | | | | |
| Redpass Jct. and Tete Jaune | 3550 | ..... | 3650 | 3650 | 1500 | ..... | 6 |
| Tete Jaune and McBride | 7900 | ..... | 8250 | 8250 | 3450 | ..... | 12 |
| McBride and Prince George | 7900 | ..... | 8250 | 8250 | 3450 | ..... | 12 |
| Prince George and Endako | 7900 | ..... | 8250 | 8250 | 3450 | ..... | 12 |
| Endako and Rose Lake | 8900 | ..... | 9300 | 9300 | 3900 | ..... | 12 |
| Rose Lake and Smithers | 8200 | ..... | 8500 | 8500 | 3600 | ..... | 12 |
| Smithers and Terrace | 8200 | ..... | 8500 | 8500 | 3600 | ..... | 12 |
| Terrace and Prince Rupert | 8500 | ..... | 8800 | 8800 | 3700 | ..... | 12 |
| KITIMAT SUB. | | | | | | | |
| Kitimat and Dubose | 9700 | ..... | ..... | ..... | 4560 | ..... | 12 |
| Dubose and Terrace | 2500 | ..... | ..... | ..... | 1030 | ..... | 4 |
| COWICHAN-TIDEWATER SUBS. | | | | | | | |
| Victoria and Lakend | ..... | ..... | ..... | ..... | ..... | 800 | 4 |
| Lakend and Deerholme | ..... | ..... | ..... | ..... | ..... | 730 | 4 |
| Deerholme and Youbou | ..... | ..... | ..... | ..... | ..... | 840 | 4 |
| Deerholme and Cowichan Bay | ..... | ..... | ..... | ..... | ..... | 510 | 4 |

Note: Under certain circumstances units may be operated with one or two traction motors cut out, in which case the tonnage rating for the affected unit will be reduced by 50%.

LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" or RESTRICTED CLEARANCE SIGNS

| Location | Structure or Obstruction | Side of Track | Location | Structure or Obstruction | Side of Track |
|--|---|--|---|---|---|
| Blue River Oil Tank Track | Oil Storage Tank | South | Kelowna Dominion Cannery Spur Interchange Track | Dominion Cannery Platform Dominion Cannery Spur | East East |
| Kamloops Jct. Coal Track, South Repair Track No. 10 Stores Track, North Scales Track Track No. 5 (High Line) | Sandhouse Stores Platform Stores Platform Scale House | North South North North | Imperial Oil Spur | Rowcliffe Cannery Bldg. | East |
| Kamloops Freight Shed Track | Unloading Ramp Freight Shed | North West | Wharf Spur Slip Tracks Interchange Tracks Sun Ripe Prod. Ltd. Prince Rupert Team Track | Office on Dock Ferry Slip Towers Guy Wire Building | West E. and W. East West |
| Boston Bar Caboose Track | Ice House Platform | North | M. 2.0 Seal Cove M. 2.4 Seal Cove No. 1 Ocean Dock Spur No. 2 Ocean Dock Spur Repair Tracks 1 & 2 | Philpott-Evitt Warehouse Packing Plant Bldg. Cold Storage Platform Water Mains on Oceanside Cannery Oceanside Cannery Storage Building 12 Ft. High Post | South South South South Between Tracks |
| Port Mann South Stores Track North Stores Track Ferry Slip Track | Stores Platform Stores Platform Ferry Slip Towers | N. and S. South N. and S. | Terrace Little Haughland & Kerr Spur Telkwa Sub. Spur Mileage 68.7 | Loading Platform | North |
| Vancouver Shed Track No. 1 Track No. 4 Track No. 8 Scales Track Pass. Tracks No. 1 to No. 5 incl. Ladder Track Two City Spurs Terminal Ave. Tracks 1 & 3 | Freight Shed Auto Platform Auto Platform Scale House Trainshed Wheel Pit Shelter Canopy and Platforms Platforms and Bldgs. | North South North South North N. and S. South South | Endako No. 12 Track Prince George Ice House Track McBride West Lead to Engine House | Ice House Platform Ice House Platform Sand House and Spout | North South North North |
| Kelowna Industrial Track | Canadian Cannery W. Bldg. | East | | | |

SPECIAL INSTRUCTIONS

1. Employees whose duties are in any way affected by the time table must have a copy of the General Instructions, Form 696, accessible while on duty.

2. On subdivisions, or portions thereof, where this special instruction applies, except on junction switches, lights will not be displayed on switches and train order signals.

3. On subdivisions, or portions thereof, where this special instruction applies, main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights.

4. In yard limits specified, that part of the note under Rule 93 reading "except that 'Clear Signal' Rule 281 may be accepted as indication that the track is clear, but only to the next signal or 'Block End' sign" DOES NOT APPLY.

M-1. On subdivisions, or portions thereof, where this special instruction applies, unless otherwise modified, Restricted Speed for engines other than railiners, inspection cars and test cars must not exceed 10 miles per hour, while using sidings and other tracks.

M-2. On subdivisions, or portions thereof, where this special instruction applies, unless otherwise modified, Restricted Speed for engines other than railiners, inspection cars and test cars must not exceed 10 miles per hour, while using other tracks.

M-3. On subdivisions, or portions thereof, or at stations where this special instruction applies, lights will not be displayed on yard limit signs.

M-4. When information is received of a defective car in their train, the crew must immediately take action to stop the train and where possible, before passing over any switch or interlocking. Car must then be examined and if found defective, prepared for safe movement to the next point where it can be set off or repaired. If after examination and corrective action, it is doubtful that the car can be moved safely in the train, it must be detached from the portion of the train behind it and moved with caution to the point where it can be set off and if necessary, brakes cut out. Good judgment must be used to prevent derailment of the defective car or others in the train.

M-5. At certain public crossings at grade, main track switches, except dual control and spring switches, located within 50 feet of the crossing, may or may not be equipped with safety switch point lock and employees concerned must familiarize themselves therewith. Where in service, safety switch point locks must be secured with switch lock when switch is in normal position.

(Continued on Page 33)

SPECIAL INSTRUCTIONS (Concluded)

M-6. To reduce fire hazard, when setting off occupied outfit cars on other tracks, they must be left as far away as possible from grain elevators and industrial structures. If necessary and when practicable, occupied outfits must be separated so that no occupied car is adjacent to a grain elevator.

M-7. Reference Item 3 under heading "Accidents" General Instructions (Form 696). V.C. report (Form 691) to be submitted only when accident not attended with personal injury and then, by each member of the crew involved.

M-8. In addition to those equipped with a lock, yard switches on sidings must be lined in their normal position after having been used.

MB-1. At Slide Detector Fences where this special instruction applies, a signal consisting of a white light with the letter "T" etched on its face, is mounted midway on mast of one or more block signals in advance of the Slide Detector Fence. When lighted or flashing, it will indicate that the fence has been broken and trains must approach and pass through the limits of the Slide Detector Fence prepared to stop and expecting to find the main track impassable. If main track is not impassable within these limits, permissible speed may then be resumed. When not lighted or flashing and block signal upon which it is mounted is displaying other than a STOP or a STOP AND PROCEED indication, it will indicate that the fence is not broken. In every case, when this signal is lighted or flashing, it must be reported to the train dispatcher as soon as possible, who will immediately notify the signal maintainer.

**FAST FREIGHT TRAINS
FOR INFORMATION OF EMPLOYEES ONLY**

| | No. 309 | No. 423 | No. 303 | No. 409 | STATIONS | No. 404 | No. 424 | No. 304 | No. 310 | |
|------|---------|---------|---------|---------|---------------|---------|---------|---------|---------|------|
| | Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | |
| Lve. | 12.25 | 13.00 | 12.50 | 6.15 | JASPER | 22.00 | 19.00 | 14.00 | 12.00 | Arr. |
| Arr. | | 14.20 | | | RED PASS JCT. | | 17.30 | | | Lve. |
| Arr. | 16.25 | | 16.50 | 11.20 | BLUE RIVER | 17.15 | | 9.55 | 8.20 | Lve. |
| Lve. | 16.35 | | 17.00 | 11.35 | | 17.00 | | 9.45 | 8.10 | Arr. |
| Arr. | 20.15 | | 20.40 | 16.20 | KAMLOOPS JCT. | 13.00 | | 6.00 | 4.30 | Lve. |
| Lve. | 20.45 | | 21.40 | 17.20 | | 11.30 | | 5.00 | 4.00 | Arr. |
| Arr. | 1.15 | | 2.10 | 22.40 | BOSTON BAR | 7.15 | | 24.55 | 23.40 | Lve. |
| Lve. | 1.25 | | 2.20 | 22.55 | | 7.00 | | 24.45 | 23.30 | Arr. |
| Arr. | 6.15 | | 7.15 | 5.10 | VANCOUVER | 1.00 | | 20.00 | 19.00 | Lve. |
| | Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | |
| | No. 309 | No. 423 | No. 303 | No. 409 | | No. 404 | No. 424 | No. 304 | No. 310 | |

| | No. 423 | STATIONS | No. 424 | |
|------|---------|---------------|---------|------|
| | Daily | | Daily | |
| Lve. | 14.40 | RED PASS JCT. | 17.15 | Arr. |
| Arr. | 16.45 | McBRIDE | 14.30 | Lve. |
| Lve. | 17.15 | | 14.10 | Arr. |
| Arr. | 21.00 | PRINCE GEORGE | 10.00 | Lve. |
| Lve. | 22.30 | | 9.00 | Arr. |
| Arr. | 1.30 | ENDAKO | 6.10 | Lve. |
| Lve. | 1.50 | | 5.50 | Arr. |
| Arr. | 5.00 | SMITHERS | 2.50 | Lve. |
| Lve. | 5.30 | | 2.30 | Arr. |
| Arr. | 9.00 | TERRACE | 22.30 | Lve. |
| Lve. | 9.30 | | 22.00 | Arr. |
| Arr. | 12.00 | PRINCE RUPERT | 19.00 | Lve. |
| | Daily | | Daily | |
| | No. 423 | | No. 424 | |

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES
FACE IN DIRECTION NAMED—COUNT CROSSARMS FROM THE TOP DOWN
TRAIN PHONE WIRES MARKED ●●

| | | | | |
|--|---|---|---|---|
| <p>LOOK WEST JASPER TO REDPASS JCT. MILE 43.8 ALBREDA SUB.</p> | <p>LOOK WEST MILE 43.8 TO MILE 48.0 ALBREDA SUB.</p> | <p>Pr. George Kamloops LOOK WEST MILE 48.0 ALBREDA SUB. TO MILE 48.2 ALBREDA SUB.</p> | <p>LOOK WEST MILE 48.2 ALBREDA SUB. TO MILE 139.4 CLEARWATER SUB. (Kamloops Jct.)</p> | <p>LOOK WEST KAMLOOPS JCT. TO MILE 125.6 ASHCROFT SUB. (Boston Bar)</p> |
| <p>LOOK WEST BOSTON BAR TO MILE 83.2 YALE SUB.</p> | <p>LOOK WEST MILE 83.2 TO MILE 84.8 YALE SUB.</p> | <p>LOOK WEST MILE 84.8 YALE SUB. TO FRASER RIVER JCT.</p> | <p>G.N. C.N. LOOK WEST NEW WESTMINSTER TO VANCOUVER</p> | <p>LOOK SOUTH KAMLOOPS JCT. TO MILE 2.3 OKANAGAN SUB.</p> |
| <p>C.P. C.N. LOOK SOUTH MILE 3.5 OKANAGAN SUB. TO CAMPBELL CREEK</p> | <p>LOOK SOUTH MILE 2.6 TO MILE 3.5 AND MILE 14.5 TO MILE 70.8</p> | <p>C.P. C.N. LOOK SOUTH ARMSTRONG TO VERNON</p> | <p>C.N. C.P. LOOK SOUTH VERNON TO LUMBY JCT.</p> | <p>LOOK SOUTH LUMBY JCT. TO KELOWNA</p> |
| <p>LOOK EAST LUMBY JCT. TO LUMBY</p> | <p>LOOK WEST REDPASS JCT. TO MILE 4.3 TETE JAUNE SUB.</p> | <p>Pr. George Kamloops LOOK WEST MILE 4.3 TO 4.6 TETE JAUNE SUB.</p> | <p>LOOK WEST MILE 4.6 TETE JAUNE SUB. TO DOME CREEK</p> | <p>LOOK WEST DOME CREEK TO MILE 143.2 FRASER SUB.</p> |
| <p>LOOK WEST MILE 143.2 FRASER SUB. TO PRINCE GEORGE</p> | <p>LOOK WEST PRINCE GEORGE TO WOODCOCK</p> | <p>LOOK WEST WOODCOCK TO MILE 92.4 SKEENA SUB.</p> | <p>LOOK WEST MILE 92.4 SKEENA SUB. TO PRINCE RUPERT</p> | <p>LOOK SOUTH KITIMAT SUB. TERRACE TO KITIMAT</p> |

TRAIN PHONE WIRES MARKED ●●