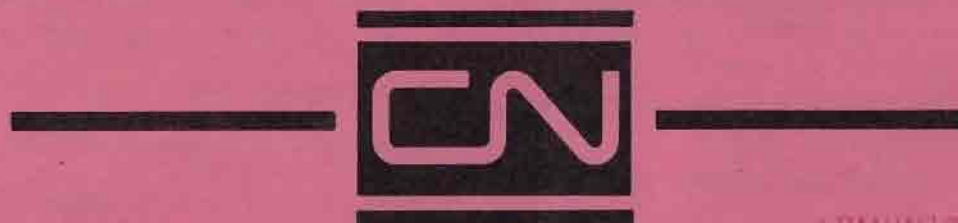


Accident Prevention Is Your Business

CANADIAN NATIONAL RAILWAYS
MOUNTAIN REGION - BRITISH COLUMBIA AREA



TIME 32 TABLE

Taking effect at 00:01 Sunday, October 30th, 1966

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,
Area Manager,
VANCOUVER

W. T. VANDEVENTER,
Operations Manager,
VANCOUVER

R. S. EGAN,
Supt. Transportation,
VANCOUVER

Page	Subdivision	Miles
4-5	Albreda — Jasper to Blue River (not including Jasper)	132.3
14-15	Ashcroft — Kamloops Jct. to Boston Bar	125.5
31	Bulkley — Smithers to Terrace	131.9
10-11	Clearwater — Blue River to Kamloops Jct.	139.4
22	Cowichan — Victoria to Youbou	81.9
25	Fraser — McBride to Prince George	146.1
35	Kitimat — Terrace to Kitimat	38.5
9	Lumby — Lumby Jct. to Lumby	14.4
27	Nechako — Prince George to Endako	115.4
7	Okanagan — Kamloops Jct. to C.P. Rly.	3.5
7	Okanagan — Campbell Creek to Armstrong Jct.	56.4
7	Okanagan — Vernon to Kelowna	33.5
33	Skeena — Terrace to Prince Rupert	94.6
29	Telkwa — Endako to Smithers	125.2
24	Tete Jaune — Redpass Jct. to McBride	63.6
21	Tidewater — Deerholme to Cowichan Bay	7.3
18	Yale — Boston Bar to Fraser River Jct.	118.2
18	Yale — Fraser River Bridge (Joint with Dominion Govt.)	0.5
18	Yale — New Westminster to Vancouver Jct. (Joint with G.N. Rly.)	12.4
18	Yale — Vancouver Jct. to Vancouver	0.3
13	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.)	17
	New Westminster to end of track Lulu Island Branch	17.1
	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	1529.0

B. K. OLSSON, Supt. of Terminals, Vancouver, B.C.

M. WASYLYK, Asst. Supt. Transportation, Vancouver, B.C.

F. A. GOUGE, Trainmaster - Road Foreman, Kamloops, B.C.

J. R. McNEIL, Trainmaster - Road Foreman, Vancouver, B.C.

E. E. GROVER, Trainmaster - Road Foreman, Vancouver, B.C.

Dispatching Office at Kamloops Telegraph Call "K"

J. PEHOWICH, Chief Train Dispatcher

J. A. DIXON, Asst. Chief Train Dispatcher

TRAIN DISPATCHERS

B. Baleshta	D. H. Marshall
R. L. Barr	J. T. Mychaluk
G. E. Brown	F. J. Richmond
L. C. Fraser	E. E. Stark
H. F. Goodwin	R. H. Thompson
T. B. Goodwin	H. C. Warner
E. R. Kolesnikoff	C. W. Webster

W. R. FLEMING, Asst. Operations Manager, Prince George, B.C.

J. P. BATEMAN, Asst. Supt. Transportation, Prince George, B.C.

W. G. CURRAN, Trainmaster - Road Foreman, Prince George, B.C.

J. O. NIXON, Trainmaster - Road Foreman, Prince George, B.C.

C. WITCHER, Trainmaster - Road Foreman, Smithers, B.C.

J. L. McQUARRIE, Trainmaster - Road Foreman, Prince Rupert, B.C.

F. S. JESSOP, Trainmaster - Road Foreman, Prince Rupert, B.C.

Dispatching Office at Prince George Telegraph Call "SM"

J. KOLODRUBSKY, Chief Train Dispatcher

T. HUMENIUK, Asst. Chief Train Dispatcher

W. H. KAWALILAK, Asst. to Chief Train Dispatcher

E. R. Coster	A. S. Lancaster
J. Daniluck	K. H. McIntyre
E. Gunderson	A. A. Nunweiler
A. P. Hasbon	R. G. Robertson
R. H. James	O. J. Sawka
J. D. Kehoe	L. G. Thomson

CHIEF MEDICAL OFFICER
Montreal, Que. Dr. Peter Vaughan

REGIONAL MEDICAL OFFICER
Edmonton, Alta. *Dr. C. E. Mather

N.W.T. MEDICAL OFFICE
Hay River, N.W.T. *Dr. Earle L. Covert

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

MEDICAL OFFICERS
Vancouver, B.C. *Dr. Rodney T. Irving
Office 263-6333
Residence 261-8284

Dr. Keith MacLean
Office TR 4-2211
Residence TR 6-5945

North Surrey, B.C. Dr. E. A. Horniman
Office 581-7777
Residence

Victoria, B.C. *Dr. J. H. Moore
*Dr. W. Graham

New Westminster, B.C. 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 372-5251
Residence 374-4624

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

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

McBride, B.C. *Dr. E. B. Stephens

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. Geoffrey Battersby

Smithers, B.C. *Dr. M. K. Weare
*Dr. Doreen B. Ryan

Hazleton, B.C. Dr. J. E. Whiting
Dr. G. W. Drew

Terrace, B.C. Dr. Robert E. Lee
*Dr. M. C. Chiasson

Prince Rupert, B.C. *Dr. L. M. Greene
*Dr. J. E. Schinbein
*Dr. W. H. Mitchell-Banks
*Dr. R. G. Holmes

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

WATCH INSPECTORS

Name	Location
George O. Pearson	Jasper, Alta.
J. H. Baynes	Webbers Jewelry and Gift Shop, 405 Victoria St., Kamloops, B.C.
D. Livingstone	Livingstone's Jewellers Ltd., 260-3rd Ave., Kamloops, and 700 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	394 George St., Prince George, B.C.
Mrs. N. P. Baker	Smithers, B.C.
J. Bulger, Limited	Prince Rupert, B.C.
Agent	Terrace, B.C.

WESTWARD TRAINS					Miles from Jasper	Symbols	ALBRED SUBDIVISION
FOURTH CLASS	FIRST CLASS						
559 Way Freight	9 Passenger	1 Passenger	5 Passenger				
Monday, Wednesday, Friday	Daily ex. Sunday	Daily	Daily			STATIONS	
08.30	21.30	19.25	04.10	0.0	CKPWYZ	JASPER	
08.36	21.37	19.31	04.16	2.8	P	WYND	
09.01	21.46	19.39	04.24	8.3	P	GEIKIE	
09.10	21.52	19.45	04.30	13.0	P	DECOIGNE	
09.18	21.58	19.51	04.36	17.5	P	YELLOWHEAD	
09.38	s 22.08	19.57	04.42	21.8	P	LUCERNE	
09.50	22.18	20.05	04.50	27.8	P	FITZWILLIAM	
09.58	22.23	20.10	05.03	31.7	P	GRANT BROOK	
10.10	22.32	20.17	05.12	37.6	P	RAINBOW	
10.30	22.45	20.25	05.20	43.9	PWZ	REDPASS JCT.	
10.48	To Tete Jaune Sub.	20.35	05.35	51.1	P	FOSTER	
10.57		54.3	P	MT. ROBSON			
11.05		20.48	05.49	57.3	P	MOREY	
11.18		21.00	06.02	65.5	P	JACKMAN	
11.31		21.08	06.10	72.6	P	SWIFT CREEK	
11.47		s 21.12	s 06.15	74.5	P	V VALEMOUNT V	
12.04		21.20	06.22	78.3	P	CEDARSIDE	
12.13		21.27	06.29	82.6	P	CANOE RIVER	
12.31		21.41	06.53	91.5	PWY	ALBRED	
12.46		21.48	07.02	96.9	P	CLEMINA	
13.01		21.58	07.12	103.2	P	GOSNELL	
13.12		22.04	07.19	106.3	P	LEMPRIERE	
13.28		22.17	07.32	114.2	P	PYRAMID	
13.44		22.29	07.44	122.4	P	THUNDER RIVER	
13.54		22.36	07.52	127.9	P	REDSAND	
14.10		22.45	08.00	132.3	CKPWYZ	BLUE RIVER	

ALBRED SUBDIVISION FOOTNOTES

EXPRESS TRAINS (For Information Only)

No. 201—Daily—Leave Jasper 08.00, Arrive Blue River 12.00
 No. 202—Daily—Leave Blue River 11.20, Arrive Jasper 15.30

Between Mileages	Miles per Hour		Miles per Hour	
	Passenger	Mixed and Freight	Express	Mixed and Freight
0.0 and 0.4	20	20	40	35
0.4 and 1.7	40	40	50	45
1.7 and 47.9 (See Item 16)	50	45	60	50
			35	35
			50	45
			40	40
			40	40
			50	45

ALBRED SUBDIVISION	Office Signals	Car Capacity		EASTWARD TRAINS					
		Sidings	Other Tracks	FIRST CLASS			FOURTH CLASS		
				10 Passenger	2 Passenger	6 Passenger	868 Freight	560 Way Freight	870 Freight
STATIONS			Daily ex. Monday	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Daily	Daily
* JASPER	GH	48 Yard	06.10	09.20	14.30	10.25	11.30	18.15	03.40
2.8 WYND		52	05.58	09.10	14.20	10.12	11.20	18.05	03.27
5.5 GEIKIE		117 40	05.49	09.01	14.11	10.03	11.07	17.55	03.13
4.7 DECOIGNE		63	05.41	08.53	14.02	09.56	10.59	17.43	03.05
4.5 YELLOWHEAD		62	05.33	08.46	13.53	09.48	10.52	17.36	02.58
4.3 LUCERNE	CN	111 21	s 05.25	08.39	13.44	09.38	10.44	17.29	02.51
6.0 FITZWILLIAM		63	05.11	08.31	13.33	09.28	10.32	17.20	02.40
3.9 GRANT BROOK		111 34	05.03	08.26	13.26	09.21	10.25	17.13	02.34
5.9 RAINBOW		54	04.48	08.18	13.18	09.13	10.15	17.04	02.25
6.3 REDPASS JCT.	RD	110 103	04.40	08.10	13.09	09.04	10.05	16.53	02.15
7.2 FOSTER		52	From Tete Jaune Sub.	08.00	12.55	08.44	09.45	16.33	01.54
3.2 MT. ROBSON							09.38		
3.0 MOREY		115 20		07.47	12.41	08.29	09.30	16.18	01.35
8.2 JACKMAN		63 25		07.34	12.28	08.14	09.16	16.03	01.17
7.1 SWIFT CREEK		110 36		07.25	12.18	08.04	09.03	15.53	01.05
1.9 V VALEMOUNT V	VN	30	s 07.21	s 12.12			09.00		
3.8 CEDARSIDE		61 50		07.14	12.04	07.57	08.44	15.46	00.57
4.3 CANOE RIVER		110 55		07.07	11.57	07.49	08.34	15.39	00.48
8.9 ALBRED	AB	69 152		06.53	11.43	07.35	08.20	15.25	00.34
5.4 CLEMINA		111 32		06.38	11.35	07.25	08.10	15.15	00.24
6.3 GOSNELL		56 22		06.28	11.25	07.12	07.57	15.04	00.08
3.1 LEMPRIERE		110 45		06.24	11.19	06.46	07.47	14.57	00.01
7.9 PYRAMID		61		06.11	11.06	06.32	07.32	14.43	23.47
8.2 THUNDER RIVER		110 12		06.00	10.55	06.19	07.05	14.28	23.33
5.5 REDSAND		54		05.53	10.48	06.10	06.55	14.20	23.24
4.4 BLUE RIVER	BR	140 Yard		05.45	10.40	06.00	06.45	14.10	23.15

NOTE:—Express trains, when handling freight equipment, must operate at speeds specified for freight and mixed trains.

Daily ex. Monday	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Daily	Daily
10	2	6	868	560	870	872

PERMANENT SLOW ORDERS

Between Mileages	Miles per Hour Passenger and Express	Miles per Hour Mixed and Freight	Miles per Hour Passenger and Express	Miles per Hour Mixed and Freight
4.8 and 7.8	35	30	101.8 and 107.2	35 35
16.3 and 31.0 On Curves	45	40	109.8 and 110.5	35 35
47.9 and 49.0	35	30	114.2 and 116.7	35 35
52.5 and 56.3	35	30	122.6 and 123.2	40 40
62.5 and 63.0	35	30	125.3 and 125.5	40 40
66.3 and 66.6	40	35		

(Continued on Page 6)

OKANAGAN SUBDIVISION FOOTNOTES (Concluded)

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

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

3. 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.

4. Movement of cars detached from engine on Pondsosa Pine Lbr. Co. spur is prohibited.

5. 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.

6. Automatic protected public crossings at grade equipped with push button or other appliance, located as follows:

- Mileage 113.23 (Sexsmith Road)—Start Only
- Mileage 118.00 (High Road)

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.

8. General Instruction (Form 696) A-220 applicable to northward freight trains between Ducks Meadow and Campbell Creek. Northward freight trains at Ducks 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.

9. Block Indicators are located at Campbell Creek.

10. 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.

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

12. Train dispatchers telephone at Falkland is located adjacent to siding north switch.

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.

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
K. E. Lumber	113.25	3 cars	North end
McLean & Fitzpatrick and Industrial track	113.0	45 cars	Both ends
Woodsdale	103.7	13 cars	Both ends
Ballast Pit	99.7	39 cars	Both ends
Vernon Fruit Union	99.1	15 cars	North end
Vernon Box & Pine Lbr. Co.	85.9	9 cars	North end
Armstrong Sawmills Ltd.	48.5	16 cars	Both ends
Buff Lbr. Co.	33.5	3 cars	North end
Pondsosa Pine Lbr. Co. Ltd.	31.3	29 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

TUNNEL

Location	Length
Mileage 20.4	475 ft.

WESTWARD TRAINS		LUMBY SUBDIVISION				EASTWARD TRAINS	
Miles from Lummy Jct.	Symbols	STATIONS		Office Signals	Car Capacity		
		Sidings	Other Tracks				
14.4	PRYZ	----- LUMBY -----		MU	Yard		
		6.5					
7.9		----- LAVINGTON -----			22	2	
		3.8					
4.1		----- COLDSTREAM -----				28	
		4.1					
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 All Trains
0.0 and 14.4	25

PERMANENT SLOW ORDER

Over Bridge	Miles per Hour
Mileage 0.1	10

3. Special Instruction M-1 applicable.

OTHER TRACKS

	Mileage	Capacity	Connected
Lumby Timber Co. Ltd.	14.7	16 cars	Both ends
R. V. Schmidt & Sons Lbr. Co. Ltd.	11.74	5 cars	West end
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

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-20 applicable to westward trains between Coldstream and Lumby Jct. Westward freight trains at Coldstream must comply with General Instruction T-311.

WESTWARD TRAINS					Miles from Blue River	Symbols	CLEARWATER SUBDIVISION
FOURTH CLASS	FIRST CLASS		STATIONS				
561 Way Freight Tuesday, Thursday, Saturday	1 Passenger Daily	5 Passenger Daily					
06.00	22.55	08.10	0.0	CKPWYZ	BLUE RIVER		
06.21	23.02	08.18	4.4	P	4.4 ANGUS HORNE		
06.29	23.08	08.26	8.2	P	3.8 WOLFENDEN		
06.39	23.17	08.35	13.6	P	5.4 MESSITER		
			18.8	P	5.2 COTTONWOOD FLATS		
07.02	23.35	08.55	24.8	PWY	6.0 AVOLA		
07.10	23.41	09.02	29.8		5.0 WIRE CACHE		
07.24	23.52	09.23	37.4	P	7.6 McMURPHY		
07.31	23.58	09.30	41.2		3.8 WABRON		
07.43	00.07	09.39	47.1		5.9 IRVINE		
07.55	00.16	09.48	53.0	P	5.9 VAVENBY		
08.11	00.27	09.59	61.6	PWY	8.6 BIRCH ISLAND		
08.39	00.35	10.09	67.7	P	6.1 CLEARWATER		
08.52	00.44	10.18	73.8	P	6.1 BLACKPOOL		
09.08	00.57	10.31	82.4	P	8.6 BOULDER		
09.15	01.02	10.37	85.7	P	3.3 LITTLE FORT		
09.25	01.10	10.46	90.9	P	5.2 CHU CHUA		
09.35	01.19	10.55	98.1		7.2 CHINOOK COVE		
09.53	01.28	11.05	104.4	P	6.3 BARRIERE		
10.03			107.3	P	2.9 LOUIS CREEK		
			107.4	W	0.9 EXLOU		
10.08	01.35	11.12	108.2	P	8.2 McLURE		
10.22	01.47	11.24	116.4	P	8.3 VINSULLA		
10.48	01.57	11.35	124.7	P	4.2 HEFFLEY		
10.56			128.9		3.5 RAYLEIGH		
11.04	02.16	11.47	132.4	P	7.0 KAMLOOPS JCT.		
11.20	02.35	12.00	139.4	CKPWYZ			

NOTE:—Express trains, when operated with freight equipment, must operate at speeds specified for freight and mixed trains.

CLEARWATER SUBDIVISION FOOTNOTES

EXPRESS TRAINS (For Information Only)

No. 201—Daily—Leave Blue River 12.10, Arrive Kamloops Jct. 16.00
No. 202—Daily—Leave Kamloops Jct. 07.15, Arrive Blue River 11.10

MAXIMUM SPEED

Between Mileages

Between Mileages	Passenger and Express	Mixed and Freight
0.0 and 12.0	45	40
12.0 and 22.8	35	30
22.8 and 30.3	50	45
30.3 and 55.8	45	40
55.8 and 113.5	50	45
113.5 and 139.4	65	60

CLEARWATER SUBDIVISION	Office Signals	Car Capacity	EASTWARD TRAINS					
			FIRST CLASS		FOURTH CLASS			
			2 Passenger Daily	6 Passenger Daily	860 Freight Daily	562 Way Freight Daily ex. Sunday	862 Freight Daily	864 Freight Daily
BLUE RIVER	BR	140 Yard	05.35	10.30	06.30	13.40	14.35	22.45
ANGUS HORNE		54	05.24	10.23	06.21	13.30	14.23	22.35
WOLFENDEN		110	05.18	10.17	06.15	13.20	14.17	22.29
MESSITER		72 18	05.09	10.08	06.06	13.10	14.07	22.20
COTTONWOOD FLATS		20						
AVOLA	VO	110 85	04.51	09.50	05.44	12.50	13.45	21.58
WIRE CACHE		54 14	04.44	09.44	05.37	12.35	13.38	21.51
McMURPHY		59	04.33	09.23	05.25	12.20	13.24	21.39
WABRON		110	04.27	09.17	05.18	12.12	13.17	21.26
IRVINE		60	04.18	09.08	05.07	12.00	13.07	21.14
VAVENBY	VA	59 59	04.09	08.59	04.57	11.48	12.57	21.03
BIRCH ISLAND		115 120	03.58	08.48	04.45	11.31	12.45	20.51
CLEARWATER	WR	55 52	03.50	08.39	04.36	11.16	12.35	20.42
BLACKPOOL		53 29	03.41	08.30	04.27	11.01	12.25	20.32
BOULDER		110 29	03.28	08.17	04.14	10.43	12.19	20.16
LITTLE FORT		54 16	03.23	08.12	04.09	10.37	12.12	20.09
CHU CHUA	C	53 25	03.15	08.04	04.01	10.19	12.04	19.59
CHINOOK COVE		54 25	03.06	07.54	03.51	10.06	11.54	19.48
BARRIERE		108	02.57	07.44	03.41	09.53	11.44	19.36
LOUIS CREEK		18				09.26		
EXLOU		55	02.50	07.37	03.34	09.20	11.37	19.27
McLURE	RU	57 24	02.38	07.25	03.22	09.05	11.24	19.11
VINSULLA		111	02.28	07.14	03.12	08.50	10.48	18.58
HEFFLEY		18				08.40		
RAYLEIGH		53 10	02.16	07.03	03.00	08.30	10.35	18.45
KAMLOOPS JCT.	KA	84 Yard	02.00	06.50	02.45	08.15	10.20	18.30

NOTE:—Express trains, when handling freight equipment, must operate at speeds specified for freight and mixed trains.

PERMANENT SLOW ORDERS

Between Mileages

Between Mileages	Passenger and Express	Miles per Hour Mixed and Freight
33.7 and 35.5	35	35
36.6 and 36.8	40	35
39.1 and 40.6	On Curves	35
43.8 and 46.4	35	35
48.7 and 48.9	40	35
51.3 and 52.3	35	35
54.3 and 54.8	35	35
61.8 and 62.3	45	40
66.7 and 70.0	On Curves	35

Between Mileages	Passenger and Express	Miles per Hour Mixed and Freight
74.7 and 75.3	35	35
78.6 and 81.8	35	35
84.0 and 88.4	35	35
90.4 and 90.6	45	40
93.2 and 93.5	45	40
101.7 and 113.5	On Curves	35
117.7 and 119.6	45	40
124.5 and 129.2	45	40
132.0 and 132.6	50	45

(Continued on Page 12)

CLEARWATER SUBDIVISION FOOTNOTES (Concluded)

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. STOP sign erected on other than the main track at the following public crossing at grade: Mileage 52.98 (Vavenby Road)

4. Siding at Kamloops Jct. is located between crossover mileage 138.8 and yard west switch.

5. At Kamloops Jct., the time of No. 561 applies at the siding east switch.

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

7. 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.

8. 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.

9. Other track at Wolfenden may only be used for storage of outfit cars, empties or for setting out bad order cars.

10. Local telephone located at mileages 1.1, 4.1, 12.0, 16.0, 18.8 and 33.4

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

12. Special Instruction M-2 applicable except that all hoppers having a load limit of 95 tons or more must not be allowed to exceed 10 miles per hour while in sidings.

SLIDE DETECTOR FENCE

Between Mileages	Length
17.50 and 17.72	1150 ft.

TUNNEL

Location	Length
Mileage 12.4	135 ft.

CONDITIONAL PASSENGER STOPS

At Avola, Vavenby, Birch Island, Clearwater, Little Fort and Barriere No. 5 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. 6 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.

No. 1 due to leave Blue River each Friday will stop on flag at Avola to entrain revenue passengers for Kamloops Jct. or beyond where train is scheduled to stop.

No. 2 due to leave Kamloops Jct. each Monday will stop at Avola to detrain revenue passengers from Kamloops Jct. and beyond.

OTHER TRACKS

	Mileage	Capacity	Connected
MacGillis & Gibbs Co. Ltd.	33.2	15 cars	East end
Kamloops Lumber Co.	34.1	9 cars	East end
Kamloops Lumber Co.	36.3	26 cars	West end
Clearwater Timber Products Ltd.	67.4	26 cars	East end
Rock Pit Spur	81.6	47 cars	East end
Industrial Spur	103.0	22 cars	Both ends
B. J. Carney & Co.	104.1	15 cars	East end
Spur	104.6	5 cars	East end
Fadear Creek Lbr.	104.9	8 cars	East end
Fadear Creek Lumber Co. Ltd.	106.5	55 cars	Both ends
Heffley Pit	128.7	24 cars	West end
Balco Forest Products	130.11	8 cars	East end
Balco Forest Products	130.14	16 cars	East end

VANCOUVER TERMINALS

MAXIMUM SPEED

	All Movements Miles per Hour
Except as below Restricted Speed not to exceed	30
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 crane 414477	10
North Shore—Lonsdale Tunnel	
Westward movements approaching within 1700 feet of tunnel	15
Eastward movements approaching within 1250 feet of tunnel	15
Swing Span Bridge mileage 4.88 Lulu Island Branch (non-interlocked). Over bridge	10
Public crossing at grade mileage 10.12 Lulu Island Branch (No. 5 Road).	
Eastward movements until crossing occupied Westward movements must first stop immediately clear before proceeding over crossing.	10

3. Swing Span Bridge mileage 4.88 Lulu Island Branch. Movements must stop short of swing span and there be governed by instructions of the bridge tender.

4. North Shore Lonsdale Tunnel. Single aspect color light signal 725 located 460 feet east of tunnel east portal and single aspect color light signal 764 located 30 feet west of tunnel west portal govern movements through the tunnel.

If no movement is between the signals and no opposing movement closely approaching the opposite signal, governing signal will display a GREEN aspect when approached within 600 feet. GREEN aspect indicates proceed. A RED aspect indicates STOP and when so displayed, no movement may be made beyond the signal for at least 10 minutes, and then only after flagman has been placed at the opposing signal to stop opposing movements and if necessary, make arrangements for opposing movements to clear each other.

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. Protection of impassable or slow track on Lulu Island Branch may be as prescribed by Rule 41.

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 1.0 miles.

ASHCROFT SUBDIVISION FOOTNOTES (Continued)

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 138.8 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. Automatic protected public crossing at grade equipped with push button or other appliance, located as follows:

Mileage 0.98 (Westsyde Road)

STOP sign erected on other than the main track at the following public crossing at grade:

Mileage 97.56 (Lillooet Road)

6. Movements over the public crossing at grade on Royalite Oil Co. Spur mileage 3.4 must be protected by a flagman.

7. A train or engine which is to foul or enter the main track at Royalite Oil Co. mileage 3.4, either leg of wye at Spences Bridge, Stock Yard and Imperial Oil Spur mileage 97.2 or Winch Spur mileage 98.5, under the conditions specified in Rule 513, must wait 6 minutes after the main track switch has been opened before moving foul.

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

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

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

11. At Boston Bar, Nos. 1, 2, 5 and 6 may register by delivering a register ticket to the operator.

12. 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.

13. 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.

14. 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, 3.8, 9.9, 10.8, 15.8, 24.0, 36.7, 46.0, 51.8, 54.0, 55.6, 60.0, 64.0, 77.6, 80.1, 81.6, 87.0, 88.8, 91.2, 92.0, 102.6, 107.2, 115.0, and 121.3

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

16. Westward restricting sign at permanent slow order between mileages 39.8 and 40.6 located to left of main track.

17. Special Instruction M-2 applicable except that all hoppers having a load limit of 95 tons or more must not be allowed to exceed 10 miles per hour while in sidings.

CONDITIONAL PASSENGER STOPS

At Tranquille, Ashcroft and Lytton No. 5 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. 6 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.
* 1050 and 10.56	350 ft.
* 80.23 and 80.24	80 ft.
* 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.

(Continued on Page 17)

ASHCROFT SUBDIVISION FOOTNOTES (Concluded)

TUNNELS

Location	Length	Location	Length
Mileage 9.1	217. ft.	Mileage 80.4	300 ft.
Mileage 10.2	2831 ft.	Mileage 80.5	435 ft.
Mileage 20.3	700 ft.	Mileage 91.3	216 ft.
Mileage 51.5	934 ft.	Mileage 93.1	276 ft.
Mileage 54.8	1366 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
Reichold Chemicals Ltd.	0.9	10 cars	West end
Interior Produce Co. Ltd.	1.1	9 cars	East end
Terrace Forest Products	1.2	4 cars	East end
Frolek Sawmills	1.6	28 cars	West end
Industrial Spur	2.6	16 cars	Both ends
Royalite Oil Co.	3.4	110 cars	East end
Rock Pit	20.2	28 cars	Both ends
Industrial Spur	35.1	8 cars	Both ends
Industrial Spur	47.2	3 cars	West end
Kamloops Lbr. Co. Ltd.	50.4	10 cars	East end
Epsom	60.0	10 cars	West end
Moran	71.6	4 cars	Both ends
Kamloops Lbr. Co. Ltd.	75.0	10 cars	West end
Ballast Pit	86.0	25 cars	West end
Outfit Spur	91.2	36 cars	West end
Stock Yard and Imperial Oil	97.2	9 cars	East end
Winch	98.5	11 cars	West end
Spur	104.0	29 cars	East end

WESTWARD TRAINS				Miles from Boston Bar	Symbols	STATIONS	Office Signals	Car Capacity		EASTWARD TRAINS	
FIRST CLASS		STATIONS	Office Signals					Stidings	Other Tracks	FIRST CLASS	
5 Passenger Daily	1 Passenger Daily									2 Passenger Daily	6 Passenger Daily
16.30	7.05	0.0	KPWZ	*BOSTON BAR	B	137	Yard	21.30	02.25		
		3.1	P	HICKS		55		21.22	02.17		
		10.2	P	KOMO		112					
		12.7	W	STOUT		110	35				
		18.3	P	YALE		111	31				
		26.7	P	TRAFALGAR		111					
17.50	8.19	40.2	PWY	HOPE			161	20.09	01.08		
		44.0	P	FLOODS			111				
		54.1	P	CHEAM VIEW			120	15			
		65.1	P	ROSDALE			109				
s 18.32	s 09.00	71.8	PW	CHILLIWACK		57	114	s 19.29	s 00.29		
		76.5	P	ARNOLD			109	9			
19.01	F 09.24	87.4	P	MATSQUI			115	14	s 19.01	00.01	
		98.0	P	GLEN VALLEY			108	15			
19.27	F 09.47	103.2	P	FORT LANGLEY			78		s 18.35	23.37	
19.35	09.55	107.1	P	WESTLANG			107	16			
19.45	10.08	114.9	CKPWZ	PORT MANN	AN	83	Yard	18.15	23.18		
19.53	10.16	117.5	Z	GYPROC		31	18	18.07	23.10		
19.55	10.18	118.2	P	FRASER RIVER JCT.				18.05	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. Trains and engine movements between Vancouver Jct. and Vancouver, see Footnote No. 20.

s 20.08	s 10.31	120.1	PR	*NEW WESTMINSTER	MN			s 17.57	s 23.00
		131.1	Z	VANCOUVER JCT.					
		131.4	CKPWYZ	VANCOUVER	DI		Yard		
Daily	Daily							Daily	Daily
5	1							2	6

YALE SUBDIVISION FOOTNOTES

EXPRESS TRAINS (For Information Only)

No. 201—Daily—Leave Boston Bar 21.00, Arrive Vancouver 01.30
 No. 202—Daily—Leave Vancouver 22.00, Arrive Boston Bar 02.15

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 or when the STOP indication is considered suspended in accordance with Rule 104B, the requirements of Rule 672 must be observed.

Drawbridge:
 Fraser River New Westminster Controlled
 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.

(Continued on Page 19)

YALE SUBDIVISION FOOTNOTES (Continued)

- (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

Between Mileages	Passenger and Express	Mixed and Freight
0.0 and 2.7	35	35
2.7 and 12.0	25	25
12.0 and 26.7	35	30
26.7 and 38.2	50	45
38.2 and 41.0	40	40
41.0 and 45.0	60	50
45.0 and 47.3	50	45
47.3 and 51.5	65	55
51.5 and 63.3	50	45
63.3 and 77.3 (See Item 5)	70	60
77.3 and 85.0	45	40
85.0 and 100.0 (See Item 5)	60	55
100.0 and 110.0	55	50
110.0 and 116.3	65	60
116.3 and 118.2	20	20
131.1 and 131.4	10	10

PUBLIC CROSSINGS AT GRADE.

Mileage 64.5	Approaching within 2000 feet of crossing	60	
Mileage 71.9 (Young Street)	Eastward movements approaching within 1550 feet of crossing	45	45
Mileage 72.2 (Yale Road)	Approaching within 1500 feet of crossing	50	50

Miles per Hour
 Passenger and Express
 Mixed and Freight

Mileage 88.15 (Mission Highway)	Westward movements approaching within 1500 feet of the crossing	50	50
Mileage 102.98 (Clover Road)	Eastward movements proceeding at less than 10 miles per hour within 1600 feet of crossing, until crossing occupied	10	10

PERMANENT SLOW ORDERS

Between Mileages	Passenger and Express	Mixed and Freight
21.0 and 24.1	30	25
34.5 and 35.0	40	40
53.0 and 57.5	40	40
61.5 and 61.8	35	35
80.0 and 81.6	35	35
90.0 and 91.0	50	45
91.0 and 94.3	45	40
94.3 and 94.5	25	25
100.0 and 101.0	50	45
112.3 and 112.5	55	50
Over Bridge		
Mileage 32.9	35	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 signals are declared out of service, rear flag protection as prescribed by Rule 99 is not required.

4. At Boston Bar Nos. 1, 2, 5 and 6 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 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, 98192 and 112744)

- Spur Mileage 2.4.
- East and west switches at mileage 7.4. (Gorge)
- East and west switches at mileage 12.7. (Chapmans)
- East and west switches at mileage 31.5. (Squeah)
- 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 83.9. (Rock Pit)
- East and west switches at mileage 92.3. (Mount Lehman)
- Spur mileage 98.9.
- Spur mileage 103.1. (W. S. Rogers Fort Langley)
- Spur mileage 108.1. (Tidewater Prod.)
- Spur mileage 108.4. (Manahan Holdings Ltd.)
- Spur mileage 108.7. (Port Kells Sawmills)

(Continued on Page 20)

YALE SUBDIVISION FOOTNOTES (Continued)

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. Automatic protected public crossing at grade equipped with push button or other appliance, located as follows:

Mileage 40.05 (6th Avenue)

Special Instruction M-15(b) applicable at public crossing at grade at the following location:

Mileage 71.94 (Young Road)—Westward

12. 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.

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

14. Eastward extra trains originating at Vancouver and destined beyond Port Mann, must obtain clearance at Vancouver and may then leave Port Mann without obtaining clearance provided train order signal indicates proceed.

15. Port Mann is an open train order office between the hours of 07.00 and 15.00 and between 17.00 and 01.00 daily, and during these hours trains may register by delivering a register ticket to the operator.

16. 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.

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

18. Nos. 2 and 6 must obtain clearance at Vancouver and may then leave Fraser River Jct. without obtaining clearance.

19. In connection with Special Instruction 8, passenger extra trains arriving or leaving CTC at Port Mann, must display or continue to display white signals while operating on C.N. Rly. trackage between CTC and Vancouver.

20. Trackage between Vancouver Jct. and Vancouver is used jointly by C.N. Rly. and G.N. Rly. C.N. Rly. Nos. 1 and 5 and G.N. Rly. Nos. 358 and 360 terminate at Vancouver. C.N. Rly. Nos. 2 and 6 and G.N. Rly. Nos. 357 and 359 originate at Vancouver, and are due as follows:

- No. 1—Vancouver Jct. 10.45, Vancouver 11.00
- No. 358—Vancouver Jct. 11.43, Vancouver 11.45
- No. 360—Vancouver Jct. 20.09, Vancouver 20.15
- No. 5—Vancouver Jct. 20.25, Vancouver 20.30
- No. 357—Vancouver 08.00
- No. 359—Vancouver 12.40
- No. 2—Vancouver 17.30
- No. 6—Vancouver 22.30

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

21. Local telephone located at Mileages 5.2, 14.6, 19.4 and 36.5.

22. Special Instruction M-2 applicable except that all hoppers having a load limit of 95 tons or more must not be allowed to exceed 10 miles per hour while in sidings.

CONDITIONAL PASSENGER STOPS

At Hope, Matsqui and Fort Langley No. 5 will stop to detrain revenue passengers from Kamloops Jct. and beyond and will stop on flag at Hope to entrain revenue passengers for New Westminster and Vancouver.

At Fort Langley, Matsqui and Hope No. 6 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

Between Mileages	Length
7.11 and 7.14	200 ft.
7.18 and 7.22	200 ft.
*11.37 and 11.40	200 ft.
*21.45 and 21.50	250 ft.
*22.49 and 22.59	500 ft.

*Special Instruction MB-1 applicable.

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.		

TUNNELS

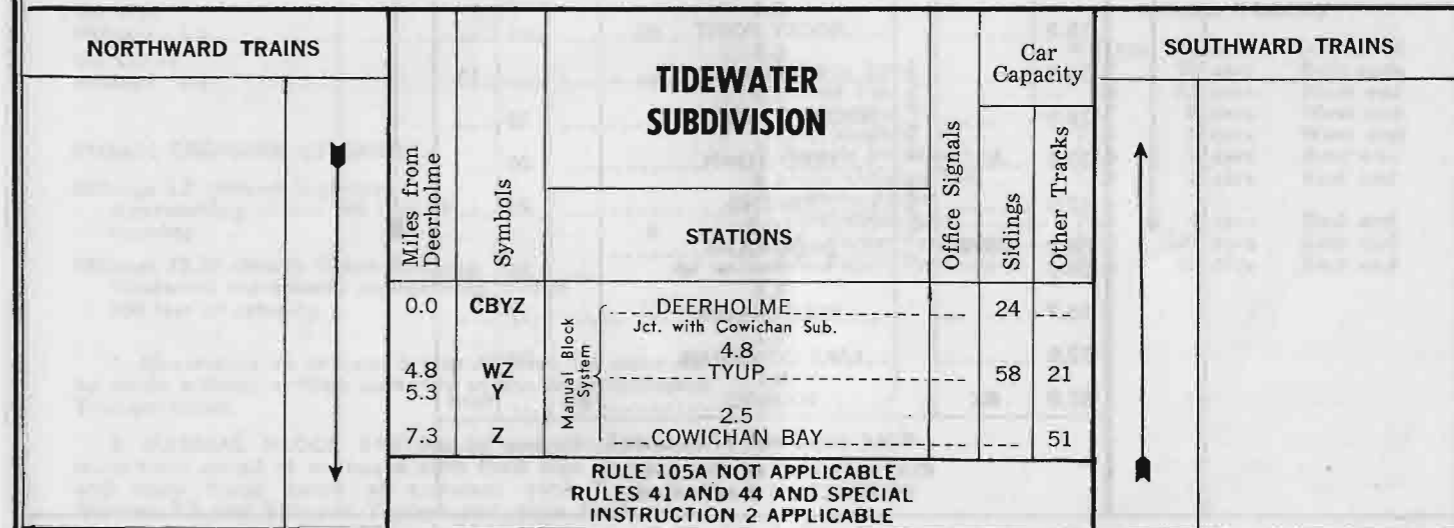
Location	Length	Location	Length
Mileage 5.5	749 ft.	Mileage 17.5	249 ft.
Mileage 7.2	228 ft.	Mileage 18.8	200 ft.
Mileage 8.5	470 ft.	Mileage 19.7	150 ft.
Mileage 8.7	208 ft.	Mileage 21.7	1904 ft.
Mileage 9.0	800 ft.	Mileage 23.2	339 ft.
Mileage 9.2	277 ft.	Mileage 26.0	2104 ft.
Mileage 11.4	500 ft.	Mileage 35.0	496 ft.
Mileage 12.3	418 ft.		

(Continued on Page 21)

YALE SUBDIVISION FOOTNOTES (Concluded)

OTHER TRACKS

Mileage	Capacity	Connected			
Keery Sawmills Ltd. 2.4	4 cars	East end	Rock Pit	83.9	21 cars Both ends
Gorge	21 cars	Both ends	Mt. Lehman	92.3	24 cars Both ends
Chapmans	47 cars	Both ends	Tidewater Forest		
Rock Pit	19 cars	West end	Prod. Ltd.	108.1	2 cars East end
Squeah	27 cars	Both ends	Lakewood Lbr. Co. Ltd.	98.9	7 cars East end
Giant Nickel Mines Ltd. 42.0	27 cars	East end	Manahan Holdings Ltd.	108.4	8 cars East end
Laidlaw	24 cars	Both ends	Port Kells Sawmills &		
Popkum	52 cars	Both ends	Winde Pacific Forest		
Team Track	7 cars	East end	Products Ltd.	108.7	17 cars East end
Smithvale	9 cars	Both ends	McKay Bros. & Flanagan	116.5	3 cars East end
Freeland Macken, Ltd. 74.1	7 cars	West end	Royal City Sawmills	117.0	10 cars East end
Cox Spur	25 cars	West end	Dominion Tar & Chemical		
			Co. Ltd.	117.1	13 cars East end
			Brownsville Branch	117.7	163 cars East end



TIDEWATER SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Miles per Hour	All Trains
0.0 and 7.3	15

1. MANUAL BLOCK SYSTEM in operation between Cowichan Bay and main track derail at wye north switch Deerholme.

All movements will be governed by the following instructions which supersede the superiority of trains and permits movement in both directions. Flag protection in accordance with Rule 99 is not required.

Derails are secured in derailing position with yale lock. When block is not occupied, key is located in box at the derail.

After using the derail, movements entering the block, must restore and lock it in derailing position and retain the key.

When key is not in the box, it will indicate the block is occupied, or that the key is at the opposite end of the block, and the block must not be entered until key is obtained.

When not in use, key boxes must be closed and secured with a switch lock.

After commencing each day's duty, and before entering the block, conductors must give or telephone operator at Youbou particulars of their movement, including expected departure time, destination and information relative to their return trip. Such information must be recorded in writing and when given by telephone, repeated to ensure understanding. Conductors must not then leave in advance of times stated nor go beyond destination specified. When necessary, in cases of extreme emergency, movement may be made only by frequently sounding engine whistle signal 14L, keeping sharp lookout for track motor cars and in no case exceeding 15 miles per hour.

2. The third and fourth paragraphs of Rule 3 of the Uniform Code of Operating Rules—Revision of 1962 are not applicable and it is the responsibility of train and engine crews to have correct time while on duty.

3. 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.

4. Special Instruction M-1 applicable.

OTHER TRACKS

Spur	Mileage	Capacity	Connected
	6.0	27 cars	Both ends

WESTWARD TRAINS		Miles from Victoria	Symbols	COWICHAN SUBDIVISION		Office Signals	Car Capacity		EASTWARD TRAINS	
				STATIONS	Sidings		Other Tracks			
		0.0	RZ	VICTORIA (Point Ellice)				Yard		
		1.6	YZ	1.6 WYE						
		2.5	Z	6.6 COLWOOD	21					
		8.2		6.6 METCHOSIN		6				
		14.8		3.4 ROCKY POINT	21					
		18.2		6.3 SASEENOS		15				
		24.5		2.0 MILNE'S LANDING	23					
		26.5		7.3 LEECHTOWN	26					
		33.8		8.2 LAKEND	23					
		42.0		16.2 DEERHOLME						
		58.2	CBYZ	Jct. with Tidewater Sub.	36	44				
		58.3		8.5 CULCHILLUM	17					
		66.7		6.1 LAKE COWICHAN	24					
		72.8		9.1 YOUNBOU	BO			Yard		
		81.9	RZ							

Manual Block System

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

COWICHAN SUBDIVISION FOOTNOTES ON PAGE 23

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 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
Mileage 73.38 (North Shore Road)	
Westward movements approaching within 500 feet of crossing	15

1. Movements on or over bridge Mileage 2.4 must not be made without written authority of the Superintendent Transportation.

2. MANUAL BLOCK SYSTEM in operation between main track derail at westward yard limit sign Deerholme and main track derail at eastward yard limit sign Mileage 2.5 and between Youbou and main track derail at eastward yard limit sign Deerholme.

All movements will be governed by the following instructions which supersede the superiority of trains and permits movement in both directions. Flag protection in accordance with Rule 99 is not required.

Derails are secured in derailing position with yale lock. When block is not occupied, key is located in box at derail.

After using the derail, movements entering the block, must restore and lock it in derailing position and retain the key.

When key is not in the box, it will indicate the block is occupied, or that the key is at the opposite end of the block, and the block must not be entered until key is obtained.

When not in use, key boxes must be closed and secured with a switch lock.

After commencing each day's duty, and before entering the block, conductors must give or telephone operator at Youbou particulars of their movement, including expected departure time, destination and information relative to their return trip. Such information must be recorded in writing and when given by telephone, repeated to ensure understanding. Conductors must then not leave in advance of times stated nor go beyond destination specified. When necessary, in cases of extreme emergency, movement may be made only by frequently sounding engine whistle signal 14L, keeping sharp lookout for track motor cars and in no case exceeding 15 miles per hour.

3. The third and fourth paragraphs of Rule 3 of the Uniform Code of Operating Rules—Revision of 1962 are not applicable and it is the responsibility of train and engine crews to have correct time while on duty.

4. 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).

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

6. Special Instruction M-1 applicable.

OTHER TRACKS

	Mileage	Capacity	Connected
Storage Spur	2.7	20 cars	Both ends
Ballast Pit	9.4	22 cars	West end
R. Antrobus	9.7	8 cars	West end
R. C. Hughes	25.3	5 cars	West end
Victoria Plywood Ltd.	33.6	7 cars	East end
Baine Logging Ltd.	67.2	8 cars	East end
Western Forest Industries Ltd.	75.1	6 cars	East end
B.C. Forest Products	82.0	103 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	STATIONS	Office Signals	Car Capacity		FIRST CLASS	FOURTH CLASS						
					10 Passenger	830 Freight	720 Freight	838 Freight						
9 Passenger	Daily ex. Sunday				Sidings	Other Tracks	Daily ex. Monday	Daily	Daily	Daily				
	22.55	0.0	PKWZ	RD	55	51	04.25	07.50	14.55	21.25				
	23.13	1.6	Y				04.00	07.14	14.33	21.05				
F	23.26	8.2			52		F 03.48	06.56	14.18	20.45				
	23.32	14.3			52									
F	23.47	17.8			47		F 03.41	06.45	14.08	20.35				
F	23.47	25.1	PY	AU	124		F 03.27	06.20	13.52	20.20				
F	23.55	25.8	PW				F 03.19	06.10	13.43	20.10				
		30.1			54									
F	00.08	37.4			52		F 03.07	05.54	13.28	19.55				
F	00.21	43.6	P		53		F 02.57	05.42	13.17	19.42				
F	00.36	51.2			124		F 02.45	05.27	13.03	19.27				
F	00.46	56.9			52		F 02.36	05.16	12.53	19.15				
	01.00	63.6	CKPWYZ	MD	20	Yard	02.25	05.00	12.40	19.00				
Daily ex. Monday	9						Daily ex. Monday	Daily	Daily	Daily				
							10	830	720	838				

TETE JAUNE SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages	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	Passenger	Freight
31.7 and 31.9	25	20
54.2 and 54.3	25	20
59.2 and 59.4	15	15

1. Tete Jaune Sub. connects with Albreda Sub. siding at Red Pass 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 Red Pass Jct., the time of eastward regular trains except first class trains applies at the siding west switch, and the time of No. 9 applies at the station.

3. No. 9 must obtain clearance at Red Pass Jct.

4. At Red Pass Jct., trains may register by delivering a register ticket to the operator.

5. 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.

6. Nos. 9 and 10 will stop at Emperor mileage 10.8 to entrain and detrain revenue passengers and will stop on flag at mileages 21.0, 33.8 and 52.6.

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

8. Watchman's telephone located at Mileage 4.1.

9. Special Instruction M-2 applicable except that all hoppers having a load limit of 95 tons or more must not be allowed to exceed 10 miles per hour while in sidings.

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	Both ends
Spur	21.3	8 cars	East end
Hauer Bros.	22.7	3 cars	East end
Spur	33.8	5 cars	East end
E. E. Rosin	58.4	3 cars	East end

WESTWARD TRAINS				FRASER SUB-DIVISION							EASTWARD TRAINS						
FOURTH CLASS	FIRST CLASS	Miles from McBride	Symbols	STATIONS	Office Signals	Sidings	Other Tracks	Car Capacity	FIRST CLASS	FOURTH CLASS							
									10 Passenger	846 Freight	296 Mixed	720 Freight	298 Mixed	848 Freight	850 Freight		
297 Mixed	9 Passenger	Daily ex. Monday						Daily ex. Monday	Daily	Monday	Daily	Wednesday, Friday	Daily	Daily			
Tuesday, Thursday, Saturday		06.30		01.15	0.0	CKPWYZ	McBRIDE	MD	20	Yard	02.10	05.00	10.10	10.40	15.00	15.20	22.45
F	F	06.50	F	01.28	5.4		LAMMING MILLS				F 01.59		F 09.55		F 14.42		
F	F	07.08	F	01.46	13.1		LEGRAND		56		F 01.46	04.34	F 09.39	10.15	F 14.27	14.59	22.16
F	F	07.26	F	02.06	21.5		RIDER		55		F 01.30	04.17	F 09.24	09.58	F 14.10	14.33	21.59
S	F	07.39	F	02.17	27.8	P	GOAT RIVER	GR	125	15	F 01.20	04.07	S 09.12	09.46	S 13.56	14.22	21.48
F	F	07.55	F	02.30	36.3		LOOS		54		F 01.08	03.54	S 08.55	09.30	S 13.38	14.07	21.33
F	F	08.13	F	02.43	45.0		URLING		52	39	F 00.54	03.39	F 08.40	09.15	F 13.20	13.52	21.18
F	F	08.24	F	02.55	52.0		KIDD		53		F 00.42	03.26	F 08.27	09.00	F 13.05	13.39	21.05
S	S	08.31	S	03.01	55.6	Y	DOVE CREEK	BN			F 00.36		S 08.20		S 12.55		
F	F	08.42	F	03.06	57.7	P	BEND		128	16	F 00.32	03.06	F 08.15	08.42	F 12.45	13.30	20.55
F	F	09.01	F	03.17	65.6		GUILFORD		53		F 00.21	02.44	F 08.01	08.28	F 12.30	13.17	20.43
S	S	09.14	S	03.25	69.5	P	PENNY	PY	54	20	S 00.16	02.38	S 07.54	08.22	S 12.20	13.11	20.37
		09.24		03.33	75.0		LINDUP		51		00.07	02.29	07.44	08.12	12.07	13.03	20.28
S	F	09.34	F	03.41	79.4	W	LONGWORTH		125	20	F 00.01	02.22	S 07.36	08.04	S 11.59	12.56	20.21
S	F	09.53	F	03.56	87.2	P	HUTTON		52		F 23.49	02.10	S 07.21	07.50	S 11.42	12.44	20.09
F	F	10.11	F	04.05	92.2		DEWEY		52		F 23.42	02.03	F 07.12	07.40	F 11.15	12.37	20.01
F	F	10.28	F	04.20	100.2	P	HANSARD		53	30	F 23.30	01.52	S 06.55	07.25	F 10.50	12.27	19.47
S	S	10.43	S	04.28	104.0	P	UPPER FRASER	FR			S 23.20		F 06.40		S 10.40		
S	F	10.57	F	04.37	108.8		ALEZA LAKE		110		F 23.12	01.39	S 06.30	07.08	S 10.10	12.15	19.33
F	F	11.12	F	04.50	115.3		NEWLANDS		54		F 22.58	01.27	F 06.15	06.56	F 09.52	12.05	19.22
S	S	11.30	S	05.08	122.4	PZ	GISCOME	G	53	97	S 22.46	01.15	S 05.57	06.44	S 09.37	11.55	19.11
S	S	11.48	S	05.19	127.0		WILLOW RIVER		54		S 22.35	01.06	S 05.43	06.36	S 09.17	11.48	19.04
S	S	12.05	S	05.38	136.3		SHELLEY		125		S 22.17	00.50	S 05.25	06.20	S 08.59	11.35	18.50
F	F	12.15	F	05.48	140.7		FOREMAN		56		F 22.09	00.42	F 05.15	06.12	F 08.45	11.29	18.42
		12.30		06.00	146.1	CKPWYZ	PRINCE GEORGE	GO	54	Yard	22.00	00.30	05.00	06.00	08.30	11.20	18.30
Tuesday, Thursday, Saturday		297	Daily ex. Monday	9					Daily ex. Sunday		10	846	296	720	298	848	850

FRASER SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages	Passenger	Miles per Hour Mixed and Freight	18.0 and 19.1	25	20
0.0 and 50.0	40	35	48.0 and 49.9	30	25
50.0 and 85.0	45	40	59.6 and 59.9	40	35
85.0 and 144.0	50	45	68.6 and 68.9	40	35
144.0 and 146.1	45	40	73.0 and 73.4	40	35
			*109.9 and 110.2	25	20
			129.6 and 129.9	40	35
			135.7 and 135.9	20	20
			139.0 and 139.3	25	20

PERMANENT SLOW ORDERS

Between Mileages	Passenger	Freight
4.0 and 8.8	35	25
15.4 and 15.7	30	25

(Continued on Page 26)

FRASER SUBDIVISION FOOTNOTES (Concluded)

PUBLIC CROSSINGS AT GRADE	Miles per Hour	
	Passenger	Mixed and Freight
Mileage 126.62 (Highway 16)		
Eastward movements proceeding at less than 10 miles per hour within 1950 feet of the crossing, until crossing occupied	10	10
Mileage 144.7		
Eastward movements approaching within 1850 feet of crossing	40	
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 440 feet of crossing, until crossing occupied	5	5
Mileage 145.6 (Ottawa St.)		
Until crossing occupied	10	10

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. 9 and 10 will stop on flag at Spur mileage 16.6, Godfrey & Oliver Spur mileage 25.5, C. Graves mileage 31.9, Crescent Spur mileage 33.9, Rock Pit mileage 47.0, Penny Forest Products Ltd. mileage 47.6, B.C. Spruce Sales Ltd. mileage 61.4, Sinclair Spruce Mills mileage 98.4, 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. Nos. 296, 297 and 298 will stop on flag at Spur mileage 16.6, at mileage 19.1, Godfrey & Oliver Spur mileage 25.5, C. Graves mileage 31.9, Crescent Spur mileage 33.9, Snowshoe mileage 39.4, Rock Pit mileage 47.0, Penny Forest Products Ltd. mileage 47.6, B.C. Spruce Sales Ltd. mileage 61.4, Sinclair Spruce Mills mileage 90.7, Sinclair Spruce Mills mileage 98.4, United Forest Products (B.C.) Ltd. mileage 107.3 and Fichtner Lumber Co. mileage 111.6.

8. Train order delivery device at Goat River and Penny.

9. Siding at Prince George is located between yard east switch 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. Advance speed restriction sign governing westward movements approaching the permanent slow order between mileages 109.9 and 110.2 located to left of main track.

12. Special Instruction M-2 applicable except that all hoppers having a load limit of 95 tons or more must not be allowed to exceed 10 miles per hour while in sidings.

OTHER TRACKS

	Mileage	Capacity	Connected
W. R. Zeidler Ltd.	2.6	12 cars	Both ends
Lamming Lbr. Ltd.	5.4	8 cars	West end
Spur	6.9	17 cars	East end
Spur	16.6	22 cars	East end
Rock Pit Spur	21.1	20 cars	West end
Spur	25.0	3 cars	West end
Godfrey & Oliver	25.5	2 cars	East end
Crescent Spur	33.9	13 cars	East end
Rock Pit	47.0	200 cars	West end
Penny Forest Products Ltd.	47.6	3 cars	East end
Upper Fraser Spruce Mills	55.6	21 cars	East end
Upper Fraser Spruce Mills	56.0	9 cars	West end
B.C. Spruce Sales Ltd.	61.4	7 cars	West end
Penny Forest Products Ltd.	69.9	42 cars	East end
Sinclair Spruce Lbr. Co.	90.6	16 cars	Both ends
Canadian Propane	90.61	1 car	West end
Sinclair Spruce Mills	90.7	12 cars	East end
Sinclair Spruce Mills	98.4	109 cars	East end
Upper Fraser Spruce Mills	104.0	35 cars	Both ends
United Forest Products (B.C.) Ltd.	107.3	11 cars	Both ends
Fichtner Lumber Co.	111.6	20 cars	East end
Imperial Oil Co.	122.4	8 cars	Both ends
Outfit Spur	127.3	14 cars	West end
Rock Spur	130.0	47 cars	Both ends
Eagle Lake Sawmills Ltd.	135.9	28 cars	East end
Eagle Lake Sawmills Ltd.	136.0	43 cars	East end
B.C. Hydro & Power Authority	144.1	42 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		Miles from Prince George	Symbols	NECHAKO SUBDIVISION STATIONS	Office Signals	Car Capacity		EASTWARD TRAINS			
FIRST CLASS	9 Passenger Daily ex. Monday					Sidings	Other Tracks	FIRST CLASS	FOURTH CLASS		
								10 Passenger Daily ex. Sunday	720 Freight Daily	858 Freight Daily	866 Freight Daily
	06.30	0.0	CKPWYZ	PRINCE GEORGE	GO	54	Yard	21.30	07.20	15.45	00.20
F	06.37	5.2		OTWAY		54	52	F 21.15	07.10	15.29	00.08
	06.43	8.9		MIWORTH		48		21.08	07.01	15.23	00.01
F	06.50	13.9		CHILAKO		56		F 21.00	06.50	15.15	23.52
F	06.58	20.0	P	BEDNESTI		40		F 20.51	06.29	15.05	23.43
	07.07	28.0		NICHOL		53		20.40	06.17	14.52	23.30
F	07.13	32.4		ISLE PIERRE		52		F 20.33	06.10	14.45	23.21
F	07.21	38.7		HUTCHISON		52		F 20.24	05.59	14.35	23.11
	07.29	44.8		WEDGWOOD		52		20.16	05.50	14.25	23.01
F	07.38	50.2	P	FINMOORE		52		F 20.08	05.40	14.16	22.50
F	07.46	56.8		HULATT		54		F 19.59	05.30	14.06	22.39
	07.54	63.2		SINKUT		50		19.50	05.20	13.56	22.28
s	08.08	69.4	PWZ	VANDERHOOF	VN	58	132	s 19.41	05.11	13.46	22.18
F	08.18	76.2		McCALL		53		F 19.26	05.01	13.35	22.07
F	08.26	82.7		ENGEN		52		F 19.17	04.51	13.25	21.56
	08.33	87.9	P	MARTEN LAKE		53		19.09	04.43	13.16	21.47
F	08.42	94.3		FORT FRASER		30	7	F 19.00	04.33	13.06	21.37
	08.52	101.7		ENCOMBE		53		18.49	04.21	12.54	21.25
F	09.01	107.7		FRASER LAKE			60	F 18.40	04.12	12.45	21.15
	09.15	115.4	KPWYZ	ENDAKO	KO	91	Yard	18.30	04.00	12.30	21.00
	Daily ex. Monday							Daily ex. Sunday	Daily	Daily	Daily
	9							10	720	858	866

NECHAKO SUBDIVISION FOOTNOTES ON PAGE 28

NECHAKO SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages	Railiner	Miles per Hour 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		

PUBLIC CROSSING AT GRADE

Mileage	Approaching within 500 feet of crossing	15	15	15
69.3 (Burrard Street)				

Movements proceeding at less than 10 miles per hour within 500 feet of crossing must not obstruct the crossing until protection has been in operation for at least 21 seconds.

PERMANENT SLOW ORDERS

Between Mileages	50	30	25
*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 49.0	50	30	25
53.4 and 53.8	50	40	35
57.6 and 59.2 On Curves	45	40	35
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	35
106.8 and 107.1	45	40	35

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

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

*9. Advance speed restriction sign governing westward movements approaching the permanent slow order between mileages 9.6 and 10.0 located to left of main track.

10. Special Instruction M-2 applicable except that all hoppers having a load limit of 95 tons or more must not be allowed to exceed 10 miles per hour while in sidings.

OTHER TRACKS

	Mileage	Capacity	Connected
Spur	2.7	7 cars	Both ends
Outfit Spur	7.9	20 cars	East end
Gravel Pit	8.0	120 cars	Both ends
McBride Timber Co. Ltd.	16.1	5 cars	Both ends
Lloyd Bros. Lbr. Co. Ltd.	29.9	35 cars	Both ends
Rock Spur	37.6	27 cars	East end
Gravel Pit	42.6	64 cars	East end
Stockyard Spur and B.C. Spruce Sales Ltd.	68.8	20 cars	East end
Peace River Spruce	95.1	9 cars	East end
Lejac	103.8	3 cars	West end

1. Siding at Prince George is located between yard east switch and crossover switch east of station.

2. At Prince George, the time of eastward regular trains and No. 9 applies at the yard lead west switch.

3. Public crossing at grade mileage 1.05 (Cameron St.). To avoid unnecessary operation of automatic protection, westward movements entering the crossover at mileage 0.8 must reverse the main track switch before occupying the main track within 50 feet of the switch. Eastward movements entering the main track at this crossover must not restore the main track switch to normal position until movement is taken at least 50 feet beyond the switch.

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

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

6. Nos. 9 and 10 will stop on flag at McBride Timber Co. mileage 16.1, Rock Spur mileage 37.6 and Lejac mileage 103.8.

WESTWARD TRAINS				TELKWA SUBDIVISION				EASTWARD TRAINS				
FIRST CLASS	Miles from Endako	Symbols	STATIONS	Office Signals	Car Capacity		FIRST CLASS	FOURTH CLASS				
					Sidings	Other Tracks		10	720	876	878	
9							Passenger Daily ex. Sunday	Freight Daily	Freight Daily	Freight Daily		
	09.25	0.0	KPWYZ	ENDAKO	KO	91	Yard	18.20	03.45	13.25	19.40	
F	09.33	6.2		SAVORY		49		18.03	03.32	13.14	19.28	
F	09.43	14.8		PRIESTLY		45		17.49	03.21	13.02	19.16	
	09.50	20.8		SHERATON		53		17.42	03.13	12.53	19.08	
F	09.57	27.1	P	TINTAGEL		52		17.35	03.04	12.43	18.59	
S	10.12	35.0	PZ	BURNS LAKE	BK	52	119	17.23	02.50	12.28	18.45	
F	10.20	40.3		DECKER LAKE		47		17.10	02.42	12.20	18.36	
	10.27	45.7		PALLING		53		17.03	02.34	12.10	18.28	
F	10.35	51.1	P	ROSE LAKE		65	20	16.57	02.26	12.01	18.20	
F	10.45	58.9		FORESDALE		52		16.47	02.15	11.47	18.09	
F	10.55	67.1		TOPLEY		98		16.37	02.04	11.35	17.58	
F	11.03	72.9		PEROW		54		16.30	01.56	11.27	17.50	
	11.12	80.1		KNOCKHOLT		53		16.22	01.46	11.12	17.40	
S	11.22	85.1	PZ	HOUSTON	HU	54	48	16.15	01.39	10.50	17.33	
F	11.30	91.4		BARRETT		50		16.03	01.30	10.35	17.24	
F	11.39	98.8	P	WALCOTT		52		15.54	01.20	10.25	17.14	
F	11.50	107.1		QUICK		53		15.43	01.07	10.12	17.00	
	11.58	112.8		HUBERT		54		15.36	00.59	10.02	16.52	
S	12.05	116.0	P	TELKWA	A	24		15.30	00.54	09.50	16.46	
	12.11	119.4		TATLOW		51		15.22	00.49	09.40	16.40	
	12.25	125.2	CKPWYZ	SMITHERS	WA	38	Yard	15.15	00.40	09.30	16.30	
Daily ex. Monday	9							Daily ex. Sunday	10	720	876	878

TELKWA SUBDIVISION FOOTNOTES ON PAGE 30

TELKWA SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages	Miles per Hour		
	Railiner	Passenger except Railiner	Mixed and Freight
0.0 and 35.0	70	55	45
35.0 and 125.2	80	55	45
On Curves	65	---	---

PUBLIC CROSSINGS AT GRADE

Mileage 1.0 (Highway 16) Approaching within 1750 feet of crossing	50	50	---
Mileage 34.8 Westward movements approaching within 1200 feet of crossing	35	35	35
Eastward movements approaching within 1300 feet of crossing	40	40	40
Eastward movements proceeding at less than 15 miles per hour within 1400 feet of crossing, until crossing occupied	5	5	5
Mileage 84.68 (Highway 16) Approaching within 2100 feet of crossing	70	---	---
Mileage 87.97 (Highway 16) Approaching within 1850 feet of crossing	60	---	---

PERMANENT SLOW ORDERS

Between Mileages	45	40	35
2.3 and 2.7	45	40	35
7.8 and 8.3	50	40	35
27.7 and 28.2	45	40	35
30.8 and 33.6	45	35	30
53.0 and 54.5	45	40	35
*99.3 and 99.7	55	45	40
102.1 and 104.1	50	35	30
111.6 and 111.9	45	40	35
119.7 and 120.0	55	45	40

- Siding at Endako is located between east switch and west switch.
- At Endako, the time of eastward regular trains except first class trains, applies at the siding west switch.
- Automatic protected public crossing at grade equipped with push button or other appliance, located as follows:
Mileage 84.68 (Highway 16)—Start Only
- Siding at Smithers is located between first switch east of station and first switch west of station.

*5. Advance speed restriction sign governing westward movements approaching the permanent slow order between mileages 99.3 and 99.7, located to left of main track.

6. Special Instruction M-2 applicable except that all hoppers having a load limit of 95 tons or more must not be allowed to exceed 10 miles per hour while in sidings.

OTHER TRACKS

	Mileage	Capacity	Connected
J. T. Nicholson	34.2	11 cars	East end
Tie Spur	34.6	8 cars	East end
Spur	34.6	5 cars	Both ends
Port Credit Lbr. Co. Ltd.	35.3	9 cars	West end
Omineca Lbr. Co. Ltd.	35.9	10 cars	Both ends
H. Pearson Lbr. Co. Ltd.	36.1	10 cars	Both ends
R. J. Hennessy	37.4	6 cars	East end
Star Planing Mills Ltd.	38.3	12 cars	Both ends
Quality Spruce Mills Ltd.	40.5	7 cars	West end
S. Anderson & Co.	43.3	7 cars	East end
Gravel Pit	51.4	20 cars	West end
O. L. Anderson	56.0	7 cars	East end
Granisle Copper Ltd.	67.7	26 cars	Both ends
Quality Spruce Mills Ltd.	68.7	30 cars	Both ends
Netherland Overseas Mills Ltd.	84.1	8 cars	East end
Houston Planer Co. Ltd.	84.7	11 cars	East end
Standard Oil (B.C.) Ltd.	84.9	7 cars	East end
B.C. Hydro & Power Authority	85.2	2 cars	West end
Buck River Lbr. Co. Ltd.	85.5	17 cars	Both ends
Northern Interior Forest Products Ltd.	86.7	3 cars	East end
T. F. and M. Mills Ltd.	93.4	7 cars	East end
T. F. and M. Mills Ltd.	95.6	4 cars	West end
Mud Spur	102.8	13 cars	East end
Bulkley Valley Collieries & T.F. and M. Mills Ltd.	115.8	27 cars	Both ends
T. F. and M. Mills Ltd.	115.9	18 cars	Both ends
			Off Back Track
P. A. Dielman	123.3	8 cars	East end
Northern Interior Forest Products	124.5	15 cars	East end

WESTWARD TRAINS				BULKLEY SUBDIVISION				EASTWARD TRAINS			
FIRST CLASS	Miles from Smithers	Symbols	STATIONS	Office Signals	Car Capacity		FIRST CLASS	FOURTH CLASS			
					Sidings	Other Tracks		10 Passenger	882 Freight	886 Freight	720 Freight
9							10	882	886	720	
Passenger							Passenger	Freight	Freight	Freight	
Daily ex. Monday							Daily ex. Sunday	Daily	Daily	Daily	
12.45	0.0	CKPWYZ	SMITHERS	WA	38	Yard	14.45	09.50	16.05	00.10	
12.50	3.6		LAKE KATHLYN		52		14.37	09.41	15.58	00.01	
F 12.57	9.1		EVELYN		51		F 14.30	09.28	15.50	23.53	
13.06	15.3		DOUGHTY		52		14.21	09.12	15.41	23.43	
F 13.15	21.9	P	MORICETOWN		54		F 14.12	08.56	15.31	23.33	
F 13.23	27.3		SEATON		53		F 14.04	08.42	15.22	23.24	
13.30	31.9		BEAMENT		45		13.57	08.23	15.14	23.16	
F 13.46	39.3		BULKLEY CANYON		43		F 13.46	08.03	15.02	23.03	
s 14.03	45.9	Y PWZ	NEW HAZELTON	NA	52	51	s 13.35	07.43	14.49	22.49	
F 14.10	49.6		HAZELTON		38	17	F 13.27	07.33	14.42	22.41	
14.23	56.6		CARNABY		52		13.15	07.16	14.23	22.25	
F 14.28	62.0		SKEENA CROSSING			14	F 13.08	07.03	13.59	22.17	
F 14.35	63.8		NASH		58		F 13.05	06.58	13.55	22.14	
14.42	68.4		ANDIMAU		64		12.58	06.47	13.47	22.05	
s 14.53	73.0	PZ	KITWANGA	KA	52	56	s 12.51	06.36	13.39	21.57	
F 15.03	80.6		WOODCOCK		61		F 12.38	06.16	13.27	21.45	
F 15.11	86.1		CEDARVALE		51		F 12.30	06.04	13.19	21.36	
F 15.23	94.5		RITCHIE		58		F 12.17	05.47	13.15	21.23	
F 15.32	100.9		DORREEN		51		F 12.08	05.33	13.05	21.13	
F 15.41	107.1		PACIFIC		92	64	F 11.58	05.10	12.55	21.03	
F 15.50	112.6		PITMAN		43		F 11.49	04.57	12.46	20.54	
F 15.59	119.3		USK		54		F 11.40	04.45	12.36	20.44	
F 16.11	126.2		KITSELAS		53		F 11.29	04.29	12.25	20.30	
16.25	131.9	CKPWYZ	TERRACE	ON	43	Yard	11.20	04.15	12.15	20.20	
Daily ex. Monday							Daily ex. Sunday	Daily	Daily	Daily	
9							10	882	886	720	

BULKLEY SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages	Railiner	Miles per Hour Passenger except Railiner	Mixed and Freight
0.0 and 9.5	70	50	45
9.5 and 36.0	70	45	40
36.0 and 55.3	50	40	35
55.3 and 86.0	75	50	45
86.0 and 131.9	75	45	40

On Curves

Between Mileages	Railiner	Miles per Hour Passenger except Railiner	Mixed and Freight
0.0 and 36.0	55	---	---
55.3 and 131.9	60	---	---

PERMANENT SLOW ORDERS

Between Mileages	Railiner	Miles per Hour Passenger except Railiner	Mixed and Freight
6.0 and 6.3	---	45	40
27.9 and 29.2	45	40	35
30.8 and 31.4	40	35	25
36.1 and 41.8	On Curves	45	---
41.8 and 43.1	35	25	20
44.1 and 49.3	45	---	---
50.4 and 50.6	30	15	15
51.3 and 52.9	40	30	25
54.6 and 55.1	45	---	---
62.0 and 63.4	45	40	35
65.5 and 66.7	40	25	20
69.8 and 70.7	45	40	30
75.7 and 76.0	40	35	30
82.6 and 83.8	On Curves	45	35
* 86.4 and 88.3	On Curves	45	35
93.1 and 93.4	45	40	35
102.0 and 102.8	50	40	35
107.3 and 107.5	50	40	35
110.5 and 111.4	50	40	35
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 first switch east of station and first switch west of station.
- 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.

5. Siding at Terrace is located between crossover switch east of station and yard west switch.

6. Nos. 9 and 10, will stop on flag at Lorne Creek mileage 97.5.

7. 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.

8. Watchman's telephone located at Mileage 122.5.

*9. Advance Speed restriction sign governing westward movements approaching the permanent slow order between mileages 86.4 and 88.3 located to left of main track.

10. Special Instruction M-2 applicable except that all hoppers having a load limit of 95 tons or more must not be allowed to exceed 10 miles per hour while in sidings.

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 Ltd.	0.5	4 cars	West end
Smithers Planer Co. Ltd.	0.57	21 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. Sigalef & Co. (1953) Ltd.	46.5	6 cars	East end
Bell Pole Co. Ltd. and Shell Canada Ltd.	46.6	8 cars	West end
Celgar Ltd.	50.2	21 cars	Both ends
Hazelton Sawmills Ltd. and Rock Gas Propane Ltd.	51.4	60 cars	East end
Celgar Ltd.	72.5	35 cars	Both ends
Little Haughland and Kerr and McGillis and Gibbs & Co.	72.82	18 cars	Both ends
Rock Pit Spur	110.1	55 cars	West end
Skeena Forest Prod. Ltd.	117.61	15 cars	Both ends

WESTWARD TRAINS				SKEENA SUBDIVISION	Office Signals	Car Capacity		EASTWARD TRAINS					
FIRST CLASS	9 Passenger	Miles from Terrace	Symbols			STATIONS	Sidings	Other Tracks	FIRST CLASS	FOURTH CLASS			
									10 Passenger	892 Freight	720 Freight	894 Freight	
Daily ex. Monday							Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday			
16.50	0.0	CKPWYZ		TERRACE	ON	43 Yard	11.10	09.10	19.15	01.00			
16.56	3.5	PZ		KALLUM			11.03						
F 17.05	9.6	P		AMSBURY		53	F 10.57	08.45	18.56	00.37			
F 17.15	17.7	P		SHAMES		51 55	F 10.47	08.30	18.43	00.21			
F 17.24	24.7			EXSTEW		110	F 10.37	08.16	18.32	00.10			
F 17.40	36.5	P		SALVUS		52	F 10.22	07.56	18.14	23.52			
F 17.55	48.2	PZ		KWINITSA	KW	90 37	F 10.09	07.36	17.55	23.34			
F 18.11	61.8			SKEENA		40	F 09.53	07.11	17.28	23.13			
F 18.19	68.1	W		TYEE		62	F 09.45	06.59	17.17	23.03			
F 18.23	71.1			HAYSPORT			F 09.40						
F 18.31	77.9			SOCKEYE		113	F 09.30	06.40	17.01	22.49			
F 18.40	83.9			PHELAN		39	F 09.20	06.27	16.49	22.35			
F 18.43	86.0	Z		PORT EDWARD			F 09.17						
18.45	86.6	Z		WATSON ISLAND		30 28	09.15	06.18	16.41	22.27			
18.50	89.2			KAIEN		46	09.10	06.12	16.35	22.10			
19.00	94.6	CKPWYZ		PRINCE RUPERT	GS	Yard	09.00	06.00	16.25	22.00			
Daily ex. Monday							Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Saturday			
9							10	892	720	894			

SKEENA SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages	Railiner	Miles per Hour Passenger except Railiner	Mixed and Freight
* 0.0 and 64.3	80	60	50
64.3 and 79.2	75	55	50
79.2 and 87.2	70	35	30
87.2 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	Railiner	Miles per Hour Passenger except 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	Railiner	Miles per Hour Passenger except Railiner	Mixed and Freight
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
Mileage 92.9 (Ferry Access Road). Approaching within 1950 feet of crossing	35	35	35
Eastward movements over crossing from Ferry Slip lead, until crossing occupied	15	15	15

(Continued on Page 34)

SKEENA SUBDIVISION FOOTNOTES—(Concluded)

PERMANENT SLOW ORDERS

Between Mileages	Railiner	Miles per Passenger except Railiner	Hour Mixed and Freight
3.8 and 5.4	50	45	40
8.4 and 8.9		55	50
13.0 and 14.5		50	45
*20.4 and 20.7		50	45
*26.6 and 28.2	50	45	40
*29.6 and 30.6		55	50
33.8 and 34.5		55	50
*38.0 and 38.2		50	45
*40.6 and 41.5		55	50
*46.1 and 47.5		50	45
*48.8 and 52.6		55	50
*65.0 and 65.2		50	40
*67.0 and 67.1		50	40
71.0 and 72.4	55	45	40
76.7 and 77.2	55	45	40
86.8 and 87.0	20	20	20

Advance speed restriction sign and restricting sign governing eastward movements at the permanent slow orders between mileages 67.1 and 67.0, 65.2 and 65.0, 52.6 and 48.8, 47.5 and 46.1, 41.5 and 40.6, 28.2 and 26.6 and between mileages 20.7 and 20.4 located to left of main track.

13. Special Instruction M-2 applicable except that all hoppers having a load limit of 95 tons or more must not be allowed to exceed 10 miles per hour while in sidings.

TUNNEL

Mileage 39.9 400 ft.

OTHER TRACKS

	Mileage	Capacity	Connected
Valentine Clark and McGillis and Gibbs Co.	0.4	30 cars	West end
Sande Lbr. Co.	0.5	24 cars	East end
Little, Haughland & Kerr	0.5	13 cars	West end
Shell Canada Ltd., Albert & McCaffery, and B.A. Oil Co.	0.9	22 cars	West end
Pohle Lumber Co. Ltd.	0.9	10 cars	East end
Pohle Lumber Co. Ltd.	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	38 cars	East end
Little, Haughland & Kerr	2.9	46 cars	East end
Celgar Ltd.	3.5	285 cars	West end
Crushed Rock Pit	3.5	128 cars	West end
Spur	7.0	3 cars	Off Celgar Ltd. East end
Intervalley Lumber & Supply Co.	7.2	9 cars	East end
Celgar Ltd.	26.2	44 cars	Both ends
Celgar Ltd.	32.2	34 cars	East end
Spur	36.2	14 cars	East end
Cassiar Cannery	79.6	2 cars	East end
B.C. Packers Ltd.	81.1	4 cars	Both ends
H. Bell Irving Co. Ltd.	81.9	5 cars	West end
J. H. Todd & Sons Ltd.	83.4	5 cars	West end
Spur	85.3	18 cars	Both ends
Nelson Bros. Fisheries Ltd.	85.9	13 cars	Both ends
Celgar Ltd.	86.4	304 cars	Both ends

1. Siding at Terrace is located between crossover 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 (Kallum Street). Movements over the crossing on Shed Track must be protected by a flagman. Upon hearing a siren and if necessary, immediate action must be taken to clear the crossing for highway vehicles responding to emergency calls.

4. Automatic protected public crossings at grade equipped with push button or other appliance, located as follows:

- Mileage 0.15 (Kallum Street)
- Mileage 67.76 (Highway 16)—Start Only

STOP sign erected on other than the main track at the following public crossing at grade:

- Mileage 0.15 (Kallum Street)

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 Kwinitza.

9. Nos. 9 and 10 will stop on flag at Telegraph Point mileage 53.7, Cassiar mileage 79.6, B.C. Packers Ltd. mileage 81.1, H. Bell Irving Co. Ltd. mileage 81.9 and J. H. Todd and Sons Ltd. 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 Amsbury and Nelson Bros. spur mileage 85.9 equipped with safety switch point lock.

*12. Zone speed sign governing eastward movements between mileages 64.3 and 0.0 located to left of main track.

Advance speed restriction sign and restricting speed sign governing westward movements approaching the permanent slow order between mileages 29.6 and 30.6 and between mileages 38.0 and 38.2 located to left of main track.

NORTHWARD TRAINS		Miles from Terrace	Symbols	KITIMAT SUBDIVISION		Office Signals	Car Capacity		SOUTHWARD TRAINS	
				STATIONS	Sidings		Other Tracks	FOURTH CLASS		
									896	
									Freight	
									Daily	
		38.5	PRWYZ	KITIMAT		KI	Yard		10.55	
		32.1	P	6.4 WEDEENE						
		21.5	P	10.6 DUBOSE			24		10.01	
		13.4	P	8.1 LAKELSE						
		7.5		5.9 THUNDERBIRD						
		0.0	CKPWZ	7.5 TERRACE		ON	Yard		08.45	
Rule 105A not applicable RULES 41 and 44 APPLICABLE SPECIAL INSTRUCTION 2 APPLICABLE									Daily	
									896	

KITIMAT SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Between Mileages	Miles per Hour All Trains
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	Miles per Hour
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-1 applicable.

OTHER TRACKS

	Mileage	Capacity	Connected
Dumont Lumber	1.5	22 cars	North end
Celgar Ltd.	1.6	30 cars	North end
Celgar Ltd.	5.1	16 cars	Both ends
Celgar Ltd.	7.2	16 cars	North end
Celgar Ltd.	7.3	16 cars	North end
Pohle Lbr. Co. Ltd.	8.9	5 cars	North end
S. Munson	9.4	4 cars	North end
Skeena Forest Products Ltd.	11.5	5 cars	North end
Gravel Pit	18.0	25 cars	
Skeena Forest Products Ltd.	34.4	15 cars	North end
W. B. Charters and Son	36.2	11 cars	South end
Aluminum Co. of Canada	38.1	38 cars	South end

DEAD FREIGHT EQUATED TONNAGE RATINGS— WESTWARD or NORTHWARD (Read Down)
 NOTE—SEE GENERAL INSTRUCTIONS (FORM 696) PAGE 78

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	
ALBREDA-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
6	----	2240	5200	5200	3220	5100	Hope and Port Mann
							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
6	1000	1255	3340	3340	----	3120	Monte Lake and Kamloops
							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
KITIMAT SUB.							
4	----	1000	----	----	----	2450	Kitimat and Dubose
4	----	1300	----	----	----	3100	Dubose and Terrace
COWICHAN-TIDEWATER SUB.							
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 the total of the rating for each unit in the consist; except that when a 1000 series unit is within the consist, the tonnage rating will be that of the 1000 series unit multiplied by the number of units in the consist.

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.

FAST FREIGHT TRAINS
FOR INFORMATION ONLY

No. 423							No. 424							
Daily							Daily							
No. 423	No. 303	No. 409	STATIONS				No. 404	No. 424	No. 304	STATIONS				No. 424
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Lve.	11.00	12.10	07.00	JASPER	22.00	20.00	14.00	Arr.	13.15	RED PASS JCT.	18.25	Arr.		
Arr.	12.45			RED PASS JCT.		18.40		Lve.	15.30	McBRIDE	15.40	Lve.		
									16.00		15.20	Arr.		
Arr.				BLUE RIVER	17.15		09.55	Lve.	20.10	PRINCE GEORGE	11.10	Lve.		
Lve.		16.25	11.50		17.00		09.45	Arr.	22.30		10.10	Arr.		
		16.35	12.00						01.40	ENDAKO	07.00	Lve.		
Arr.		20.30	16.40	KAMLOOPS JCT.	13.00		06.00	Lve.	02.00		06.40	Arr.		
Lve.		21.00	17.40		11.30		05.00	Arr.	05.15	SMITHERS	03.30	Lve.		
									05.45		03.00	Arr.		
Arr.		01.35	22.50	BOSTON BAR	07.15		00.55	Lve.	09.35	TERRACE	23.00	Lve.		
Lve.		01.45	23.00		07.00		00.45	Arr.	10.05		22.30	Arr.		
Arr.		06.15	05.10	VANCOUVER	01.00		19.30	Lve.	12.30	PRINCE RUPERT	19.30	Lve.		
Daily	Daily	Daily			Daily	Daily	Daily		Daily		Daily			
No. 423	No. 303	No. 409			No. 404	No. 424	No. 304		No. 423		No. 424			

DEAD FREIGHT EQUATED TONNAGE RATINGS— EASTWARD or SOUTHWARD (Read Up)
 NOTE—SEE GENERAL INSTRUCTIONS (FORM 696) PAGE 78

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	
ALBREDA-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	7300	5700	7500	7500	3160	----	12
Blue River and Birch Island	7800	6160	8000	8000	3340	----	12
Birch Island and Kamloops Jct.							
ASHCROFT-YALE SUBS.							
Kamloops Jct. and Savona	8800	6160	9000	9000	3800	----	12
Savona and Boston Bar	8800	5540	9000	9000	3800	----	15
Boston Bar and Hope	9350	7040	9550	9550	4000	----	15
Hope and Port Mann	5200	3700	5300	5300	2300	----	6
Port Mann and Still Creek	3800	2740	3900	3900	1690	----	6
Still Creek and Vancouver							
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

Under certain circumstances, diesel units may be operated with one or two traction motors cut out, in which case, the tonnage rating for the unit affected will be reduced as follows:

- (a) Montreal Locomotive Works or Alco Units
One or two motors cut out: reduce rating 50%.
- (b) Canadian Locomotive Company Units
Two motors cut out: (single motors cannot be cut out) reduce rating 50%.
- (c) General Motors Diesel or E.M.D. Units
One motor cut out: reduce rating 50%. Two motors cut out: isolate unit. (If single unit, set out train.)

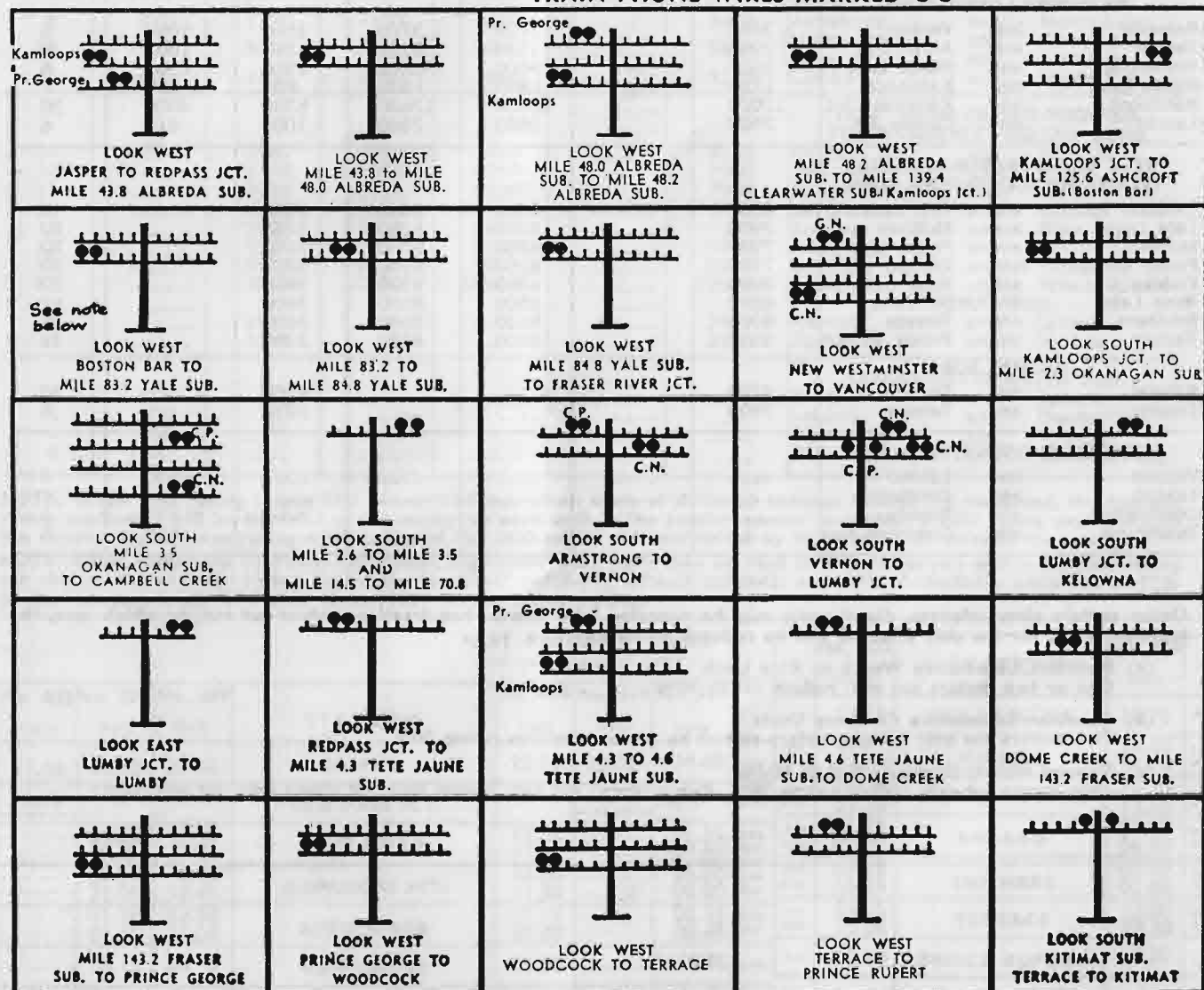
FAST FREIGHT—EQUATED TONNAGE RATINGS
(Maximum tons per horsepower to maintain schedule)

WESTWARD		BETWEEN STATIONS		EASTWARD		
No. 423	No. 409	No. 303	Designation	No. 304	No. 404	No. 424
---	1.20	1.10	Jasper and Kamloops Jct.	0.60	0.80	---
---	1.50	1.20	Kamloops Jct. and Boston Bar	0.55	0.75	---
---	1.60	0.80	Boston Bar and Port Mann	0.55	0.75	---
1.10	---	---	Jasper and McBride	---	---	0.90
0.90	---	---	McBride and Prince George	---	---	0.70
1.00	---	---	Prince George and Smithers	---	---	0.70
1.40	---	---	Smithers and Terrace	---	---	0.70
0.70	---	---	Terrace and Prince Rupert	---	---	0.70

To determine fast freight equated tonnage, multiply total horsepower of the engine consist supplied by the appropriate factor.

Unit Series	Horsepower per Unit
9000 - 9100 - 4800	1500
4100 - 4200 - 4300 - 4400 - 4500	1750
3200 - 4000 to 4001	2400
4002 to 4012	3000
1000 - 1200 - 1300	1200

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



NOTE:— Account insulated wires between Mileages 4.0 and 26.5 Yale Sub., train dispatchers telephone connections installed at Mileages 4.6, 5.0, 5.4, 5.8, 6.0, 6.5, 7.0, 7.2, 8.0, 8.3, 8.6, 9.2, 9.4, 10.0, 10.5, 11.2, 11.6, 12.0, 13.1, 14.1, 14.5, 15.0, 16.0, 16.5, 17.2, 17.5, 18.3, 18.5, 19.0, 19.45, 19.7, 20.0, 20.5, 21.05, 22.05, 22.4, 23.0, 24.0, 25.0, 25.7, 26.07 and 26.30.

LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" or RESTRICTED CLEARANCE SIGNS
NOTE—SEE GENERAL INSTRUCTIONS (FORM 696)

Location	Obstruction	Side of Track	Location	Obstruction	Side of Track
ALBREDA SUB.			TELKWA SUB.		
Spur mileage 74.9	Platform	North	Quality Spruce Mills M. 68.7	Platform	North
Gosnel Siding	Platform	North	PRINCE RUPERT		
BLUE RIVER			Repair Tracks 1 and 2	Post	Between
Blue River Sawmills Spur	Platform	North	Team Track	Warehouse	South
Oil Tank Track	Tank	South	Seal Cove Line		
CLEARWATER SUB.			Mileage 2.0	Bldg.	South
Balco Forest Prod. M. 130.11	Platform	South	Mileage 2.4	Platform	South
KAMLOOPS JCT.			Ocean Dock Spur 1	Water Mains	South
Coal Track	Sandhouse	North	Ocean Dock Spur 2	Bldg.	South
Repair Track 10	Platform	South			
Stores Track	Platform	North			
Scale Track	Scale	North			
High Line Track 5	Ramp	North			
KAMLOOPS					
Shed Track	Freight Shed	West			
OKANAGAN SUB.					
Spur mileage 114.5	Fence Post & Platform	East			
KELOWNA					
Industrial Track	Can. Cannery	East			
Dom. Cannery	Platform	East			
Interchange Track	Dom. Cannery Spur	East			
Imp. Oil Spur	Rowcliffe Cannery	East			
Wharf Spur	Dock Office	West			
Slip Tracks	Towers	Both			
Interchange Tracks	Guy Wire	East			
BOSTON BAR					
Ice House Track	Platform	South			
YALE SUB.					
Spur mileage 103.1	Platform	South			
Spur mileage 108.5	Platform	North			
PORT MANN					
South Stores Track	Platform	Both			
North Stores Track	Platform	South			
Slip Track	Towers	Both			
VANCOUVER					
Tracks C3, C5, C7 and C8	Girders	North			
Tracks C4 and C6	Girders	South			
Track M10	Shed	North			
Track M13	Platform	South			
Track M17	Platform	North			
Track M19	Scale House	South			
Tracks C16, C17 and C18	Shelter	Both			
Tracks C12 and C13	Platform & Canopy	South			
Tracks C25 and C27	Platforms & Bldgs.	South			
Tracks W36 and W37	Crane	Both			
Tracks W40 and W41	Crane	Both			
McBRIDE					
Eng. House West Lead	Sand House & Spout	North			
PRINCE GEORGE					
Ice House Track	Platform	North			
ENDAKO					
Track 12	Ice Platform	South			

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, train order signals and yard limit signs.

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.

5. Except for the purpose of giving signals for operation or to prevent accidents, sounding of engine whistle signal by any engine in respect to public crossings at grade is prohibited. (This special instruction only applies at locations specified.)

6. SINGLE TRACK. Where Restricting Speed Signs are used, Resume Speed Signs are on the reverse side of the Restricting Speed Sign governing movements in the opposite direction.

7. Employees are prohibited from riding on tops of moving cars or engines.

8. Rule 21—White flags and white lights will be displayed in C.T.C.

9. When radio is used in lieu of hand signals as prescribed by Rule 12 and Item 3, Page 7 of General Instructions (Form 696) continuous communication must be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal.

10. Back-up Movements:—When operating diesel units in multiple, back-up movements must be made with extreme care in as low a throttle and load range as possible after having ensured that brakes are fully released and slack taken in a forward movement. This feature must be watched closely because excessive engine effort will cause derailment in the train by forcing the draft gear sideways.

M-1. On subdivisions, or portions thereof, where this special instruction applies, unless otherwise modified, Restricted Speed for movements 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 movements other than railiners, inspection cars and test cars must not exceed 10 miles per hour, while using other tracks and 25 miles per hour while using sidings.

M-3. Movements handling welded rail must not exceed 30 miles per hour on tangent track and 20 miles per hour on curves.

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.

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.

M-9. Educational Bulletin Book for enginemen is located in every engineman's booking-in room and rest house and enginemen must be familiar with its contents.

M-10. Cars which have been repaired account hot box, journal failure, or which have undergone wheel change-out, received from repair tracks for marshalling in trains, should be placed immediately ahead of caboose or next behind the engine and while enroute on the first subdivision must be inspected at every opportunity. Yardmasters, or those performing his duties, must inform conductors of the number, condition and location in train of such cars.

M-11. When defective cars are set out on line, conductors must wire the following information to the chief train dispatcher as soon as possible:

- | | |
|---------------------|----------------------------|
| A. Date | G. Where waybill left |
| B. Where set out | H. Who detected defect |
| C. Car number | I. Time defect detected |
| D. Contents | J. Train speed |
| E. Destination | K. Weather including temp. |
| F. Nature of defect | L. Visibility |

(Continued on Page 41)

SPECIAL INSTRUCTIONS (Concluded)

M-12. Loaded hart cars equipped with arch bar trucks are to be marshalled together and handled on trains other than fast freight trains and speed restricted to 30 miles per hour where maximum speed is 50 miles per hour or more and 20 miles per hour where maximum speed is less than 50 miles per hour.

M-13. Outfit cars equipped with arch bar trucks must be marshalled next ahead of caboose, except when handled in way freight, mixed or work trains, those with steel underframe may be placed next behind the engine. Speed must at no time exceed 30 miles per hour.

M-14. N.A.H.X. covered hopper cars in series 51000 to 51299 inclusive are equipped with friction bearing and when loaded they must be marshalled next ahead of the caboose.

M-15. At public crossings at grade where automatic warning device is in service, except as provided in Rule 103, timetable footnotes, bulletins or train orders, track circuits are designed to activate the required protection for through movements.

- (a) In CTC, when authorized to pass a stop indication of a block or interlocking signal, movement must not obstruct any crossing within the block governed by that signal until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.
- (b) In CTC, where this special instruction applies, movements stopped by a stop indication of a block or interlocking signal, must stop clear of the crossing and if authorized to pass the stop indication, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.

(c) Except as provided in 15(a) and 15(b), when on bonded track a movement is switching, has passed from one track to another or has turned a switch, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds and where provided, gates are horizontal, or until movement is protected by a flagman. Where a stop sign is erected, after stopping, the crossing may be obstructed when protection is observed to have been in operation for 7 seconds.

(d) Employees must observe and familiarize themselves with the operation of protection and whenever possible, avoid its unnecessary operation. At crossings so equipped, push buttons or other appliance must be used to activate or de-activate protection as required.

M-16. Trains handling more than 8000 tons must never exceed 50 miles per hour. When loaded covered hoppers make up 50 percent or more of the number of cars in any train consist, a speed of 45 miles per hour must not be exceeded.

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 located in advance of the fence or fences, mounted either on the mast of one or more block signals, the mast of an instrument case or on a separate mast. When lighted or flashing, it indicates that the fence or fences are broken and trains must approach and pass same prepared to stop and expecting the main track to be impassable. If main track is not impassable, speed permitted by the governing block signal may then be resumed. When not lighted or flashing, trains will be governed by block signal indications. In every case, when this signal is lighted or flashing, it must be reported to the train dispatcher as soon as possible.

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