

SAFETY FIRST

CANADIAN NATIONAL RAILWAYS

WESTERN REGION—BRITISH COLUMBIA DISTRICT

TIME **5** TABLE

TIME TABLES WERE
JOE GARRETT'S
PERMITTED 1947
DIED 1957

TAKING EFFECT AT 24.01 O'CLOCK, SUNDAY, JANUARY 4th, 1925

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

GOVERNED BY PACIFIC STANDARD TIME

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

DESTROY ALL FORMER TIME TABLES

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

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

CHECK DAYS OF WEEK WITH CARE

A. E. WARREN,
GENERAL MANAGER
WINNIPEG

J. R. CAMERON,
ASST. GENERAL MANAGER
VANCOUVER

A. WILCOX,
GENERAL SUPT. OF TRANSPORTATION
WINNIPEG

C. F. MARTIN,
SUPT. OF TRANSPORTATION
VANCOUVER

CONFIDENTIAL

THE UNITED STATES OF AMERICA

DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

WASHINGTON, D. C. 20535

MEMORANDUM FOR THE DIRECTOR

FROM: SAC, [Redacted]

SUBJECT: [Redacted]

1. [Redacted]

KAMLOOPS DIVISION

Page	Subdivision	From	To	Miles
3	Albreda	Jasper	Blue River	132.9
4	Clearwater	Blue River	Kamloops	142.2
4	Ashcroft	Kamloops Junction	Boston Bar	125.6
5	Yale	Boston Bar	Fraser River Jct.	118.2
5	Yale	Vancouver Terminals		
Total				518.9

L. F. MUNCEY, Superintendent, Kamloops Jct., B.C.
 W. C. OWENS, Asst. Superintendent, Kamloops Jct., B.C.
 Dispatching Office at Kamloops Jct.
 Telegraphic Call "K"
 J. H. THOMPSON, Chief Dispatcher
 R. EVANS, Night Chief Dispatcher
 N. F. FRANCISCO
 W. J. ROBINSON
 R. MATTHEWS
 W. S. HEWSON
 Dispatchers
 J. S. DOBIE
 F. T. WITHLER } Relief Dispatchers

SMITHERS DIVISION

Page	Subdivision	From	To	Miles
6	Tete Jaune	Redpass Junction	McBride	63.6
6	Fraser	McBride	Prince George	146.0
7	Nechako	Prince George	Endako	115.4
7	Telkwa	Endako	Smithers	125.2
8	Bulkley	Smithers	Pacific	107.1
8	Skeena	Pacific	Prince Rupert	119.3
Total				676.6

I. A. MACPHERSON, Superintendent, Prince Rupert, B. C.
 J. P. KIRKPATRICK, Asst. Superintendent, Smithers, B. C.
 Dispatching Office at Smithers
 Telegraphic Call "SM"
 A. J. McINTYRE, Chief Dispatcher
 A. H. FORDE
 J. H. GROAT
 H. J. KELLY
 Dispatchers
 J. G. STEPHENS, Relief Dispatcher

VANCOUVER ISLAND

Page	Subdivision	From	To	Miles
9	Patricia Bay	Junction	Patricia Bay	17.0
9	Cowichan	Victoria	Cowichan Lake	73.2
Total				90.2
Total Mileage				1285.7

W. S. R. CAMERON,
 General Agent,
 Victoria, B. C.

SURGEONS

Winnipeg, Man.	DR. J. M. LENEY, Asst. Chief Medical Officer.	Smithers, B.C.	DR. C. H. HANKINSON
Vancouver, B. C.	DR. STANLEY PAULIN, District Surgeon.	New Hazelton, B.C.	DR. H. C. WRINCH
McBride, B.C.	DR. F. T. BAYFIELD	Terrace, B.C.	DR. E. W. EWART
Prince George, B.C.	DR. C. EWERT	Prince Rupert, B.C.	DR. C. A. EGGERT
Vanderhoof, B.C.	DR. W. R. STONE		

CANADIAN NATIONAL RAILWAYS EMPLOYEES' MEDICAL ASSOCIATION OF B. C. SURGEON

Kamloops, B. C.	DRS. BURRIS, ARCHIBALD and BURRIS.
Jasper	DR. THOS. O'HAGAN.
New Westminster, B. C.	DRS. McEWEN, WILSON, McEWEN and PURVIS.
Vancouver, B. C.	DRS. MONRO and BRYDONE-JACK.
Albreda Subdivision	DR. T. O'HAGAN, Lucerne, B. C.
Clearwater Subdivision	DRS. BURRIS, ARCHIBALD and BURRIS. Kamloops, B. C.
Ashcroft Subdivision	
Yale Subdivision	DRS. McEWEN, WILSON and McEWEN, New Westminster, B. C.
Patricia Bay and Cowichan Subdivisions	DRS. RAYNOR and FOWLER.

EMERGENCY SURGEONS

(To be called when Regular Surgeons are not available)

DR. E. R. MARR	Langley, B. C.	DR. P. M. WILSON	Lytton, B. C.
DRS. ELLIOTT and MOORE	Chilliwack, B. C.	DR. S. E. BEACH	Ashcroft, B. C.

HOSPITALS

Kamloops, B. C.	Royal Inland
Ashcroft, B. C.	Lady Minto
Lytton, B. C.	St. Bartholomew's
Chilliwack, B. C.	General
New Westminster, B. C.	Royal Columbian
Vancouver, B. C.	Vancouver General and St. Paul's
Victoria, B. C.	Provincial Royal Jubilee

WATCH INSPECTORS

Winnipeg	SYDNEY Y. BALL, General Time Inspector
Kamloops, B. C.	W. J. KERR
New Westminster, B. C.	C. W. CHAMBERLIN
Vancouver, B. C.	ROBT. MacDONALD, S. GOLDBLOOM*
Prince George	G. McCULLAGH
Smithers	J. S. GRAY
Prince Rupert	BULGER & CAMERON, LTD.

* Also intermediate points on British Columbia district.

WESTBOUND TRAINS
 Inferior Direction

SECOND CLASS	FIRST CLASS		Miles from Jasper	Coal, Turntable, Water, Wye	Telegraph Offices D. Day N. Night	ALBREDA SUBDIVISION STATIONS	Telegraph Calls Telephone Service	Car Capacity 40-ft. Aver.	EASTBOUND TRAINS Superior Direction		
	Sun, Wed, Thur, Fri.	Mon, Wed, Sat.							Daily	FIRST CLASS	SECOND CLASS
	403 Time Freight	3 Psgr.	1 Psgr.						2 Psgr. Daily	4 Psgr. Wed. Fri. Mon.	404 Time Freight Tues. Thur. Sat.
L 19.20	L 22.15	L 8.40	0.0	C Tu W Y	D N	JASPER	G H	300	A 20.25	A 4.10	A 17.30
20.04	f 22.34	f 9.00	8.4			GEIKIE	T	67	f 20.04	f 3.46	16.55
20.22	f 22.46	f 9.12	13.0			YELLOWHEAD		67	f 19.53	f 3.33	16.34
			17.2			ALTA. and B.C. BOUNDARY					
20.40	f 22.57	f 9.23	17.6	W		YELSUM		67	f 19.43	f 3.19	16.15
20.57	f 23.07	f 9.33	21.8		D N	LUCERNE	C N	65	f 19.32	f 3.06	15.57
21.15	f 23.22	f 9.48	28.0			FITZWILLIAM		65	f 19.19	f 2.48	15.30
21.30	f 23.32	f 9.57	31.8			GRANT BROOK		66	f 19.11	f 2.37	15.14
21.54	f 23.47	f 10.10	37.7			RAINBOW		67	f 18.59	f 2.23	14.44
22.18	A 24.01	s 10.22	43.9	C W Y D N		REDPASS JCT. Jct. with Tete Jaune Sub.	R D T	64	s 18.41	L 2.05	L 14.18 A 13.58
22.25		10.28	45.6			RESPLENDENT	T	61	18.37		13.48
22.47		10.42	51.2			FOSTER	T	66	f 18.22		13.22
		f 10.51	54.4			MT. ROBSON	T		f 18.09		
23.13		f 11.03	57.4			MOREY	T	66	f 18.01		12.54
23.48		f 11.25	65.5	W D		JACKMAN	J T	66	f 17.39		12.16
24.19		f 11.42	72.8			SWIFT CREEK	T	67	f 17.22		11.42
1.04		f 12.05	83.3			CANOE RIVER	T	67	f 17.01		10.55
a 1.39		f 12.24	91.6	C W Y D N		ALBREDA	A T	71	f 16.38		10.28 a 10.08
1.49		f 12.42	97.1			CLEMINA	T	66	f 16.25		9.45
2.12			103.1	W		WATER TANK					
		f 13.03	106.5			LEMPRIERE	T	71	f 16.02		9.05
2.52		f 13.21	114.4	W		PYRAMID	T	76	f 15.45		8.32
3.25		f 13.40	122.6			THUNDER RIVER	T	70	f 15.28		7.57
A 4.45	A 14.05		132.5	C Tu W Y D N		BLUE RIVER	B R T	133	400	L 15.07	L 7.15
Sun, Wed, Thur, Fri.	Tues, Thur, Sun.	Daily				Pacific Time			Daily	Wed, Fri, Mon.	Tues, Thur, Sat.
403	3	1							2	4	404

YARD LIMIT BOARDS
 Jasper.....3000 ft. West of West Yard Switch.
 Redpass Jct.....3500 ft. West of Junction Switch and 3500 ft. East of East Switch.
 Blue River.....3000 ft. East of East Switch.

Registering Points	Bulletin Points	Comparison Clocks	DERAILS
Jasper Redpass Jct.	Blue River Jasper Redpass Jct.	Blue River Jasper Redpass Jct.	Foster East End Albreda..... East End Coal Dock Track

SPECIAL INSTRUCTIONS—

All trains must approach and pass through Blue River and Jasper Yards cautiously, expecting to find main track occupied, or switches wrong, and be prepared to stop at once.
 All trains must approach Redpass Jct. under full control.
 Nos. 1 and 2 will stop 5 minutes at Mt. Robson to allow passengers to view Mt. Robson.
 Normal position of main line switch at Redpass Jct. is for Albreda Subdivision. All trains not to exceed eight (8) miles per hour over this switch.
 The following stops will be made to exchange mails: No. 2 at Albreda, Tuesdays, Thursdays and Saturdays. Nos. 1 and 2 at Swift Creek, Thursdays and Saturdays. Lucerne will dispatch mail to Swift Creek, train No. 1, on Tuesdays and Saturdays and Swift Creek will dispatch mail train No. 2 on Tuesdays and Saturdays.

SPURS

Spur	Mileage	Connected	East End
Kennedy Spur	74.5	"	"
McRae Bros.	86.1	"	"
Naugle Pole and Tie Co.	109.3	"	West
Hall Bros.	109.4	"	"
North River	120.6	"	East

TUNNELS

Location	Mileage	Length
	6.6	317 feet
	48.1	1216 "

TIME TABLE No. 5, TAKING EFFECT JANUARY 4th, 1925

WESTBOUND TRAINS Inferior Direction				Miles from Boston Bar	Coal, Turbtable, Water, Wye	Telegraph Offices D. Day N. Night	YALE SUBDIVISION STATIONS	Telephone Calls Telephone Service	Car Capacity 40-ft. Aver.	EASTBOUND TRAINS Superior Direction			
SECOND CLASS	FIRST CLASS		FIRST CLASS							SECOND CLASS			
403 Time Freight Tues. Fri. Sun.	37 Psgr. Daily	1 Psgr. Daily	2 Psgr. Daily							38 Psgr. Daily	404 Time Freight Mon. Wed. Fri.		
L 24.50		L 1.54	0.0	CTu W	D N	BOSTON BAR	B	96	386	A 3.05		A 8.10	
1.20		f 2.17	7.4			GORGE			46	f 2.45		7.41	
1.44		f 2.31	12.7	W		CHAPMAN'S	T		52	f 2.31		7.20	
2.13		f 2.46	18.3			STOUT	T		70	f 2.13		6.56	
2.40		f 3.08	26.7			YALE	T		49	f 1.48		6.21	
2.55		f 3.19	31.5			SQUEAH	T		63	f 1.38		5.56	
3.07		f 3.29	35.8			TRAFALGAR			48	f 1.25		5.36	
s 3.20	L 6.30	s 3.40	40.2	CY W	D N	HOPE Jct. with K. V. Ry.	H T		172	s 1.14	A 22.45	s 5.17	
3.39	s 6.40	s 3.49	44.1			FLOODS	T		54	1.05	s 22.34	4.59	
4.09	s 6.49	3.57	47.9			ST. ELMO			22	24.57	s 22.23	4.40	
4.24	s 6.52	4.00	49.6			LAIDLAW	T		63	24.55	s 22.19	4.31	
4.31	s 7.04	4.10	54.1	W		CHEAM VIEW	T		71	24.46	s 22.05	4.10	
4.46	s 7.17	4.25	61.0			POPKUM			63	24.34	s 21.50	3.45	
5.06	s 7.30	4.34	65.1	Y	D	ROSEDALE	R S T		61	24.25	s 21.40	3.33	
5.21	f 7.37		68.4			SMITHVALE			7		f 21.29		
5.43	s 7.55	s 4.48	71.8	W	D N	CHILLIWACK Jct. with B. C. E. Ry.	C H T		50	s 24.12	s 21.18	3.14	
5.57	f 8.04	4.57	76.5			ARNOLD			66	24.01	f 21.05	3.02	
	s 8.07		77.2			CANNOR					s 21.01		
6.17	s 8.19	5.12	83.1			COX			52	23.49	s 20.43	2.43	
6.31	s 8.35	5.21	87.4			MATSQUI	M A T		72	23.40	s 20.30	2.31	
6.46	s 8.46	5.33	92.5	W		MT. LEHMAN	T		68	23.31	s 20.15	2.17	
7.00	s 9.02	5.46	98.0			GLEN VALLEY			48	23.20	s 19.59	2.02	
7.14	s 9.18	5.58	103.2			LANGLEY	G T		67	23.09	s 19.44	1.47	
7.23	s 9.33	6.06	107.1			WESTLANG	T		64	23.00	s 19.32	1.36	
	f 9.43		110.3			TYNEHEAD			8		f 19.23		
a i 7.45 8.30	s 9.54	s 6.27	114.9	CTu W	D N	PORT MANN	A N T		56	589	s 22.43	s 19.10	1.15 a 24.01
8.40	10.12	6.35	118.2			FRASER RIVER JCT.	T				22.28	19.00	23.50

Trains between New Westminster and C. N. Jct. will be governed by Great Northern Rly. Time Table, Rules and Regulations.

	9.22	10.54	7.18	130.6		C. N. JCT.				21.55	18.25	23.05	
A	9.30	A 11.00	A 7.25	131.8	CTu WY	D N	VANCOUVER	D	I	858	L 21.50	L 18.20	L 23.00
	Tues. Fri. Sun. 403	Daily 37	Daily 1				Pacific Time			Daily 2	Daily 38	Tues. Thur. Sun. 404	

Registering Points

Boston Bar
Hope
Port Mann
Vancouver

Bulletin Points

Boston Bar
Hope
Port Mann
Vancouver

Comparison Clocks

Boston Bar
Hope
Port Mann

NOTE:—No. 1 has right over No. 37, Hope to Port Mann.
No. 2 will stop on flag at points west of Hope to receive passengers for points east thereof.
No. 1 will stop at points west of Hope to discharge passengers from points east thereof.
See opposite side of page for Special Instructions, Tunnels, Spurs, Milk Stands, Etc.

YALE SUBDIVISION

SPECIAL INSTRUCTIONS—

All trains must approach and pass through Boston Bar and Port Mann yards cautiously, expecting to find main track occupied or switches wrong, and be prepared to stop at once.

HOPE—Junction switch is controlled by Interlocker. Top arm governs Can. Nat. main line, lower arm governs K.V. Ry. connection. Use one long whistle for Can. Nat. main line.

Use two long whistles for Kettle Valley Ry. connection.

Distant Signal Interlocking plant, west end, Hope yard, shows on left side.

JOINT TRACK—Between New Westminster and C. N. Jct. trains are operated over the tracks of Great Northern Railway and will be governed by that Company's time table, rules and regulations.

Great Northern Railway has switching rights between New Westminster and point one thousand (1,000) feet east of Brownsville Spur switch, south end Fraser River Bridge, as designated by sign board. Switching movements between these points are protected by absolute block, arranged between the Canadian National Operator at Port Mann and the Great Northern Operator at New Westminster and such movements recorded in the train register at New Westminster.

To facilitate the movement of trains Westbound from Port Mann, conductors will, through the medium of the Operator at Port Mann—first, ascertain from the Great Northern Operator, New Westminster, whether or not all superior trains have arrived and departed; second, notify the towerman on Fraser River Bridge of the approximate arrival time at the Eastern limit of the Fraser River Bridge signal zone; third, notify the Great Northern Operator at New Westminster, in case of orders being required at that point, the engine number and approximate arrival time of the train at that station.

FRASER RIVER BRIDGE—All trains westbound will reduce speed to 10 miles per hour on east approach and to 6 miles per hour before reaching Fraser River Jct. and all trains will come to a full stop within fifty (50) feet of home signal on either side of Fraser River Bridge unless signal gives clear indication and will not proceed until clear signal is displayed and will not exceed a speed of six (6) miles per hour over this bridge.

Trains must not cross Fraser River Bridge, New Westminster, in either direction in less time than three (3) minutes, nor any longer than five (5) minutes, between home signals 2 and 23, 2 and 27, and 5 and 25. No part of any train shall, when stopping or approaching the bridge, stand within or overlapping home signals.

RAILWAY CROSSINGS AT GRADE—

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

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

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

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

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

YARD LIMIT BOARDS—

Boston Bar, 3000 feet west of West Switch.

Hope, 2632 feet east of East Switch and 2094 feet west of West Switch.

Chilliwack, 3000 feet east of East Switch and 3000 feet west of West Switch.

Port Mann, 1070 feet west of Brownsville Spur Switch, Fraser River Jct., and one pole east of East Mile Board.

MILK STANDS

Mileage	Mileage	Mileage
Waldrons 57.1	Beaton's Road 88.5	McIver's Crossing 100.5
Ditch Road 67.3	Threlfalls 89.5	Deep Creek Crossing 104.4
Banford Road 69.3	Marsh's Road 94.4	McAdam Road 106.2
Prest Road 70.2	Pemberton Road 96.1	Port Kells 108.2
Lickman Road 74.6	Glen Valley 98.0	Port Kells Jct. 109.7
Rottluff Road 86.5	County Line 99.0	

TUNNELS

Location	Length	Location	Length
Mileage 5.5	705 feet	Mileage 17.5	172 feet
" 7.2	366 "	" 18.8	130 "
" 8.5	443 "	" 19.7	124 "
" 8.7	201 "	" 21.6	825 "
" 9.0	761 "	" 21.7	1049 "
" 9.2	268 "	" 23.2	335 "
" 11.4	480 "	" 26.0	2077 "
" 12.3	400 "	" 35.0	462 "

DERAIL :

Spur, Mileage 27.7

SPURS

Spur	Mileage	Direction
Yale Lumber Co.	27.7	connected east end
Yale Lumber Co.	31.7	" " "
Hope Lumber Co.	43.7	" " "
McNair & Graham Ltd.	57.8	" west "
McNair & Graham Ltd.	60.5	" " "
Western Canada Lime Co.	61.0	" " "
McNair & Graham Ltd.	64.0	" east "
Fruit Cooling Plant	71.8	" " "
Singer Tie Co.	108.3	" west "
Acetates Products Ltd.	117.5	" east "

TIME TABLE No. 5, TAKING EFFECT JANUARY 4th, 1925

WESTBOUND TRAINS Inferior Direction			Miles from Prince George	Coal, Turntable, Water, Wye	Telegraph Offices D. Day N. Night	NECHAKO SUBDIVISION			Telegraph Calls Telephone Service	Car Capacity 40-ft. Aver.	EASTBOUND TRAINS Superior Direction			
FIRST CLASS	3 Pgr.	Tues. Thur. Sun.				STATIONS	G O	Passing Tracks			Other Tracks	FIRST CLASS	4 Pgr.	Tues. Thur. Sun.
L 10.15		0.0	C T U W Y	D N	PRINCE GEORGE	G O	59	1235	A	14.46				
f 10.30		5.2			OTWAY			67	f	14.31				
f 10.40		8.9			MIWORTH			59	f	14.22				
f 10.52		13.9			CHILAKO			66	f	14.08				
f 11.06		20.0	W		BEDNESTI	T		66	f	13.50				
f 11.26		28.0			NICHOL			67	f	13.28				
f 11.38		32.4			ISLE PIERRE			65	f	13.16				
f 11.54		38.7			HUTCHISON			65	f	12.59				
f 12.09		44.8			WEDGWOOD			56	f	12.43				
s 12.30		50.1	W		FINMOORE	T		65	s	12.30				
f 12.47		56.8		*	HULATT			66	f	12.12				
f 13.05		63.2			SINKUT			65	f	11.56				
s 13.25		69.4	W	D	VANDERHOOF	V N		65	s	11.40				
f 13.41		76.2			McCALL			66	f	11.23				
f 13.56		82.7		*	ENGEN			64	f	11.07				
f 14.09		87.9	W		MARTEN LAKE	T		65	f	10.54				
s 14.25		94.3		D	FORT FRASER	F R	15	15	s	10.38				
f 14.43		101.7		*	ENCOMBE			66	f	10.21				
f 14.58		107.7		*	FRASER LAKE			66	f	10.06				
A 15.20		115.4	C T U W Y	D N	ENDAKO	K O	35	618	L	9.47				
Pacific Time														
Tues. Thur. Sun. 3														
Tues. Thur. Sun. 4														

WESTBOUND TRAINS Inferior Direction			Miles from Endako	Coal, Turntable, Water, Wye	Telegraph Offices D. Day N. Night	TELKWA SUBDIVISION			Telegraph Calls Telephone Service	Car Capacity 40-ft. Aver.	EASTBOUND TRAINS Superior Direction			
FIRST CLASS	3 Pgr.	Tues. Thur. Sun.				STATIONS	K O	Passing Tracks			Other Tracks	FIRST CLASS	4 Pgr.	Tues. Thur. Sun.
L 15.35		0.0	C T U W Y	D N	ENDAKO	K O	35	618	A	9.32				
f 15.48		6.2			SAVORY			61	f	9.17				
f 16.06		14.8			PRIESTLY	T		56	f	8.57				
f 16.19		20.8			SHERATON	T		66	f	8.41				
f 16.34		27.1	W		TINTAGEL	T		66	f	8.24				
s 16.56		35.0		D	BURNS LAKE	B K		64	s	8.02				
f 17.10		40.3		*	DECKER LAKE	T		71	f	7.43				
f 17.23		45.7		*	PALLING			66	f	7.27				
f 17.38		51.3	W	*	ROSE LAKE	T		81	f	7.13				
f 17.56		58.9		*	FORESTDALE			65	f	6.53				
f 18.16		67.1		*	TOPLEY			67	f	6.31				
s 18.34		72.9	W		PEROW	T		67	f	6.14				
f 18.52		80.1			KNOCKHOLT			65	f	5.53				
s 19.06		85.1			HOUSTON			64	s	5.37				
f 19.21		91.4		*	BARRETT	T		63	f	5.19				
f 19.41		98.8	W		WALCOTT	T		64	f	4.59				
f 20.04		107.1		*	QUICK			65	f	4.30				
f 20.17		112.7			HUBERT			68	f	4.12				
s 20.27		116.0		D	TELKWA	A		23	s	4.03				
f 20.36		119.4			TATLOW			63	f	3.54				
A 20.50		125.2	C T U W Y	D N	SMITHERS	W A	49	935	L	3.38				
Pacific Time														
Tues. Thur. Sun. 3														
Tues. Thur. Sun. 4														

Register Points
Prince George
Endako

Bulletin Points
Prince George
Endako

Comparison Clocks
Prince George
Endako

SPURS:

Fort Garry Lumber Co. Mileage 10.9, connected east end.
Dore's " 31.6, " west "
Tie " 85.5, " east "

Fort Fraser Mileage 94.0, connected west end.
Bunting " 96.0, " " "
LeJac " 103.8, " " "

NOTE—* MAIL CRANES:

Nichol, Mileage 29.9.
Stellaco, Mileage 111.4.

DERAIL:—Spur, Mileage 10.9.
" " 31.6.

YARD LIMIT BOARDS:

Prince George, 3,000 feet west of West Yard Switch.
Endako, 3,000 feet east of East Yard Switch.

SPECIAL INSTRUCTIONS:

All trains not to exceed 20 miles per hour over Bridge, Mileage 12.9.
All trains will report to Dispatcher from Finmoore.
Nos. 3 and 4 will stop on flag at LeJac Mileage 103.8, for passengers ticketed to or from next regular station beyond.
All trains must approach and pass through Prince George and Endako yards cautiously, expecting to find main track occupied or switches wrong, and be prepared to stop at once.

Register Points
Endako
Smithers

Bulletin Points
Endako
Smithers

Comparison Clocks
Endako
Smithers

WYE:

Mileage 1447.9.

DERAILS:

Telkwa, west end of siding.
Perow, east of West Switch.

SPURS:

O. Hanson Mileage 12.9, connected east end.
O. Hanson " 18.4, " " "
J. J. McNeil " 73.5, " " "
O. Hanson " 101.5, " " "
J. J. McNeil " 115.8, " " "

NOTE—*MAIL CRANES:

Decker Lake, Mileage 39.9.
North Bulkley, Mileage 76.4.

YARD LIMIT BOARDS:

Endako, 3,000 feet west of West Yard Switch.
Smithers, 3,000 feet east of East Yard Switch.

SPECIAL INSTRUCTIONS:

All trains not to exceed 15 miles per hour over "Shoo-fly" at Mileage 11.4.
Westbound trains will report to Dispatcher from Perow and Eastbound trains from Rose Lake.
All trains must approach and pass through Endako and Smithers yards cautiously, expecting to find main track occupied or switches wrong, and be prepared to stop at once.

TIME TABLE No. 5, TAKING EFFECT JANUARY 4th, 1925

WESTBOUND TRAINS Inferior Direction				Miles from Smithers	Coal, Turntable, Water, Wye	Telegraph Offices D. Day N. Night	BULKLEY SUBDIVISION				Telegraph Calls Telephone Service	Car Capacity 40-ft. Aver.		EASTBOUND TRAINS Superior Direction				
FIRST CLASS	3 Psgr.	Tues. Thur. Sun.	STATIONS				4 Psgr.	Tues. Thur. Sun.	Passing Tracks	Other Tracks		FIRST CLASS	4 Psgr.	Tues. Thur. Sun.	WESTBOUND TRAINS Inferior Direction		EASTBOUND TRAINS Superior Direction	
															3 Psgr.	4 Psgr.	3 Psgr.	4 Psgr.
L 21.05	0.0	C T U W Y	D N	SMITHERS	W A	49	935	A 3.23										
f 21.15	3.4			LAKE KATHLYN	T		67	f 3.14										
f 21.28	9.1			* EVELYN			65	f 3.01										
f 21.42	15.4			DOUGHTY			65	f 2.45										
f 21.57	21.9	W	*	MORICETOWN	T		67	f 2.30										
f 22.10	27.4			SEATON			66	f 2.15										
f 22.21	31.9			BEAMT			57	f 2.02										
f 22.40	39.3			BULKLEY CANYON	T		54	f 1.39										
s 23.00	45.8	W	D	NEW HAZELTON	N A	7	65	s 1.17										
s 23.12	49.6		D	HAZELTON	H N	48	49	s 1.03										
f 23.32	56.6		*	CARNABY			64	f 24.41										
f 23.48	62.0		*	SKEENA CROSSING				f 24.23										
f 23.53	63.8			NASH			67	f 24.18										
f 24.04	68.4			ANDIMAU			81	f 24.05										
s 24.17	73.0	W		KITWANGA			66	s 23.54										
f 24.32	80.6			WOODCOCK	T		77	f 23.34										
s 24.45	86.1			CEDARVALE			66	s 23.20										
f 1.04	94.5			RITCHIE	T		73	f 22.59										
f 1.19	100.9			DORREEN			64	f 22.43										
A 1.35	107.1	C T U W Y	D N	PACIFIC	C F	36	600	L 22.25										
Wed. Fri. Mon.				Pacific Time				Mon. Wed. Sat.										
3								4										

Register Points
Smithers
Pacific

Bulletin Points
Smithers
Pacific

Comparison Clocks
Smithers
Pacific

SPURS:
Ice House.....Mileage 4.0, connected west end.
O. Hanson..... " 50.6, " east "
Tramville..... " 55.5, " west "

O. Hanson.....Mileage 57.5, connected east end.
Skeena Crossing..... " 62.0, " west "
O. Hanson..... " 84.2, " east "

TUNNELS:
Mileage 13.4, 414 feet. Mileage 43.3, 349 feet.
Mileage 40.8, 2068 feet. Mileage 78.9, 654 feet.
Mileage 41.9, 479 feet. Mileage 90.8, 144 feet.

WYE:
Mileage 45.6; 65.1.

DERAILS:
Carnaby and Kitwanga, west end passing track; Hazelton and Spur at Mileage 84.2

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

NOTE—* MAIL CRANES.
Lorne Creek, Mileage 97.9.

SPECIAL INSTRUCTIONS:
All trains not to exceed 15 miles per hour over Bridges, Mileage 19.3; and 10 miles per hour over Bridges, Mileage 36.3; 37.0; 37.2; and 6 miles per hour over Sealey Gulch Bridge, Mileage 50.5.
All trains must approach and pass through Smithers and Pacific yards cautiously, expecting to find main track occupied or switches wrong, and be prepared to stop at once.

WESTBOUND TRAINS Inferior Direction				Miles from Pacific	Coal, Turntable, Water, Wye	Telegraph Offices D. Day N. Night	SKEENA SUBDIVISION				Telegraph Calls Telephone Service	Car Capacity 40-ft. Aver.		EASTBOUND TRAINS Superior Direction				
FIRST CLASS	3 Psgr.	Wed. Fri. Mon.	STATIONS				4 Psgr.	Mon. Wed. Sat.	Passing Tracks	Other Tracks		FIRST CLASS	4 Psgr.	Mon. Wed. Sat.	WESTBOUND TRAINS Inferior Direction		EASTBOUND TRAINS Superior Direction	
															3 Psgr.	4 Psgr.	3 Psgr.	4 Psgr.
L 1.50	0.0	C T U W Y	D N	PACIFIC	C F	36	600	A 22.10										
f 2.03	5.5			PITMAN			56	f 21.54										
s 2.21	12.2		D	USK	U		73	s 21.34										
f 2.40	19.1	W	*	VANARSDOL			64	f 21.15										
s 3.00	24.6		D	TERRACE	O N		51	s 20.57										
f 3.24	34.4			AMSBURY	T		68	f 20.28										
f 3.46	42.5	W		SHAMES	T		65	f 20.06										
f 4.04	49.5			EXSTEW	T		78	f 19.47										
f 4.30	61.3			SALVUS	T		64	f 19.19										
s 4.57	72.9	W		KWINITSA	T		64	s 18.53										
f 5.28	86.6			SKEENA CITY			51	f 18.25										
f 5.43	92.8	W		TYEE	T		77	f 18.10										
f 6.08	102.6			SOCKEYE	T		34	f 17.46										
f 6.27	108.7			PHELAN			48	f 17.28										
f 6.43	114.2			KAIEN			57	f 17.13										
A 7.00	119.3	C T U W Y	D N	PRINCE RUPERT	G S		1460	L 17.00										
Wed. Fri. Mon.				Pacific Time				Mon. Wed. Sat.										
3								4										

Register Points
Pacific
Prince Rupert

Bulletin Points
Pacific
Prince Rupert

Comparison Clocks
Pacific
Prince Rupert

SNOW SHEDS:
Mileage 59.7, 120 feet. Mileage 68.4, 140 feet. Mileage 76.6, 500 feet.
Mileage 66.0, 350 feet. Mileage 68.6, 140 feet. Mileage 77.2, 400 feet.

SPURS:
Royal Lumber Co.....Mileage 8.7, connected east end. Khyex.....Mileage 86.0, connected west end
Canada Products..... " 11.0, " " " " Casslar (Cannery)..... " 104.4, " east "
G. Little's..... " 25.3, " west " North Pacific Cannery..... " 106.7, " west "
O. Hanson..... " 27.0, " east " Inverness Cannery..... " 108.2, " " "
O. Hanson..... " 31.8, " " " Port Edward Cannery..... " 110.7, " east "

SIDINGS:
Mileage 105.9 (Sunnyside).

TUNNELS:
Mileage 14.8, 1251 feet. Mileage 15.2, 550 feet. Mileage 64.7, 400 feet.
Mileage 15.0, 177 feet. Mileage 15.7, 859 feet. Mileage 74.9, 1469 feet.

NOTE—* MAIL CRANES:
Hanall 8.8 Kitsumkalum, Mileage 27.0. Caspaco, Mileage 104.4.
Vanarsdal, Mileage 18.4. Remo, Mileage 31.9. Inverness Cannery, Mileage 108.1.
Dobies, Mileage 20.5. Lakelse, Mileage 37.7. Port Edward, Mileage 110.8.

YARD LIMIT BOARDS:
Pacific, 3,500 feet west of West Yard Switch.
Prince Rupert, 3,000 feet east of East Switch to Car Ferry Slip.

WYE:
Mileage 40.3.

SPECIAL INSTRUCTIONS:
All trains will report to Dispatcher from Kwinitsa.
Nos. 3 and 4 will stop at Haysport, Mileage 95.8, and on signal at:—
Hanall, Mileage 8.7. Lakelse Spur, Mileage 38.9.
Dobies, Mileage 20.5. Caspaco (Cassiar Cannery) Mileage 104.4. Inverness Cannery, Mileage 108.2.
Remo, Mileage 31.8. Sunnyside Cannery, Mileage 105.9. Port Edward, Mileage 110.8.
Drawbridge over Khyex River at Mileage 85.6. All trains not to exceed 10 miles per hour over this bridge.
All trains not to exceed 10 miles per hour over Shoo-fly, Mileage 6.7.
All trains must approach and pass through Pacific and Prince Rupert yards cautiously, expecting to find main track occupied or switches wrong, and be prepared to stop at once.

TIME TABLE No. 5, TAKING EFFECT JANUARY 4th, 1925

WESTBOUND TRAINS Inferior Direction				PATRICIA BAY SUBDIVISION			EASTBOUND TRAINS Superior Direction		
Miles from Victoria	Coal, Turntable, Water, Wye	Telegraph Offices D. Day N. Night	STATIONS	Telegraph Calls Telephone Service	Car Capacity 40-ft. Aver.		Telegraph Calls Telephone Service	Passing Tracks	Other Tracks
					Passing Tracks	Other Tracks			
1.6	Y		JUNCTION With Cowichan Sub. 2.8						
4.4			MT. DOUGLAS 2.1						
6.5			CORDOVA BAY 0.7						
7.2			ELK LAKE 1.7			35			
8.9			DOOLEY 1.6						
10.5			BRYNMOOR 1.9					4	
12.4			SAANICHTON BAY 1.9						
14.3			BAZAN 0.2						
14.5			SIDNEY JCT. 1.7						
16.2			SIDNEY 0.8						
15.3			EAST ROAD 0.1						
15.4			B.C.E. CROSSING 0.6						
16.0	W Y		RANGE ROAD 0.9			29		52	
16.9	C		PATRICIA BAY	T				20	
Pacific Time									

Registering Points

Junction
Patricia Bay

RAILWAY CROSSING AT GRADES—With B.C. Electric at Mileage 15.4. (Not interlocked.)

SPECIAL INSTRUCTIONS—All trains must approach and be prepared to stop at Quadra Street, Mileage 3.5, and not exceed six (6) miles per hour over this crossing.
Normal position of switch at Junction is for Cowichan Subdivision.

SPURS

Bazan Bay Brick Co. Mileage 14.2 - 3 Cars connected east end.
Sidney Mill Spur Mileage 17.9 - 8 Cars connected east end.

WESTBOUND TRAINS Inferior Direction				COWICHAN SUBDIVISION			EASTBOUND TRAINS Superior Direction		
FIRST CLASS	Miles from Victoria	Coal, Turntable, Water, Wye	Telegraph Offices D. Day N. Night	STATIONS	Telegraph Calls Telephone Service	Car Capacity 40-ft. Aver.		FIRST CLASS	
						Passing Tracks	Other Tracks		
L 9.00	0.0	C W		VICTORIA (Point Ellice) 1.0	T	23	122	A 15.40	
f 9.03	1.0			ALPHA STREET .6			21	f 15.37	
f 9.05	1.6	Y		JUNCTION With Patricia Bay Sub. 1.6	T			f 15.35	
f 9.09	3.2			BLACKWOOD 2.4			9	f 15.31	
	5.6			PARSON'S BRIDGE 2.6					
f 9.22	8.2			COLWOOD 2.3			30	f 15.18	
f 9.29	10.5			GLEN LAKE 4.3				f 15.11	
f 9.40	14.8			METCHOSIN 3.3			12	f 15.00	
f 9.48	18.1			ROCKY POINT 6.7	T		30	f 14.52	
f 10.05	24.5			SASEENOS 2.0			15	f 14.35	
f 10.12	26.5	W		MILNE'S LANDING 9.9			32	f 14.28	
f 10.38	36.4			SOOKE LAKE 2.3			4	f 14.02	
	38.9	W		WATER 3.1					
f 10.52	42.0			LAKEND 4.8			31	f 13.48	
f 11.04	46.8			SHAWNIGAN BEACH 5.1			31	f 13.36	
f 11.17	51.9			KINSOL 2.0			25	f 13.23	
f 11.22	53.9			LAKESHAW 4.0			15	f 13.18	
f 11.32	57.9			DEERHOLME 5.8	T		30	f 13.08	
f 11.47	63.7	W		CAMSCOT 5.5			31	f 12.53	
f 12.01	69.2	Y		CHANLOG 4.0			25	f 12.39	
A 12.10	73.2			COWICHAN LAKE	T		30	L 12.30	
Daily Ex Sun.				PACIFIC TIME				Daily Ex Sun.	
351								352	

Registering Points

Victoria
Junction
Cowichan Lake

Bulletin Point

Victoria

Comparison Clock

Victoria

SPECIAL INSTRUCTIONS—All trains must come to a stop before crossing the Draw-bridge over Selkirk Waters, between Point Ellice yard and Alpha Street, and be flagged over by the man in charge of same.
Trains not required to obtain clearance at Junction or Cowichan Lake.
Normal position of switch at Junction is for Cowichan Subdivision.

No. 351 has right over No. 352, Victoria to Cowichan Lake.

SPURS

Channel Logging Co.....	Mileage	0.5	=	5	Cars	Napier Lumber Co.....	Mileage	51.3	=	4	Cars
Victoria Racing Association.....	"	7.1	=	6	"	Colpman Lumber Co.....	"	53.0	=	5	"
R. H. Barker.....	"	12.1	=	10	Cars	Cameron Lumber Co.....	"	53.9	=	15	"
Cameron Bros.....	"	30.6	=	3	"	National Pacific Mills.....	"	56.0	=	3	"
Dickenson's.....	"	34.1	=	1	"	Ferguson Bros.....	"	58.4	=	4	"
Team.....	"	34.9	=	12	"	Scottish Logging Co.....	"	65.4	=	13	"
Echo Lumber Mills.....	"	36.5	=	4	"	Cameron Lumber Co.....	"	69.7	=	18	"
Shawnigan Lake Lumber Co.....	"	47.4	=	1	"	Channel Logging Co.....	"	70.8	=	14	"
						"	"	71.3	=	67	"
						"	"	71.4	=	102	"

DERAILS

Mileage	7.1	on spur
"	24.5	" "
"	36.5	" "
"	51.9	" "
"	53.0	" "
"	58.4	" "
"	70.8	" Siding

WYE	Mileage	59.5
"	"	69.2

RAILWAY CROSSING AT GRADE

Mileage 47.0 Shawnigan Logging Co.

SPECIAL RULES

1—Between the hours of 22 o'clock and 8 o'clock at all open telegraph offices, trains (except first-class) must receive a proceed signal (illustrated by Diagram "B") or stop and obtain a clearance. When order board indicates stop a clearance must be obtained before proceeding. Engineers when approaching stations will sound four short blasts of whistle 14 "J" as an indication to operator that train is approaching.

2—Employees must not stand on top of cars passing under low overhead bridges, or through low tunnels.

3—At a safe distance before commencing the descent of steep grades and approaching railway crossings at grade, junctions, drawbridges, and at points where trains are to be met and passed, and where at any other point failure of brakes would be attended with hazard, brakemen must be on the rear car of each train within convenient access of conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once.

4—Unless some form of block signal is used, freight trains in the same direction must keep at least ten minutes apart except in closing up at stations.

5—When one train is found by another train occupying the main track without proper protection as provided by the rules, the engineer will stop his train at the first telegraph office, notify his conductor, and the two will sign a joint telegram to the Superintendent, notifying him of the occurrence. Any failure to report matters of this kind will be considered as serious an offence as though they were guilty of a violation of the rules themselves.

6—Before coupling to passenger cars, or other cars, occupied by passengers, or to work cars, occupied by employees, engines (with or without cars) must be brought to a stop not more than fifteen feet, and not less than six feet, distant from such equipment, and then proceed to make a coupling upon proper signal.

7—Conductors are required to give personal attention to the performance of switching at terminals and intermediate points.

8—Before coupling on to cars being loaded or unloaded at freight sheds, team tracks or other places, also outfit cars, persons in or about such cars must be warned in order to avoid injury.

9—Engineers must receive proper signal and know that same is intended for their train before backing up.

10—Loud talking and other sounds, except when necessary to avoid accident, is prohibited in or about passenger trains.

11—One trainman must be stationed on forward end of mixed and freight trains, consisting of ten or more cars, while in motion.

12—Conductors of mixed and freight trains must see that doors of all empty cars in their train are kept closed.

13—In case of accident, conductors of trains may command the services of work trains, trackmen and other employees in the vicinity when their assistance is required.

14—Fusees must not be used near public crossing or on bridges, or where they may communicate fire.

15—No light engine shall run any one mile in less than two (2) minutes, and the maximum speed of freight trains shall be 20 miles per hour, unless otherwise instructed.

16—Where two main tracks parallel each other and are less than twenty feet centre to centre, whether such tracks are for double or single track operation, employees in every instance, when stepping out of the way of approaching trains, must move to the right-of-way and not to the other track. Foremen will be personally responsible for educating their men accordingly.

17—All freight trains passing stations where work trains are tied up will leave a register of their train with engine watchman, or with conductor of work train.

18—(1)—When cars are pushed by an engine (except when shifting and making up trains in yards where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates or otherwise), a flagman must take a conspicuous position on the front of the leading car.

(2)—Whenever in any city, town or village, cars not headed by an engine are passing over or along a highway which is not adequately protected by gates, or otherwise, at rail level, a man must take a conspicuous position on the foremost car to warn persons on the highway.

19—Lamps and torches must be kept a safe distance away from gas transports, and cars being supplied therefrom, or when gas is being transferred from one car to another.

20—Whistle signal fourteen L must be sounded approaching tunnels, curves, cuts and other points where view of track ahead is obscured.

21—Snow plows working on double tracks when passing trains on the other track must not be run at a speed exceeding ten (10) miles per hour, and points must be lifted and wings closed. Flangers must also be lifted when passing trains on the other track. Snow plows or flangers working must not be run at a speed exceeding ten (10) miles per hour when passing station or other buildings which are liable to damage by snow or ice being thrown against them.

22—Trains using cross-overs on double track must not be run over switches at a speed exceeding six (6) miles per hour.

23—In handling dead locomotives in trains, they must be hauled with the pilot end ahead, and must be placed at least five cars from the train engine. If more than one dead engine in train they must be separated by at least five cars. Trains hauling dead, switch or road engines without engine truck must not exceed a speed limit of fifteen (15) miles per hour at any point. Speed must in all cases be regulated to safety limit.

24—PARAGRAPHS SIX (6) AND NINE (9) OF RULE 99 OF THE GENERAL TRAIN AND INTERLOCKING RULES ARE AMENDED AS FOLLOWS:—If recalled before another train arrives, he must, in addition to the two torpedoes, leave a fusee burning red at the point he returns from, and while returning to his train when snow plows or flangers may be running—curvature, weather or other conditions governing—a fusee burning red must be placed at such points or times as the flagman may find necessary to insure full protection.

To maintain the proper interval between trains, a fusee burning red must be left by the protected train, at the point from which it moves.

Flagmen must each be equipped for day time with a red flag, 22 inches by 28 inches, on a staff; at least six torpedoes and five red fusees; and for night time, and when weather or other conditions obscure day signals, a red light, a white light, with a supply of matches, at least six torpedoes and five red fusees.

25—Red fusees must be used AT ALL TIMES, and in the same manner during the day, as required to be used during the night, as per sixth paragraph, Rule 99.

26—General Order No. 361 of the Board of Railway Commissioners for Canada, relative to reporting certain classes of accidents to the Board, contains the following paragraph:—

"That in the case of—

(a) derailments, collisions, failure of locomotive boiler, highway crossing accidents, when the same are attended with personal injury to any person using the railway, or to any employee of the company;

(b) all other accidents occurring on the railway, attended with personal injury to any person using the railway, or to any employee of the company, and in which accidents the movement of trains, engines, or cars is involved (but not in the case of accidents occurring in railway shops, manufacturing establishments, or other places of the railway company in which the movement of trains, engines, or cars is not involved in the accident); and

(c) any damage caused by any such accident to any bridge, culvert, viaduct or tunnel on the railway, rendering the same impassable or unfit for immediate use (and whether attended by personal injury to any person or employee of the company or not)

the conductor or other employee of the railway company who is in charge of the train, place, or structure in connection with which the accident occurred, shall, at the expense of the company and at the same time as he reports to the company, send a telegram addressed to the Chief Operating Officer of the Board at Ottawa, containing the following information:

- (a) Date and place.
- (b) Name of railway.
- (c) Number and description of train or trains, engine or engines concerned.
- (d) Number of passengers, employees or others killed and injured.
- (e) Statement of any damage to any bridge, culvert, viaduct, or tunnel.
- (f) A short and concise statement of the apparent cause of the accident.
- (g) Name and title of person sending report."

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

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

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

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

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

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

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

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

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

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

30—If a superior train is given an order to take siding and meet a train at a given point, and then the meeting point is superseded, the superior train will, at the final meeting point, hold main line, unless again instructed by train order to take siding.

31—Engines in pusher service must have air coupled through to road engine, and trains must be brought to a stop before disconnecting pusher. This also applies in pushing trains out of yards.

32—No train will pass a catch post at a point where mail is to be picked up at a greater speed than twenty miles per hour.

33—All trains passing through tunnels more than five hundred feet in length, cars loaded with wood, lumber, poles, etc., shall not be placed next to engine, and if sufficient box cars are available, at least three of such shall be placed between engine and such loaded timber cars.

34—Cars left on sidings must be properly secured by setting hand brake to prevent them from running out, or being blown out foul of the main track.

35—General Order No. 159 of the Board of Railway Commissioners provides the addition of the following to Rule No. 93: "By night, or in foggy or stormy weather, proper lights must be placed on cars or engines obstructing main tracks within yard limits."

NOTE.—Passenger trains holding a meet on a train in the opposing direction will come to a full stop at meeting point. See Rule 90.

**SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES
TO ALL EMPLOYEES**

- 1—Employees must be thoroughly conversant with the Brake and Signal equipment, and report promptly any trouble or defects.
- 2—RESPONSIBILITY—The Engineer and Conductor are responsible for knowing that a proper terminal test of train brakes has been made before starting from terminal stations. Engineers must personally handle brake valve when making all tests.
- 3—TERMINAL TEST—When an engine has been coupled to an outgoing train, Inspector will make a proper terminal test of train brakes and report condition of same to Engineer and Conductor, who must not leave without receiving this information.
- 4—RUNNING TEST—Engineers on passenger trains must make a running test when leaving a terminal or any point where composition of train has been changed (at a speed not less than 15 miles per hour when practicable), by making a brake application sufficient to insure the proper control and safety of train.
- 5—ROAD TEST—When the brake pipe on any train has been uncoupled, brakes must be applied and released from Engineer's brake valve after recoupling and before starting out. Trainmen must see that brakes behind point of separation operate properly.
- 6—DOUBLE-HEADING, ASSISTING OR PUSHER SERVICE—When two or more engines are coupled in any train all hose must be coupled and brakes tested and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all engines except the leading engine.
- 7—EMERGENCY APPLICATION—Brakes must be applied in emergency only when necessary to avoid accident, when brake valve handle must be placed in emergency position and left there until train stops.
- 8—OBSERVING AIR GAUGES—Air gauges on locomotives and cabooses must be observed frequently to insure the maximum pressure being maintained at all times.
- 9—CUTTING OUT BRAKES—Brakes must not be cut out unnecessarily. The car immediately behind engine must always have its brake cut in and operative, and brakes must not be cut out on more than two consecutive cars on any train.
- 10—SETTING OUT CARS—When cars are set off at any point, auxiliary reservoirs must be bled and hand brakes applied.
- 11—STANDING ON GRADES—When necessary for a train to stand on a grade for over five (5) minutes, air brakes must be released and train held by hand brakes.
- 12—CALLING FOR BRAKES—A call for brakes from an engine when running must be promptly responded to by each Trainman opening a Conductor's valve and then applying hand brakes. Conductor's valves must not be closed until train stops. The audible signal (calling for brakes), is one short blast of engine whistle.
- 13—PERCENTAGE OF OPERATIVE BRAKES—Passenger trains must have 100% of brakes operative when leaving originating terminals, and must not be run with less than 85% at any time. Mixed and freight trains must have at least 90% of brakes operative when leaving terminals, and must not be run with less than 85% at any time.
- 14—RETAINING VALVES—Retaining valves must be used when descending grades of 1.5% and over with passenger trains, and on grades of 1% and over with mixed and freight trains, as per instructions in Air Brake Instruction Book.

INSTRUCTIONS TO PASSENGER TRAIN CONDUCTORS AND TRAINMEN

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

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

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

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

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

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

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

**WORKING INSTRUCTIONS IN CONNECTION WITH GENERAL ORDER No. 362, OF
THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, DATED APRIL 19th, 1922**

- TO ALL EMPLOYEES GENERALLY**—In carrying out this Order it will be the duty of the officers and employees generally to take precautions to prevent fires on or along the roadway of the Company, to promptly extinguish and prevent spread of fires outside the right-of-way, and to investigate and report fires and probable cause thereof.
- TO ALL CONDUCTORS, ENGINEMEN AND TRAINMEN**—Conductors, Enginemen or Trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right-of-way, or of a fire which threatens and adjacent to the right-of-way, shall report same by wire to the Superintendent, and also to the Agent or person in charge at the next or nearest point where there shall be telegraph or telephone communication, giving exact location by mileage.
- Enginemen shall, on discovering or receiving notice of a fire, stop and notify the first section employees passed of such fire, unless it is practicable for the train crew to extinguish same immediately, in which case this action shall be taken. No employees shall do or cause damage or injury to any of the fire-protective appliances on any engine.
- Fire, live coals or hot ashes shall not be deposited on the tracks or right-of-way, unless extinguished immediately thereafter, except in pits provided for the purpose. On no account shall ashpans be dumped, or ashes from cars or cabooses be thrown out on the right-of-way while running. Burning or smouldering waste taken from hot-boxes shall be covered with earth or otherwise completely extinguished.
- TO ALL AGENTS, DISPATCHERS AND OPERATORS**—Conductors, Enginemen and Trainmen have received instructions to report all fires occurring on or adjacent to the right-of-way, and it shall be your duty, on receiving such report, to notify immediately the Superintendent and Roadmaster by wire, also the section foreman and local Fire Inspector of the Railway Commission, giving the exact location, by mileage, of the fire, its extent, and any other information which may be of value, particularly as to the number of men needed to fight same.
- TO SECTION FOREMEN, EXTRA GANG FOREMEN, BRIDGE FOREMEN, TELEGRAPH OR OTHER CONSTRUCTION GANGS, AND OTHER TRACK EMPLOYEES**—In all cases where fire occurs, it shall be your duty to proceed immediately to such fire and extinguish same, remaining as long as may be necessary to do this. It must be understood that this is the most important work that can be done, and that the carrying on of your work, though it may be important, must be set aside until the fire is completely extinguished. In case the fire cannot be extinguished as above, additional help shall be immediately requested by telegraph or telephone message to the Superintendent or Roadmaster. The section foreman on whose section the fire occurs shall, in the absence of an official of the Company, make a thorough investigation regarding the origin of the fire, and submit a full report to the Roadmaster. A report shall be submitted covering every fire starting or burning within three hundred feet of the track, regardless of size or damage done.
- Between April 1st and November 1st, no ties, cuttings, debris or litter upon or near the right-of-way shall be burned except under such supervision as will prevent such fire from spreading beyond the strip being cleared. Officers of the Railway Commission may at any time request that no such burning be done along specified portion of the line.
- TO SUPERINTENDENTS, ROAD MASTERS AND OTHER OFFICIALS CONCERNED**—If the fire is of such an extent that the section gang or other local force available cannot control it unaided, the Superintendent or, in his absence, his representative, must immediately arrange for the dispatch of the Roadmaster or other competent officer with the necessary additional men, who can be drawn from those available in the Department, and all necessary fire-fighting appliances, to the scene of the fire, and must so arrange the train service that they will get to the fire with the least possible delay, in order that no time may be lost in getting it under control.
- The officer in charge must also arrange to obtain promptly complete statements from all witnesses, so that origin of, or responsibility for, the fire can be accurately determined.
- PENALTY**—"If any employee or other person included in the said regulations fails or neglects to obey the same, or any of them, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence."

SPEED TABLE

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

REGULATIONS FOR THE UNIFORM MAINTENANCE OF WAY FLAGGING RULES FOR IMPASSABLE TRACK, IN CONNECTION WITH GENERAL ORDER No. 188 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, EFFECTIVE JUNE 1st, 1917, AND AMENDED BY GENERAL ORDER No. 368, JUNE 29th, 1922

- 1—Before undertaking any work which will render the main track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen or other employees of the Company shall protect the same as follows:
 - 2—(a) On double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent or fast rain service:
 - Send out a flagman in each direction with stop signals, at least
 - 1500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6000 feet from an approaching train.
 - 3600 feet at other times and places, if there is no down grade towards the obstruction within one mile.
 - 5400 feet if there is a down grade towards the obstruction within one mile.
 - The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.
 - 3—On other lines:
 - (a) By day place a red flag, and in addition, by night a red light, on the same side of the track as the engineer of an approaching train at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:
 - (b) By day place a red flag, and, in addition, by night a red light, on the same side of the track as the engineer of an approaching train, so that it will be clearly in his view, at least
 - 3600 feet from the defective or working point, if there is no down-grade towards the obstruction.
 - 5400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.
 - (c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal.
 - (d) Between sunset and sunrise, and during stormy, foggy or smoky weather conditions, flagmen must be placed instead of the outer signals referred to in Clause (b).
 - 4—Trains stopped by flagmen, as per Rule 2 and Rule 3 (d), shall be governed by his instructions and proceed to the working point, or working point signal, as the case may be, and there be governed by signal or instructions of the foreman in charge.
 - 5—Trains stopped by red signal, as per Rule 3 (b), shall replace the torpedoes exploded and proceed to the working point signal and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.
 - 6—In the event of train order protection being provided, the defective or working point must be marked by signals placed in both directions as follows:
 - Yellow flags by day and, in addition, yellow lights by night, 3600 feet from the defective or working point; red flags by day, and, in addition, red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train; except on double track, where trains run to left, in which case signals shall be placed to the left-hand side as seen by an engineer of an approaching train, and there is a clear view of at least 1200 feet.
 - 7—When weather or other conditions obscure day signals, night signals must be used in addition.
 - 8—"Frequent service" shall mean nine or more trains a day, and "fast train service" shall mean a service at a speed of thirty-five miles or more an hour.
 - 9—That a signal of a serviceable type, consisting of a bunting flag 22 x 28 inches, five feet above rail level, supported by any satisfactory device which will securely maintain such flag in proper position, be used to display the signals directed to be provided under Rules 3 (b) and (c) (yellow signal) of this order, and Rule 35 (yellow signal) of the Uniform Code of Operating Rules.
 - 10—Flagmen must each be equipped for day-time with a red flag and four torpedoes, and for night-time, and when weather or other conditions obscure day signals, with a red light, a white light, four torpedoes, three red fuses, and a supply of matches.

NOTE—Rule 2 will apply on all Subdivisions.

INJURIES TO PASSENGERS OR RAILWAYS' EMPLOYEES

- 1—Whenever passengers or employees are injured, everything must be done to care for them promptly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.
 - No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.
 - 2—In case of serious accident to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and when necessary, injured persons may be put in the sleepers.
 - When a number of persons are injured, the services of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Local Surgeon being notified by wire to come immediately to the place of the accident.
 - 3—When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
 - 4—When people are killed away from a station, the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county, take it to the nearest station in the next county, notifying the county authorities in all cases.
 - 5—A report of all accidents must be made, and immediately sent by wire to officers stated on Form 1957, giving all information.
 - In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries.
 - 6—Every effort must be made to procure the names and addresses of all persons, outsiders as well as employees, who witness the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
 - 7—In every case of personal injury in any department, a full and complete report must be made at once by every employee immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
 - 8—When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
 - 9—This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeon, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

INJURIES TO PERSONS OTHER THAN PASSENGERS OR RAILWAYS' EMPLOYEES

- 1—In assisting in providing medical relief for persons injured, the Company has in view humanitarian considerations and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.
- 2—In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation officer on duty. This officer is usually the Chief Dispatcher of the Division.
- 3—The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal authorities.
- 4—Where the injuries are of such a character as to require hospital treatment, this should be arranged for by the friends or the Municipal authorities.
- 5—Where it is impossible to reach friends or Municipal authorities such as in cases occurring in the night or in rural districts, the chief transportation officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. At the same time all concerned, including the Hospital authorities, should be advised of the circumstances under which application for admission is being made, and particulars of this should appear on the casualty report.
- 6—The instructions of the transportation officer should be given in writing, or by telegraph if necessary, so that a copy may accompany the medical accounts for first aid or such other medical services as may be authorized, for the information of our Chief Medical Officer and the Auditor.
- 7—Employees of the Company, whether authorized to do so or not, when calling for the services of a physician should notify said physician that the call is for first aid duty only, and will not include services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.
- 8—The services of a Company's physician must be requisitioned when practicable.
- 9—In cases of accidents proving immediately fatal, the Coroner of the District should be notified at earliest possible convenience.