SAFETY FIRST

# CANADIAN NATIONAL RAILWAYS

## WESTERN REGION—BRITISH COLUMBIA DISTRICT

# TIME 8 TABLE

## TAKING EFFECT AT 24.01 O'CLOCK, SUNDAY, MAY 2nd, 1926

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


W. A. KINGSLAND,
GENERAL MANAGER
WINNIPEG

J. R. CAMERON,
ASST. GENERAL MANAGER
VANCOUVER

A. WILCOX,
GENERAL SUPT. OF TRANSPORTATION
WINNIPEG

L. F. MUNCEY
SUPT. OF TRANSPORTATION
VANCOUVER

## KAMLOOPS DIVISION

| Page | Subdivision | From | To | Miles |
|---|---|---|---|---|
| 3 | Albreda | Jasper | Blue River | 132.5 |
| 4 | Clearwater | Blue River | Kamloops Jct. | 139.4 |
| 4 | Kamloops Terminal | Kamloops | Kamloops Jct. | 2.8 |
| 5 | Okanagan | Kamloops | Can. Pac. Jct. | 0.5 |
| 5 | Okanagan | Bostock Jct. | Armstrong Jct. | 56.1 |
| 5 | Okanagan | Vernon Jct. | Kelowna | 33.3 |
| 5 | Lumby | Lumby Jct. | Lumby | 14.5 |
| 6 | Ashcroft | Kamloops Junction | Boston Bar | 125.6 |
| 6 | Yale | Boston Bar | Fraser River Jct. | 118.2 |
| 6 | Yale | Vancouver Terminals | | ..... |
| | | | Total | 622.9 |

W. C. OWENS, Superintendent, Kamloops Jct., B. C.
J. P. KIRKPATRICK, 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 |
|---|---|---|---|---|
| 8 | Tete Jaune | Redpass Junction | McBride | 63.6 |
| 8 | Fraser | McBride | Prince George | 146.0 |
| 9 | Nechako | Prince George | Endako | 115.4 |
| 9 | Telkwa | Endako | Smithers | 125.2 |
| 10 | Bulkley | Smithers | Pacific | 107.1 |
| 10 | Skeena | Pacific | Prince Rupert | 119.3 |
| | | | Total | 676.6 |

W. H. TOBEY, Superintendent, Prince Rupert, B. C.
F. G. JACKSON, Asst. Superintendent, Smithers, B. C.
Dispatching Office at Smithers Telegraphic Call "SM"
A. J. McINTYRE, Chief Dispatcher
J. H. GROAT, H. J. KELLY, W. ANGUS, F. B. MANUEL } Dispatchers

## VANCOUVER ISLAND

| Page | Subdivision | From | To | Miles |
|---|---|---|---|---|
| 11 | Patricia Bay | Junction | Patricia Bay | 15.2 |
| 11 | Cowichan | Victoria | Youbou | 83.3 |
| 11 | Tidewater | Deerholme | Log Dump | 7.3 |
| | | | Total | 105.8 |

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

Total Mileage - - - - 1405.3

## SURGEONS

Winnipeg, Man. — DR. J. M. LENEY, Asst. Chief Medical Officer.
Vancouver, B. C. — DR. STANLEY PAULIN, District Surgeon.
McBride, B.C. — DR. J. SANDILANDS
Giscome, B.C. — DR. W. LAISHLEY
Prince George, B.C. — DR. C. EWERT
Vanderhoof, B.C. — DR. W. R. STONE
Smithers, B.C. — DR. C. H. HANKINSON
New Hazelton, B.C. — DR. H. C. WRINCH
Prince Rupert, B.C. — DR. C. A. EGGERT
Vernon, B.C. — DR. G. E HARVEY

## CANADIAN NATIONAL RAILWAYS EMPLOYEES' MEDICAL ASSOCIATION OF B. C. SURGEONS

Kamloops, B. C. — DRS. BURRIS, ARCHIBALD, BURRIS, MURPHY and WILLOUGHBY.
Jasper Alta. — 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. THOS. O'HAGAN, Jasper, Alta.
Clearwater Subdivision, Ashcroft Subdivision — DRS. BURRIS, ARCHIBALD, BURRIS, MURPHY and WILLOUGHBY. Kamloops, B. C.
Yale Subdivision — DRS. McEWEN, WILSON, McEWEN and PURVIS. New Westminster, B. C.
Patricia Bay and Cowichan Subdivisions — DR. J. M. FOWLER, DR. J. H. MOORE, Victoria, B. C.
Vernon, B.C. — DR. S. G. BALDWIN.
Kelowna, B.C. — DRS. KNOX and CAMPBELL.

## EMERGENCY SURGEONS

(To be called when Regular Surgeons are not available)

DR. B. B. MARR — Fort Langley, B. C.
DRS. ELLIOTT and MOORE — Chilliwack, B. C.
DR. E. L. GARNER — Duncan, B. C.
DR. ALAN BEECH, — Cowichan Lake, B. C.
DR. P. M. WILSON — Lytton, B. C.
DR. R. GIBSON — 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
Kelowna, B.C. — General
Vernon, B.C. — Jubilee

## WATCH INSPECTORS

Winnipeg, Man. — SYDNEY Y. BALL, General Time Inspector; R. COULSON, Asst. General Time Inspector
Jasper, Alta. — E. E. McDOWELL
Kamloops, B. C. — W. J. KERR
New Westminster, B. C. — C. W. CHAMBERLIN
Vancouver, B. C. — ROBT. MacDONALD, S. GOLDBLOOM *
McBride, B.C. — W. R. EVANS
Prince George, B.C. — G. McCULLAGH
Smithers, B.C. — J. S. GRAY
Prince Rupert, B.C. — J. BULGER

* 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 | Telegraph Offices N. Night | ALBREDA SUBDIVISION — STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Car Capacity 40-ft. Aver. Other Tracks | EASTBOUND TRAINS — Superior Direction: FIRST CLASS 2 | FIRST CLASS 4 | SECOND CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 403 Time Freight Daily | 3 Pegr. Daily ex. Mon. | 1 Pegr. Daily | | | | | STATIONS | | | | 2 Pegr. Daily | 4 Pegr. Daily ex. Mon. | 404 Time Freight Daily |
| L 20 20 | L 8.00 | L 8.20 | 0.0 | C Tu W Y | D | N | JASPER | G H | 59 | 746 | A 20.20 | A 20.00 | A 16.30 |
| | | | | | | | 8.4 | | | | | | |
| 21.00 | f 8.20 | 8.41 | 8.4 | | | | GEIKIE | T | | 67 | 19.58 | f 19.38 | 15.55 |
| | | | | | | | 4.6 | | | | | | |
| 21.15 | f 8.32 | 8.54 | 13.0 | | | | YELLOWHEAD | | | 67 | 19.48 | f 19.27 | 15.34 |
| | | | | | | | 4.2 | | | | | | |
| | | | 17.2 | | | | ALTA. and B.C. BOUNDARY | | | | | | |
| | | | | | | | 0.4 | | | | | | |
| 21.35 | f 8.43 | 9.06 | 17.6 | W | | | YELSUM | | | 67 | 19.38 | f 19.17 | 15.15 |
| | | | | | | | 4.2 | | | | | | |
| 21.49 | f 8.53 | 9.16 | 21.8 | | D | N | LUCERNE | C N T | | 65 | 19.27 | f 19.06 | 14.57 |
| | | | | | | | 6.2 | | | | | | |
| 22.09 | f 9.08 | 9.31 | 28.0 | | | | FITZWILLIAM | | | 65 | 19.14 | f 18.53 | 14.30 |
| | | | | | | | 3.8 | | | | | | |
| 22.22 | f 9.17 | 9.40 | 31.8 | | | | GRANT BROOK | | | 66 | 19.06 | f 18.45 | 14.14 |
| | | | | | | | 5.9 | | | | | | |
| 22.42 | f 9.30 | 9.53 | 37.7 | | | | RAINBOW | | | 67 | 18.55 | f 18.33 | 13.44 |
| | | | | | | | 6.2 | | | | | | |
| A 23.05 L 23.15 | A 9.42 | s 10.07 | 43.9 | C W Y | D | N | REDPASS JCT. Jct. with Tete Jaune Sub. | R D T | 64 | 68 | s 18.38 | L 18.15 | L 13.18 A 12.58 |
| | | | | | | | 1.7 | | | | | | |
| 23.22 | | 10.13 | 45.6 | | | | RESPLENDENT | T | | 61 | 18.33 | | 12.49 |
| | | | | | | | 5.6 | | | | | | |
| 23.44 | | f 10.27 | 51.2 | | | | FOSTER | T | | 66 | f 18.18 | | 12.23 |
| | | | | | | | 3.2 | | | | | | |
| | | f 10.36 | 54.4 | | | | MT. ROBSON | T | | | f 18.05 | | |
| | | | | | | | 3.0 | | | | | | |
| 24.09 | | f 10.51 | 57.4 | | | | MOREY | T | | 66 | f 17.57 | | 11.55 |
| | | | | | | | 8.1 | | | | | | |
| 24.41 | | f 11.13 | 65.5 | W | D | | JACKMAN | J T | | 66 | f 17.35 | | 11.13 |
| | | | | | | | 7.3 | | | | | | |
| 1.10 | | f 11.31 | 72.8 | | | | SWIFT CREEK | T | | 67 | f 17.17 | | 10.23 |
| | | | | | | | 10.5 | | | | | | |
| 1.50 | | f 11.55 | 83.3 | | | | CANOE RIVER | T | | 67 | f 16.56 | | 9.45 |
| | | | | | | | 8.3 | | | | | | |
| A 2.23 L 2.33 | | f 12.18 | 91.6 | C W Y | D | N | ALBREDA | A T | 71 | 67 | f 16.35 | | L 9.18 A 8.58 |
| | | | | | | | 5.5 | | | | | | |
| 2.53 | | f 12.36 | 97.1 | | | | CLEMINA | T | | 66 | f 16.22 | | 8.35 |
| | | | | | | | 6.0 | | | | | | |
| | | | 103.1 | W | | | WATER TANK | | | | | | |
| | | | | | | | 3.4 | | | | | | |
| 3.28 | | f 12.58 | 106.5 | | | | LEMPRIERE | T | 71 | 20 | f 15.59 | | 7.55 |
| | | | | | | | 7.9 | | | | | | |
| 4.03 | | f 13.19 | 114.4 | W | | | PYRAMID | T | | 76 | f 15.42 | | 7.22 |
| | | | | | | | 8.2 | | | | | | |
| 4.33 | | f 13.38 | 122.6 | | | | THUNDER RIVER | T | | 70 | f 15.27 | | 6.47 |
| | | | | | | | 9.9 | | | | | | |
| A 5.10 | | A 14.02 | 132.5 | C Tu W Y | D | N | BLUE RIVER | B R T | 133 | 400 | L 15.07 | | L 6.05 |
| Daily | Daily ex. Mon. | Daily | | | | | Pacific Time | | | | Daily | Daily ex. Mon. | Daily |
| 403 | 3 | 1 | | | | | | | | | 2 | 4 | 404 |

See No. 3, Tete Jaune Subdivision.
See No. 4, Tete Jaune Subdivision

### YARD LIMIT BOARDS

Albreda — 2816 ft. East of East Switch and 2920 ft. West of West Switch.
Blue River — 3000 ft. East of East Switch.
Jasper — 3000 ft. West of West Yard Switch.
Redpass Jct. — 3500 ft. West of Junction Switch and 3500 ft. East of East Switch.

### SPURS

| | Capacity | | Length |
|---|---|---|---|
| Scraba, Shires & Danchuk | Mileage 74.5, | 12 cars, Connected East End | 317 feet |
| Jas. Burgoyne | " 86.1 | " 3 " West " | 1216 " |
| Naugle Pole and Tie Co. | " 109.3 | " 24 " " " | |
| Hall Bros. | " 109.4 | " 19 " " " | |
| Johnson & Fullerton | " 117.0 | " 5 " " " | |
| G.L. Stewart | " 120.6 | " 12 " East " | |

### TUNNELS

| | Location | Length |
|---|---|---|
| Mileage | 6.6 | 317 feet |
| " | 48.1 | 1216 " |

### DERAILS

Foster — West End Siding
Albreda — East End Coal Dock Track

Registering Points: Jasper, Blue River, Redpass Jct.
Bulletin Points: Jasper, Blue River, Redpass Jct.
Comparison Clocks: Jasper, Blue River, Redpass Jct.

### 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 also 2 minutes at east end of siding at Pyramid to allow passengers to view Hell Roaring Falls.
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. 1 at Swift Creek, Mondays and Wednesdays; at Blue River, Mondays, Wednesdays and Saturdays; No. 2 at Swift Creek, Wednesdays and Saturdays; at Albreda and Blue River, Mondays, Wednesdays and Saturdays.
Movement of cars on Albreda Wye detached from engines is strictly forbidden, and further, before using wye, even with engines attached, brakes on all equipment being handled must positively be known to be in proper working order.
Nos. 3 and 4 will do local work between Redpass Jct. and Jasper.
No. 2 will stop at points east of Redpass Jct. to discharge passengers and express from points west thereof.

# TIME TABLE No. 8, TAKING EFFECT MAY 2nd, 1926

## WESTBOUND TRAINS — Inferior Direction

## CLEARWATER SUBDIVISION

| SECOND CLASS 403 Time Freight Daily | FIRST CLASS 1 Pegr. Daily | Miles from Blue River | Coal, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Car Capacity 40-ft. Aver. Other Tracks | EASTBOUND TRAINS Superior Direction FIRST CLASS 2 Pegr. Daily | EASTBOUND TRAINS Superior Direction SECOND CLASS 404 Time Freight Daily |
|---|---|---|---|---|---|---|---|---|---|---|
| L 6.30 | L 14.17 | 0.0 | C Tu W Y | D N | BLUE RIVER | B R | 133 | 400 | A 14.56 | A 5.00 |
| | | | | | 8.2 | | | | | |
| 6.52 | f14.37 | 8.2 | | | WOLFENDEN | T | | 69 | f14.37 | 4.27 |
| | | | | | 5.4 | | | | | |
| 7.07 | f 14.51 | 13.6 | | | MESSITER | T | | 77 | f 14.21 | 4.00 |
| | | | | | 5.2 | | | | | |
| 7.22 | f 15.06 | 18.8 | | | COTTONWOOD FLATS | | | 33 | f 14.06 | 3.36 |
| | | | | | 6.0 | | | | | |
| 7.38 | s 15.22 | 24.8 | Y W | D | AVOLA | V O T | | 66 | s 13.48 | 3.11 |
| | | | | | 5.2 | | | | | |
| 7.52 | f 15.33 | 30.0 | | | WIRE CACHE | | | 67 | f 13.35 | 2.46 |
| | | | | | 7.4 | | | | | |
| 8.12 | f 15.49 | 37.4 | | | McMURPHY | T | | 73 | f 13.16 | 2.16 |
| | | | | | 9.7 | | | | | |
| 8.37 | f 16.13 | 47.1 | W | | IRVINE | T | | 65 | f 12.50 | 1.31 |
| | | | | | 5.9 | | | | | |
| 8.53 | f 16.27 | 53.0 | | | VAVENBY | T | | 73 | f 12.34 | 1.02 |
| | | | | | 8.5 | | | | | |
| A 9.15 L 9.20 | s 16.46 | 61.5 | C W Y | D N | BIRCH ISLAND | B D T | | 99 | s 12.14 | L 24.20 A 24.06 |
| | | | | | 6.7 | | | | | |
| 9.40 | f 17.03 | 68.2 | | | CLEARWATER | | | 42 | f 11.58 | 23.41 |
| | | | | | 5.5 | | | | | |
| 9.59 | f 17.15 | 73.7 | | | BLACK POOL | T | | 65 | f 11.46 | 23.24 |
| | | | | | 8.7 | | | | | |
| 10.27 | f 17.35 | 82.4 | W | | BOULDER | T | | 72 | f 11.27 | 23.00 |
| | | | | | 3.3 | | | | | |
| 10.40 | f 17.43 | 85.7 | | | MT. OLIE | T | | 27 | f 11.19 | 22.50 |
| | | | | | 5.2 | | | | | |
| 11.07 | s 17.55 | 90.9 | | D | CHU CHUA | C T | | 64 | s11.07 | 22.35 |
| | | | | | 7.2 | | | | | |
| 11.29 | f 18.11 | 98.1 | | | CHINOOK COVE | T | | 67 | f 10.51 | 22.16 |
| | | | | | 6.3 | | | | | |
| 11.48 | f 18.27 | 104.4 | | | BARRIERE | T | | 53 | f 10.35 | 21.59 |
| | | | | | 2.9 | | | | | |
| 11.57 | f 18.34 | 107.3 | | | LOUIS CREEK | T | | 18 | f 10.28 | 21.50 |
| | | | | | 0.9 | | | | | |
| 12.00 | 18.36 | 108.2 | W | | EXLOU | | | 67 | 10.26 | 21.47 |
| | | | | | 8.2 | | | | | |
| 12.25 | f 18.53 | 116.4 | | | McLURE | T | | 72 | f 10.06 | 21.23 |
| | | | | | 8.3 | | | | | |
| 12.50 | f 19.10 | 124.7 | | | VINSULLA | T | | 72 | f 9.48 | 21.01 |
| | | | | | 4.2 | | | | | |
| | f 19.18 | 128.9 | | | HEFFLEY | | | 12 | f 9.39 | |
| | | | | | 3.3 | | | | | |
| 13.13 | f 19.26 | 132.2 | | | RAYLEIGH | T | | 67 | f 9.31 | 20.41 |
| | | | | | 7.2 | K | | | | |
| A 13.35 | A 19.41 | 139.4 | C Tu W Y | D N | KAMLOOPS JCT. Jct. with Kamloops Terminal Sub. | K A T | 95 | 577 | L 9.14 | L 20.22 |
| Daily 403 | Daily 1 | | | | Pacific Time | | | | Daily 2 | Daily 404 |

Registering Points
Blue River
Kamloops Jct.

Bulletin Points
Blue River
Kamloops Jct.

Comparison Clocks
Blue River
Kamloops Jct.

**TUNNELS**

| Location | Length |
|---|---|
| Mileage 12.1 | 380 ft. |
| " 12.4 | 135 " |

**YARD LIMIT BOARDS**

Blue River....3000 ft. West of West Switch.

Kamloops Jct...One mile East of East Switch.

Birch Island....1500 ft. East of East Switch and 3700 ft. West of West Switch.

**DERAILS**

Hoffley.....West End

**MILK STANDS**

Mileage.....124.7

**SPECIAL INSTRUCTIONS**—All trains must approach and pass through Blue River and Kamloops Jct. Yards cautiously, expecting to find main track occupied, or switches wrong, and be prepared to stop at once.

Nos. 1 and 2 will stop on flag to receive and discharge passengers at (Mileage 34.2), and Queen Bess Mine (Mileage 76.5).

The following stops will be made to exchange mails: Nos. 1 and 2 at Magoffin's Spur, Avola, Vavenby, Birch Island, Clearwater Station, Black Pool, Mount Olie, Barriere, Louis Creek, Heffley Creek, Mondays, Wednesdays and Saturdays. No. 2 at Rayleigh, Vinsulla, Chinook Cove, Chu Chua, Queen Bess Mines (Auldgirth), Mondays, Wednesdays and Saturdays; at McMurphy on Wednesdays only and at McLure on Mondays and Wednesdays only.

Mails are also exchanged at meeting point of trains on Mondays, Wednesdays and Saturdays.

**SPURS:**

| | | | | | | |
|---|---|---|---|---|---|---|
| Magoffin | Mileage | 17.1 | Capacity | 2 | Cars Connected | East End |
| Lawrence | " | 24.1 | " | 3 | " " | " " |
| Manson | " | 29.0 | " | 4 | " " | " " |
| Birmingham & Fess | " | 30.5 | " | 12 | " " | " " |
| Fennel | " | 34.2 | " | 3 | " " | West " |
| H. J. Hunsbedt | " | 45.4 | " | 2 | " " | East " |
| Queen Bess Mine | " | 76.5 | " | 20 | " " | West " |
| Chu Chua Coal Co. Ltd. | " | 93.3 | " | 6 | " " | " " |
| Dan Tung | " | 102.9 | " | 2 | " " | " " |
| Smith Pole & Tie Co. | " | 104.1 | " | 8 | " " | " " |
| Barrier Mill Co. | " | 104.3 | " | 22 | " " | " " |
| Josephine Ranch | " | 120.1 | " | 4 | " " | " " |
| Spur | " | 135.9 | " | 82 | " " | " " |
| Spur | " | 136.0 | " | 95 | " " | East " |

## NORTHBOUND TRAINS — Inferior Direction

## KAMLOOPS TERMINAL SUBDIVISION

| FIRST CLASS 105 Pegr. Daily ex. Sun. | FIRST CLASS 103 Pegr. Daily | FIRST CLASS 91 Pegr. Daily | Miles from Kamloops Jct. | Coal, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Car Capacity 40-ft. Aver. Other Tracks | SOUTHBOUND TRAINS Superior Direction FIRST CLASS 92 Pegr. Daily | SOUTHBOUND TRAINS Superior Direction FIRST CLASS 102 Pegr. Daily | SOUTHBOUND TRAINS Superior Direction FIRST CLASS 106 Pegr. Daily ex. Sun. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| L 19.35 | L 8.45 | L 20.20 | 2.8 | | D | KAMLOOPS | K N | | 46 | A 20.15 | A 8.40 | A 8.23 |
| | | | 2.8 | | | | K | | | | | |
| A 19.45 | A 8.54 | A 20.29 | .0 | C Tu W Y | D N | KAMLOOPS JCT. Jct with Ashcroft and Clearwater Subdivisions | K A T | 95 | 577 | L20.01 | L 8.26 | L 8.15 |
| Daily ex. Sun. 105 | Daily 103 | Daily 91 | | | | | | | | Daily 92 | Daily 102 | Daily ex. Sun. 106 |

Registering Points
Kamloops Jct.
Kamloops

Bulletin Points
Kamloops Jct.
Kamloops

Comparison Clocks
Kamloops Jct.
Kamloops

**DRAWBRIDGE**
Over South Thompson River at Kamloops

**SPECIAL INSTRUCTIONS:**

Clearance issued to No. 91 at Kamloops will clear No. 1 leaving Kamloops Jct. on Ashcroft Subdivision. Operator Kamloops Jct. will register arrival of train No. 91 and departure of train No. 1 leaving Kamloops Jct. on Ashcroft Subdivision.

All trains not to exceed fifteen (15) miles per hour between Kamloops Jct. and Kamloops. All trains backing come to full stop before passing over road crossing at Indian Village between Kamloops Jct. and Kamloops. All trains not to exceed ten (10) miles per hour when passing over bridge crossing the South Thompson River between Kamloops Jct. and Kamloops, or when backing into Kamloops Yard.

**SPURS:**

Kamloops Sawmills, Mileage 3.0, Capacity 10 Cars, connected North End.

**YARD LIMIT BOARDS:**

Kamloops, 3450 ft. South, opposite East Frog Transfer Switch.

| NORTHBOUND TRAINS Inferior Direction | | | | | OKANAGAN SUBDIVISION | | Car Capacity 40-ft. Aver. | | SOUTHBOUND TRAINS Superior Direction |
|---|---|---|---|---|---|---|---|---|---|
| | FIRST CLASS 105 Psgr. Daily ex. Sun. | Miles from Kamloops Jct. | Coal, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Passing Tracks | Other Tracks | FIRST CLASS 106 Psgr. Daily ex. Sun. |
| | L 14.45 | 118.9 | C W Y | D | KELOWNA | C A | | 100 | A 13.40 |
| | | | | | 5.8 | | | | |
| | f 14.59 | 113.1 | | | RUTLAND | | | 37 | f 13.26 |
| | | | | | 3.7 | | | | |
| | f 15.08 | 109.4 | | | HOOD | | | 14 | f 13.15 |
| | | | | | 3.7 | | | | |
| | f 15.17 | 105.7 | | | WINFIELD | | | 37 | f 13.05 |
| | | | | | 6.3 | | | | |
| | s 15.31 | 99.4 | | | OYAMA | | | 28 | s 12.49 |
| | | | | | 7.1 | | | | |
| | f 15.48 | 92.3 | | | KALAMALKA | | | 37 | f 12.32 |
| | | | | | 4.7 | | | | |
| | s 16.02 | 87.6 | | | LUMBY JCT. Jct. with Lumby Subdivision | | | | s 12.21 |
| | | | | | 2.0 | | | | |
| | 16.08 | 85.6 | W Y | | VERNON JCT. | | | 21 | L 12.16 |
| | | | | | 14.8 | | | | |
| Trains between Vernon Jct. and Armstrong Jct. will be governed by Can. Pac. Rly. Timetable, Rules and Regulations. | | | | | | | | | |
| | 16.45 | 70.8 | W | | ARMSTRONG JCT. | | | | 11.35 |
| | | | | | 9.1 | | | | |
| | f 17.06 | 61.7 | | | O'KEEFE | | | 37 | f 11.14 |
| | | | | | 9.3 | | | | |
| | f 17.30 | 52.4 | | | SWEETSBRIDGE | | | 37 | f 10.54 |
| | | | | | 4.9 | | | | |
| | s 17.43 | 47.5 | W | | FALKLAND | | | 28 | s 10.41 |
| | | | | | 9.7 | | | | |
| | f 18.06 | 37.8 | | | WESTWOLD | | | 37 | f 10.19 |
| | | | | | 6.8 | | | | |
| | f 18.23 | 31.0 | W | | MONTE LAKE | | | 37 | f 10.03 |
| | | | | | 4.4 | | | | |
| | f 18.35 | 26.6 | | | DUCKS MEADOW | | | 37 | f 9.52 |
| | | | | | 11.9 | | | | |
| | s 19.05 | 14.7 | W | D | BOSTOCK JCT. | B O | | 37 | s 9.15 |
| | | | | | 11.4 | | | | |
| Trains between Bostock Jct. and Can. Pac. Jct. will be governed by Can. Pac. Rly. Timetable, Rules and Regulations. | | | | | | | | | |
| | 19.29 | 3.3 | | | CAN. PAC. JCT. | | | | 8.53 |
| | | | | | 0.5 | | | | |
| | A 19.32 L 19.35 | 2.8 | | D | KAMLOOPS | K N | | 46 | L 8.50 |
| | Daily ex. Sun. 105 | | | | Pacific Time | | | | Daily ex. Sun. 106 |

| WESTBOUND TRAINS Inferior Direction | | | | | LUMBY SUBDIVISION | | Car Capacity 40-ft. Aver. | | EASTBOUND TRAINS Superior Direction |
|---|---|---|---|---|---|---|---|---|---|
| | SECOND CLASS | Miles from Lumby Jct. | Coal, Turntable, Water, Wye. | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Passing Tracks | Other Tracks | SECOND CLASS |
| | | 14.5 | Y | | LUMBY | T | | 52 | |
| | | | | | 6.7 | | | | |
| | | 7.8 | | | LAVINGTON | | | 37 | |
| | | | | | 3.6 | | | | |
| | | 4.1 | | | COLDSTREAM | | | 37 | |
| | | | | | 4.2 | | | | |
| | | 0.0 | | | LUMBY JCT. Jct. with Okanagan Sub. | T | | | |

Registering Points
Lumby Jct.
Lumby

SPECIAL INSTRUCTIONS:

SPURS:
Coldstream Ranch.....Mileage 3.3, capacity 8 cars, connected east end.
Bell Lumber Co..... " 14.3 " 13 " " " "
Sigalet Pole Co..... " 14.4 " 17 " " " "

DERAILS:
Lavington, east end.
Coldstream, east end

Trains will not receive terminal clearance at Lumby Jct.
Normal position of switch at Lumby Jct. is for Okanagan Sub.
All trains must approach and pass through Lumby yard cautiously expecting to find main track occupied or switches wrong and be prepared to stop at once.

Registering Points
Kamloops
Bostock Jct.
Armstrong
Vernon
Lumby Jct.
Kelowna

Bulletin Points
Kamloops
Kelowna

TUNNELS
Location Mileage 20.4 Length 475 feet

Comparison Clocks
Kamloops
Kelowna

SPURS:
Pondosa Pine Lbr. Co.....Mileage 35.7, Capacity 3 Cars, Connected North End
F. R. Pearse..... " 48.5 " 6 " " " "
Kelowna Growers..... " 105.8 " 8 " " South End
" " ..... " 113.5 " 18 " " " "
Okanagan Packers..... " 114.5 " 10 " " North "

SPECIAL INSTRUCTIONS:
All trains must approach and pass through Kamloops and Kelowna yards cautiously expecting to find main track occupied or switches wrong and be prepared to stop at once.
Do not exceed six miles per hour over sink-hole Mileage 29.2.
Do not exceed six miles per hour between mileage 89.6 and mileage 90.4 account sharp curve.
Do not exceed eight miles per hour over curve at Mileage 23.
Kamloops is registering point for first class trains only.
Overhead road crossing at Mileage 86 will not clear man on top of box or other similar car.
Automatic block signals govern cross over from Okanagan Sub. to Can. Pac. Main Line at Can. Pac. Jct. and Bostock Jct.

YARD LIMIT BOARDS:
Bostock Jct. 2,500 feet south of South Passing Track Switch.
Falkland 2,500 feet north of North Switch and 2,500 feet south of South Switch.
Armstrong 2,500 feet north of Jct. Switch with Can. Pac. Railway
Vernon 3,000 feet south of South Wye Switch.
Kelowna 3,000 feet north of Water Tank.

DERAILS:
Monte Lake, north and south ends.
Westwold, south end.
Bostock Jct. 200 feet south of Can. Pac. Main Line Switch, and is operated and controlled by and from this switch.

## ASHCROFT SUBDIVISION

| WESTBOUND TRAINS Inferior Direction | | | | | | EASTBOUND TRAINS Superior Direction | | |
|---|---|---|---|---|---|---|---|---|
| SECOND CLASS | FIRST CLASS | Miles from Kamloops Jct. | Coal, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Car Capacity 40-ft. Aver. Other Tracks | FIRST CLASS | SECOND CLASS |
| 403 Time Freight Daily | 1 Pssgr. Daily | | | | | | | | 2 Pssgr. Daily | 404 Time Freight Daily |
| L 16.15 | L 20.29 | 0.0 | C Tu W Y | D N | KAMLOOPS JCT. Jct. with Kamloops Terminal Sub. | K A T | 95 | 577 | A 8 26 | A 17.45 |
| | | | | | 1.0 | | | | | |
| 16.20 | f 20.31 | 1.0 | | | HALSTON | T | | 59 | f 8.23 | 17.37 |
| | | | | | 6.8 | | | | | |
| 16.44 | f 20.45 | 7.8 | | | TRANQUILLE | T | | 66 | f 8.09 | 17.21 |
| | | | | | 5.9 | | | | | |
| 17.03 | f 20.58 | 13.7 | | | FREDERICK | T | | 66 | f 7.54 | 17.03 |
| | | | | | 7.1 | | | | | |
| 17.27 | f 21.13 | 20.8 | | | COPPER CREEK | T | | 66 | f 7.38 | 16.40 |
| | | | | | 4.9 | | | | | |
| 17.42 | f 21.24 | 25.7 | W | | SAVONA | T | | 66 | f 7.27 | 16.25 |
| | | | | | 6.9 | | | | | |
| 18.02 | f 21.40 | 32.6 | | | WALHACHIN | T | | 78 | f 7.11 | 16.00 |
| | | | | | 3.7 | | | | | |
| 18.13 | f 21.50 | 36.3 | | | ANGLESEY | T | | 81 | f 7.02 | 15.48 |
| | | | | | 4.7 | | | | | |
| 18.27 | f 22.01 | 41.0 | | | McABEE | T | | 74 | f 6.50 | 15.31 |
| | | | | | 7.9 | | | | | |
| 18.53 | s 22.19 | 48.9 | W | D N | ASHCROFT | A C T | | 99 | s 6.31 | 15.00 |
| | | | | | 8.3 | | | | | |
| | | 57.2 | | | BASQUE TRANSFER (with C.P.R.) | | | 7 | | |
| | | | | | 1.4 | | | | | |
| 19.20 | f 22.42 | 58.6 | | | BASQUE | T | | 64 | f 5.58 | 14.22 |
| | | | | | 9.6 | | | | | |
| 19.47 | f 23.05 | 68.2 | | | MARTEL | T | | 63 | f 5.36 | 13.45 |
| | | | | | 6.6 | | | | | |
| A 20.05 L 20.15 | s 23.20 | 74.8 | C W Y | D N | SPENCE'S BRIDGE | S B T | | 66 | s 5.21 | L 13.20 A 13.05 |
| | | | | | 4.3 | | | | | |
| 20.30 | f 23.31 | 79.1 | | | SKOONKA | | | 41 | f 5.10 | 12.48 |
| | | | | | 4.0 | | | | | |
| 20.43 | f 23.43 | 83.1 | | | SEDDELL | T | | 62 | f 5.00 | 12.31 |
| | | | | | 7.9 | | | | | |
| 21.08 | f 24.02 | 91.0 | | | GOSSET | T | | 41 | f 4.41 | 12.00 |
| | | | | | 6.8 | | | | | |
| 21.29 | s 24.22 | 97.8 | W | D N | LYTTON | N Y T | | 55 | s 4.23 | 11.32 |
| | | | | | 6.4 | | | | | |
| 21.49 | f 24.41 | 104.2 | | | CISCO | T | | 62 | f 4.08 | 11.05 |
| | | | | | 6.0 | | | | | |
| 22.08 | f 24.59 | 110.2 | W | | FALLS CREEK | T | | 72 | f 3.54 | 10.41 |
| | | | | | 4.6 | | | | | |
| 22.22 | f 1.11 | 114.9 | | | INKITSAPH | T | | 71 | f 3.43 | 10.20 |
| | | | | | 4.6 | | | | | |
| 22.36 | f 1.23 | 119.4 | | | BOOTHROYD | T | | 48 | f 3.31 | 10.05 |
| | | | | | 6.2 | | | | | |
| A 23.00 | A 1.39 | 125.6 | C Tu W | D N | BOSTON BAR | B T | 96 | 386 | L 3.15 | L 9.40 |
| Daily 403 | Daily 1 | | | | Pacific Time | | | | Daily 2 | Daily 404 |

Registering Points
Kamloops Jct.
Boston Bar

Bulletin Points
Kamloops Jct.
Boston Bar

Comparison Clocks
Kamloops Jct.
Boston Bar

Lift Bridge
Over North Thompson River
at Kamloops Jct.

### TUNNELS

| Location | Length |
|---|---|
| Mileage 9.1 | 230 feet |
| " 10.2 | 2837 " |
| " 20.6 | 700 " |
| " 28.0 | 1281 " |
| " 41.7 | 397 " |
| " 51.7 | 877 " |
| " 54.9 | 1321 " |
| " 67.5 | 231 " |
| " 67.6 | 172 " |
| " 80.2 | 179 " |
| " 80.4 | 242 " |
| " 80.5 | 326 " |
| " 91.4 | 167 " |
| " 93.1 | 276 " |
| " 94.0 | 737 " |
| " 94.7 | 179 " |
| " 109.3 | 299 " |
| " 120.5 | 130 " |

### DERAILS

| | |
|---|---|
| Halston | East and West Ends |
| Fruitlands Spur | East End |
| Packing Plant Spur | East End |
| Basque Transfer | West End |
| Spence's Bridge | West End Coal Dock Track |

### YARD LIMIT BOARDS—

| | |
|---|---|
| Kamloops Jct. | 3350 ft. West of West Yard Switch. |
| Ashcroft | 4000 ft. East and West of Station. |
| Spence's Bridge | 300 ft. East of East Wye Switch and 4000 ft. West of Station. |
| Lytton | 4000 ft. East and West of Station. |
| Boston Bar | 3000 ft. East of East Switch. |

### SPURS

| | Mileage | | Capacity | | Cars | Connected | |
|---|---|---|---|---|---|---|---|
| Fruitlands | 2.5 | Capacity | 12 | Cars | Connected | East End | |
| Tranquille Sanitarium | " 7.9 | " | 43 | " | " | " | " |
| Savona Orchard | " 28.8 | " | 4 | " | " | " | " |
| Packing Plant | " 35.1 | " | 9 | " | " | " | " |
| Chas. Wah | " 39.9 | " | 3 | " | " | West | " |
| Wing Chong Tai Co. | " 47.2 | " | 3 | " | " | " | " |
| Ashcroft Irrigated Lands Co. | " 47.8 | " | 5 | " | " | " | " |
| Ashcroft Estates Ltd. | " 53.2 | " | 16 | " | " | " | " |
| Epsom | " 60.0 | " | 7 | " | " | " | " |
| Basque Chemical Co., Ltd. | " 62.0 | " | 3 | " | " | " | " |
| Moran | " 71.7 | " | 2 | " | " | East | " |
| Stock Yard | " 97.2 | " | 12 | " | " | " | " |
| Tiann | " 97.5 | " | 3 | " | " | " | " |
| Winch | " 98.5 | " | 15 | " | " | West | " |
| Indians | " 116.8 | " | 3 | " | " | East | " |
| Broley & Martin | " 122.8 | " | 3 | " | " | " | " |

**SPECIAL INSTRUCTIONS**—All trains must approach and pass through Kamloops Jct. and Boston Bar Yards cautiously, expecting to find main track occupied, or switches wrong, and be prepared to stop at once.
All trains will come to full stop five hundred (500) feet from Lift Section of Bridge over North Thompson River at Kamloops Jct. and will proceed only when knowing positively that Lift is closed.
Nos. 1 and 2 stop on flag to receive and discharge passengers at Epsom and Winch Spurs.

## YALE SUBDIVISION

| WESTBOUND TRAINS Inferior Direction | | | | | | EASTBOUND TRAINS Superior Direction | | |
|---|---|---|---|---|---|---|---|---|
| SECOND CLASS | FIRST CLASS | | Miles from Boston Bar | Coal, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Car Capacity 40-ft. Aver. Other Tracks | FIRST CLASS | | SECOND CLASS |
| 403 Time Freight Daily | 37 Pssgr. Daily | 1 Pssgr. Daily | | | | | | | | 2 Pssgr. Daily | 38 Pssgr. Daily | 404 Time Freight Daily |
| L 23.50 | | L 1.54 | 0 0 | C Tu W | D N | BOSTON BAR | B | 96 | 386 | A 3.05 | | A 8.30 |
| | | | 7.4 | | | | | | | | | |
| 24.20 | | f 2.13 | 7.4 | | | GORGE | | | 46 | f 2.45 | | 8.01 |
| | | | 5.3 | | | | | | | | | |
| 24.45 | | f 2.31 | 12.7 | W | | CHAPMAN'S | T | | 52 | f 2.31 | | 7.41 |
| | | | 5.6 | | | | | | | | | |
| 1.08 | | f 2.46 | 18.3 | | | STOUT | T | | 70 | f 2.13 | | 7.19 |
| | | | 8.4 | | | | | | | | | |
| 1.48 | | f 3.08 | 26.7 | | | YALE | T | | 49 | f 1.48 | | 6.43 |
| | | | 4.8 | | | | | | | | | |
| 2.04 | | f 3.19 | 31.5 | | | SQUEAH | T | | 63 | f 1.35 | | 6.24 |
| | | | 4.3 | | | | | | | | | |
| 2.19 | | f 3.29 | 35.8 | | | TRAFALGAR | | | 48 | f 1.25 | | 6 07 |
| | | | 4.4 | | | | | | | | | |
| s 2.38 | L 6.30 | s 3.40 | 40.2 | C Y W | D N | HOPE Jct. with K. V. Ry. | H T | | 172 | s 1.14 | A 22.45 | s 5.49 |
| | | | 3.9 | | | | | | | | | |
| 2.50 | s 6.40 | 3.49 | 44.1 | | | FLOODS | T | | 54 | 1.05 | s 22.34 | 5.24 |
| | | | 3.8 | | | | | | | | | |
| 3.01 | s 6.49 | 3.57 | 47.9 | | | ST. ELMO | | | 22 | 24.57 | s 22.23 | 5.08 |
| | | | 1.7 | | | | | | | | | |
| 3.06 | s 6.52 | 4.00 | 49.6 | | | LAIDLAW | T | | 63 | 24.55 | s 22.19 | 5.02 |
| | | | 4.5 | | | | | | | | | |
| 3.18 | s 7.04 | 4.10 | 54.1 | W | | CHEAM VIEW | T | | 71 | 24.46 | s 22.05 | 4.45 |
| | | | 6.9 | | | | | | | | | |
| 3.38 | s 7.17 | 4.25 | 61.0 | | | POPKUM | | | 63 | 24.34 | s 21.50 | 4.25 |
| | | | 4.1 | | | | | | | | | |
| 4.03 | s 7.30 | 4.34 | 65.1 | Y | D | ROSEDALE | R S T | | 61 | 24.25 | s 21.40 | 4.03 |
| | | | 3.3 | | | | | | | | | |
| | f 7.37 | | 68.4 | | | SMITHVALE | | | 7 | | f 21.29 | |
| | | | 3.4 | | | | | | | | | |
| A 4.30 L 5.08 | s 7.55 | s 4.48 | 71.8 | W | D N | CHILLIWACK Jct. with B. C. E. Ry. | C H T | 50 | 53 | s 24.12 | s 21.18 | 3.39 |
| | | | 4.7 | | | | | | | | | |
| 5.22 | f 8.04 | 4 57 | 76.5 | | | ARNOLD | | | 66 | 24.01 | f 21.05 | 3.17 |
| | | | 0.7 | | | | | | | | | |
| | s 8.07 | | 77.2 | | | CANNOR | | | | | s 21.01 | |
| | | | 5.9 | | | | | | | | | |
| 5.42 | s 8.19 | 5.12 | 83.1 | | | COX | | | 52 | 23.49 | s 20.43 | 2.58 |
| | | | 4.3 | | | | | | | | | |
| 5 56 | s 8.35 | 5.20 | 87 4 | | D | MATSQUI | M A T | | 72 | 23.40 | s 20.30 | 2.45 |
| | | | 5.1 | | | | | | | | | |
| 6.11 | s 8.46 | 5.31 | 92.5 | W | | MT. LEHMAN | T | | 68 | 23.31 | s 20.15 | 2.28 |
| | | | 5.5 | | | | | | | | | |
| 6.25 | s 9.02 | 5 47 | 98 0 | | | GLEN VALLEY | | | 48 | 23.20 | s 19.59 | 2.09 |
| | | | 5.2 | | | | | | | | | |
| 6.39 | s 9.18 | 5 53 | 103.2 | | D | FORT LANGLEY | G T | | 67 | 23.09 | s 19.44 | 1.52 |
| | | | 3.9 | | | | | | | | | |
| 6.49 | s 9 33 | 6 01 | 107 1 | | | WESTLANG | T | | 64 | 23.00 | s 19.32 | 1.39 |
| | | | 3.2 | | | | | | | | | |
| | f 9 43 | | 110 3 | | | TYNEHEAD | | | 8 | | f 19.23 | |
| | | | 4.6 | | | | | | | | | |
| A 7 10 L 8.20 | s 9 54 | s 6.32 | 114 9 | C Tu W | D N | PORT MANN | A N T | 56 | 721 | s 22.43 | s 19.10 | L 1.15 A 24.01 |
| | | | 2.6 | | | | | | | | | |
| 8.38 | 10.11 | 6.43 | 117.5 | | | LIVERPOOL | | 40 | | 22.29 | 19.01 | 23.52 |
| | | | 0.7 | | | | | | | | | |
| 8 30 | 10.12 | 6.35 | 118.2 | | | FRASER RIVER JCT. | T | | | 22.28 | 19.00 | 23.50 |
| | | | 12.4 | | | | | | | | | |

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

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9.22 | 10.54 | 7.14 | 130.6 | | | C. N. JCT. | | | | 21.55 | 18.25 | 23.05 |
| | | | 1.2 | | | | | | | | | |
| A 9.40 | A 11.00 | A 7.25 | 131.8 | C Tu W Y | D N | VANCOUVER | D I | | 858 | L 21.50 | L 18.20 | L 23.00 |
| Daily 403 | Daily 37 | Daily 1 | | | | Pacific Time | | | | Daily 2 | Daily 38 | Daily 404 |

Registering Points
Boston Bar — Port Mann
Hope — Vancouver

Bulletin Points
Boston Bar — Port Mann
Hope — Vancouver

Comparison Clocks
Boston Bar — Port Mann
Hope

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.

Do not exceed speed of 10 miles per hour over cross-over connecting old and new main lines west end Port Mann Station platform.

Do not exceed 15 miles per hour between mileages 20 and 21.7 on account of falling rocks.

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.

Passing track at Liverpool is to be used for the meeting and passing of trains only.

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.

Trains, or light engines, moving TO New Westminster Freight Shed will sound FOUR (4) long and ONE (1) short blasts of the whistle approaching Fraser River Bridge.

Trains, or light engines, moving FROM New Westminster Freight Shed will sound THREE (3) long and ONE (1) short blasts of the whistle approaching Fraser River Bridge.

AUTOMATIC BLOCK SIGNALS—

Movement of all trains and engines between Port Mann and Fraser River Jct. will be controlled by automatic signals, and the following will govern:

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

Signal 21 at east end of bridge is controlled by operator in tower on bridge, and this signal may be cleared to allow trains to meet at Liverpool Siding, and trains so meeting will be governed by the rule, and westbound trains taking siding will, if necessary, back out in order to avoid stalling on east approach to bridge. When trains meet at this siding, at least one of such trains must not consist of more than engine and thirty-nine cars. Conductors in charge of westbound trains consisting of more than engine and thirty-nine cars, must ascertain before leaving Port Mann whether or not there is any possibility of meeting an eastbound train consisting of more than the engine and thirty-nine cars at Liverpool Siding and, if so, must remain at Port Mann to meet such train.

When a train finds a signal indicating "stop" it must be governed accordingly but after a reasonable length of time it may proceed under flag protection. This also applies to use of indicators.

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 and must not exceed a speed of twelve (12) miles per hour when passing over this bridge.

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, 1800 feet west of west switch, and one pole east of East Mile Board.

### MILK STANDS

| | Mileage |
|---|---|
| Kilby | 51.0 |
| Waldrons | 57.1 |
| McGregor | 61.0 |
| Ditch Road | 67.3 |
| Banford Road | 69.3 |
| Prest Road | 70.2 |
| Lickman Road | 74.6 |
| Easthope | 77.2 |
| Rottluff Road | 86.5 |
| Beaton's Road | 88.5 |
| Threlfalls | 89.5 |
| Marsh's Road | 94.4 |
| Pemberton Road | 96.1 |
| Glen Valley | 98.0 |
| County Line | 99.0 |
| McIver's Crossing | 100.5 |
| Deep Creek Crossing | 104.4 |
| McAdam Road | 106.2 |
| Port Kells | 108.2 |
| Port Kells Jct. | 109.7 |

### 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

| | | | | | | |
|---|---|---|---|---|---|---|
| Palmer's | Mileage 13.3 | Capacity | 3 | Cars | connected | east end |
| Yale Lumber Co. | " 27.7 | " | 15 | " | " | " " |
| McNair & Graham Ltd. | " 57.8 | " | 11 | " | " | west " |
| McNair & Graham Ltd. | " 60.5 | " | 5 | " | " | " " |
| Western Canada Lime Co. | " 61.0 | " | 80 | " | " | " " |
| McNair & Graham Ltd. | " 64.0 | " | 32 | " | " | east " |
| Fruit Cooling Plant | " 71.8 | " | 11 | " | " | " " |
| Spur | " 77.2 | " | 19 | " | " | " " |
| District of Surrey | " 108.3 | " | 11 | " | " | west " |
| N. K. Wade | " 108.6 | " | 7 | " | " | east " |
| Canada Creosoting Co. | " 117.4 | " | 27 | " | " | " " |
| B. C. Gypsum Co. | " 117.7 | " | 22 | " | " | " " |

# TIME TABLE No. 8, TAKING EFFECT MAY 2nd, 1926

## TETE JAUNE SUBDIVISION

| WESTBOUND TRAINS Inferior Direction — FIRST CLASS 3 Pegr. Daily ex. Mon. | Miles from Red Pass Jct. | Fuel, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Car Capacity 40-ft. Aver. Other Tracks | EASTBOUND TRAINS Superior Direction — FIRST CLASS 4 Pegr. Daily ex. Mon. |
|---|---|---|---|---|---|---|---|---|
| L 9.42 | 0.0 | F W Y | D N | RED PASS JCT. Jct. with Albreda Sub. | R D | 64 | 68 | A 18.15 |
| | | | | 1.8 | | | | |
| f 9.48 | 1.8 | | | SELWYN | T | | 67 | f 18.06 |
| | | | | 6.4 | | | | |
| f 10.02 | 8.2 | | | ALPLAND | T | | 65 | f 17.43 |
| | | | | 6.1 | | | | |
| f 10.19 | 14.3 | | | SWIFTWATER | | | 65 | f 17.20 |
| | | | | 3.5 | | | | |
| f 10.29 | 17.8 | | | REARGUARD | | | 58 | f 17.05 |
| | | | | 7.3 | | | | |
| s 10.48 | 25.1 | W Y | | TETE JAUNE | T | 78 | 73 | s 16.45 |
| | | | | 4.9 | | | | |
| f 11.02 | 30.0 | | | SHERE | T | | 66 | f 16.28 |
| | | | | 7.4 | | | | |
| f 11.22 | 37.4 | | | ★ CROYDON | | | 62 | f 16.09 |
| | | | | 6.2 | | | | |
| f 11.40 | 43.6 | W | | DUNSTER | T | | 65 | f 15.54 |
| | | | | 7.6 | | | | |
| f 11.59 | 51.2 | | | RAUSH VALLEY | | | 76 | f 15.35 |
| | | | | 5.7 | | | | |
| f 12.14 | 56.9 | | | EDDY | | | 67 | f 15.21 |
| | | | | 6.7 | | | | |
| A 12.30 | 63.6 | F Tu W Y | D N | McBRIDE | M D | | 550 | L 15.05 |
| Daily ex. Mon. 3 | | | | Pacific Time | | | | Daily ex. Mon. 4 |

**Register Points**
Red Pass Jct.
McBride

**Bulletin Points**
Red Pass Jct.
McBride

**Comparison Clocks**
Red Pass Jct.
McBride

**TUNNELS:**
Mileage 19.6, 329 feet.

NOTE—★MAIL CRANE: Mileage 10.7

**SPURS:**

| | | | | | | |
|---|---|---|---|---|---|---|
| Hargreaves Bros. | Mileage | 27.9, | capacity | 7 cars, | connected | west end. |
| Switzer & Wilkinson | " | 40.2, | " | 4 " | " | east " |
| Channell Bros. | " | 41.3 | " | 3 " | " | west " |
| Spur | " | 59.7 | " | 2 " | " | east " |

**DERAILS:**
Alpland, Swiftwater, Rearguard, west end of side track.

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

**SPECIAL INSTRUCTIONS:**
All trains will report to Dispatcher from Tete Jaune.
All trains must approach and pass through McBride Yard cautiously, expecting to find main track occupied, or switches wrong, and be prepared to stop at once.
Trains Nos. 3 and 4 will stop at Emperor M. P. 10.7, to allow passengers to view Mt. Robson.
Trains Nos. 3 and 4 will stop at Shere on days mail cars are handled to exchange mails.
All trains not to exceed 10 miles per hour over bridge, Mileage 30.7.
Normal position of main line Switch, Red Pass Jct., is for Albreda Sub. All trains not to exceed 8 miles per hour over this switch.
Locomotives must not be allowed on Hargraves spur Mileage 27.9.

## FRASER SUBDIVISION

| WESTBOUND TRAINS Inferior Direction — FIRST CLASS 3 Pegr. Daily ex. Mon. | Miles from McBride | Fuel, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Car Capacity 40-ft. Aver. Other Tracks | EASTBOUND TRAINS Superior Direction — FIRST CLASS 4 Pegr. Daily ex. Mon. |
|---|---|---|---|---|---|---|---|---|
| L 12.45 | 0.0 | F Tu W Y | D N | McBRIDE | M D | | 550 | A 14.50 |
| | | | | 13.1 | | | | |
| f 13.24 | 13.1 | | | LEGRAND | T | | 65 | f 14.11 |
| | | | | 8.4 | | | | |
| f 13.45 | 21.5 | | | RIDER | | | 68 | f 13.45 |
| | | | | 6.3 | | | | |
| f 14.02 | 27.8 | W | | GOAT RIVER | | | 65 | f 13.32 |
| | | | | 8.5 | | | | |
| f 14.20 | 36.3 | | | ★ LOOS | | | 67 | f 13.13 |
| | | | | 8.7 | | | | |
| f 14.39 | 45.0 | | | URLING | T | | 66 | f 12.52 |
| | | | | 6.9 | | | | |
| f 14.57 | 51.9 | | | KIDD | | | 66 | f 12.38 |
| | | | | 3.7 | | | | |
| f 15.06 | 55.6 | W | D | DOME CREEK | B N | | | f 12.28 |
| | | | | 2.1 | | | | |
| f 15.16 | 57.7 | | | BEND | | | 65 | f 12.18 |
| | | | | 7.9 | | | | |
| f 15.34 | 65.6 | | | GUILFORD | | | 65 | f 12.01 |
| | | | | 3.8 | | | | |
| f 15.42 | 69.4 | | | PENNY | | | 53 | f 11.51 |
| | | | | 5.6 | | | | |
| f 15.55 | 75.0 | W | | LINDUP | T | | 63 | f 11.37 |
| | | | | 4.4 | | | | |
| f 16.05 | 79.4 | | | LONGWORTH | | | 65 | f 11.26 |
| | | | | 8.0 | | | | |
| s 16.26 | 87.4 | | D | HUTTON | H | | 66 | s 11.06 |
| | | | | 4.9 | | | | |
| f 16.38 | 92.3 | | | DEWEY | | | 65 | f 10.52 |
| | | | | 7.9 | | | | |
| f 16.59 | 100.2 | W Y | | HANSARD | T | | 65 | f 10.33 |
| | | | | 8.6 | | | | |
| f 17.20 | 108.8 | | | ALEZA LAKE | T | | 65 | f 10.12 |
| | | | | 6.5 | | | | |
| f 17.35 | 115.3 | | | NEWLANDS | | | 66 | f 9.57 |
| | | | | 6.4 | | | | |
| | 121.7 | W | | WATER TANK | | | | |
| | | | | 0.6 | | | | |
| s 17.53 | 122.3 | | D | GISCOME | G | | 67 | s 9.40 |
| | | | | 4.7 | | | | |
| f 18.04 | 127.0 | | | WILLOW RIVER | | | 66 | f 9.26 |
| | | | | 9.3 | | | | |
| f 18.29 | 136.3 | | | SHELLEY | | | 66 | f 9.02 |
| | | | | 4.4 | | | | |
| f 18.44 | 140.7 | | | FOREMAN | | | 65 | f 8.50 |
| | | | | 5.3 | | | | |
| A 19.00 | 146.0 | F Tu W Y | D N | PRINCE GEORGE | G O | 59 | 1235 | L 8.35 |
| Daily ex. Mon. 3 | | | | Pacific Time | | | | Daily ex. Mon. 4 |

**Register Points**
McBride
Prince George

**Bulletin Points**
McBride
Prince George

**Comparison Clocks**
McBride
Prince George

**SPECIAL INSTRUCTIONS:**
Nos. 3 and 4 will stop on signal at Spurs, Mileage 6.9, 39.4 and Sinclair Mills Mileage 90.6.
Nos. 3 and 4 will stop at Penny, Longworth, Hansard, Aleza Lake, Newlands and Willow River on days mail cars are handled to exchange mail.
All trains not to exceed 10 miles per hour over Bridges, Mileage 4.3; 5.1; 6.6; 53.4; 74.6; 118.1; 134.6; Drawbridge at 145.0.
Locomotive must not be placed on U. G. G. Logging Spur, Dewey, further than 1300 feet from switch.
Locomotive must not be placed on U. G. G. Sawmills siding, Mileage 120.1, further than 30 feet back of frog on west end. There is log loading plant on this spur 6.1 feet above top of rail commencing 788 feet from west switch and extending east 40 feet.
Account sharp curvature locomotive must not be placed on Foreman Lbr. Co. Spur, Mileage 134.6.
All trains must approach and pass through McBride and Prince George Yards cautiously, expecting to find main track occupied or switches wrong, and be prepared to stop at once.

**TUNNEL—**
Mileage 18.1, 819 feet.

**WYE:** Mileage 55.2
Gates have been placed across both legs of Wye.

**NOTE—★ MAIL CRANES:**
Mileage 39.4.
" 90.6.
" 93.8.

**DERAILS:**
U.G.G. Sawmills Siding
Mileage 120.1, east end.
U.G.G. Sawmills Spur
Mileage 87.0, east end.

**YARD LIMIT BOARDS:**
McBride, 3,000 feet west of West Yard Switch.
Giscome, 3,500 feet west of West Yard Switch, and 4,000 feet east of East Switch.
Prince George, 3,000 feet east of Drawbridge, Mileage 145.0

**SPURS:**

| | Mileage | Capacity | | |
|---|---|---|---|---|
| Spur | 5.4 | 13 cars | connected | west end |
| Spur | 6.9 | 20 " | " | east " |
| Allen-Thresher Lbr. Co. | 39.4 | 10 " | " | " " |
| Rock Pit | 47.0 | 172 " | " | west " |
| Bend Lumber Co. | 57.2 | 7 " | " | east " |
| Vick Bros. | 67.5 | 4 " | " | " " |
| Red Mtn. Lumber Co. | 69.9 | 45 " | " | " " |
| Penny Lumber Co. | 70.3 | 15 " | " | " " |
| U.G.G. Sawmills, Ltd. | 87.0 | 15 " | " | " " |
| U. G. G. Sawmills Ltd. | 87.1 | 20 " | " | " " |
| Sinclair Spruce Mills | 90.6 | 13 " | " | " " |
| U. G. G. Sawmills Ltd. | 92.7 | 49 " | " | " " |

| | Mileage | Capacity | | |
|---|---|---|---|---|
| Dewey Sawmills Co. | 93.7 | 5 cars | connected | east end. |
| Johnson Lumber Co. | 101.3 | 8 " | " | " " |
| Newlands Sawmills Ltd. | 116.5 | 7 " | " | " " |
| U.G.G. Sawmills Ltd. | 120.1 | 25 " | " | both ends. |
| Spur | 122.4 | 21 " | " | east end. |
| Eagle Lake Spruce Mills | 122.5 | 71 " | " | west " |
| W. Coop | 123.2 | 11 " | " | east " |
| Henderson's | 128.3 | 6 " | " | " " |
| Foreman Lbr. Co. | 134.6 | 6 " | " | " " |
| Shelley's Lumber Co. | 137.2 | 8 " | " | " " |
| Foreman Lumber Co. | 139.4 | 19 " | " | " " |
| S. S. Magoffin Co. | 144.2 | 20 " | " | " " |
| Jct. P.G.E. Ry. | 144.7 | | " | west " |

# TIME TABLE No. 8, TAKING EFFECT MAY 2nd, 1926

## NECHAKO SUBDIVISION

| WESTBOUND TRAINS Inferior Direction — FIRST CLASS 3 Pegr. Daily ex. Mon. | Miles from Prince George | Fuel, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Car Capacity 40-ft. Aver. Other Tracks | EASTBOUND TRAINS Superior Direction — FIRST CLASS 4 Pegr. Daily ex. Mon. |
|---|---|---|---|---|---|---|---|---|
| L 19.30 | 0.0 | F Tu W Y | D N | PRINCE GEORGE | G O | 59 | 1235 | A 8.05 |
| | | | | 5.2 | | | | |
| f 19.43 | 5.2 | | | OTWAY | | | 67 | f 7.51 |
| | | | | 3.7 | | | | |
| f 19.53 | 8.9 | | | MIWORTH | | | 59 | f 7.41 |
| | | | | 5.0 | | | | |
| f 20.04 | 13.9 | | | CHILAKO | | | 66 | f 7.29 |
| | | | | 6.1 | | | | |
| f 20.18 | 20.0 | W | | BEDNESTI | T | | 66 | f 7.14 |
| | | | | 8.0 | | | | |
| f 20.38 | 28.0 | | | NICHOL | | | 67 | f 6.54 |
| | | | | 4.4 | | | | |
| f 20.49 | 32.4 | | | ISLE PIERRE | | | 65 | f 6.43 |
| | | | | 6.3 | | | | |
| f 21.06 | 38.7 | | | HUTCHISON | | | 65 | f 6.29 |
| | | | | 6.1 | | | | |
| f 21.22 | 44.8 | | | WEDGWOOD | | | 56 | f 6.15 |
| | | | | 5.3 | | | | |
| s 21.38 | 50.1 | W | | FINMOORE | T | | 65 | s 6.00 |
| | | | | 6.7 | | | | |
| f 21.55 | 56.8 | | | * HULATT | | | 66 | f 5.43 |
| | | | | 6.4 | | | | |
| f 22.12 | 63.2 | | | SINKUT | | | 65 | f 5.28 |
| | | | | 6.2 | | | | |
| s 22.32 | 69.4 | W | D | VANDERHOOF | V N | | 90 | s 5.13 |
| | | | | 6.8 | | | | |
| f 22.47 | 76.2 | | | McCALL | | | 66 | f 4.56 |
| | | | | 6.5 | | | | |
| f 23.01 | 82.7 | | | * ENGEN | | | 64 | f 4.41 |
| | | | | 5.2 | | | | |
| f 23.13 | 87.9 | W | | MARTEN LAKE | T | | 65 | f 4.29 |
| | | | | 6.4 | | | | |
| f 23.28 | 94.3 | | | FORT FRASER | T | 15 | | f 4.13 |
| | | | | 7.4 | | | | |
| f 23.45 | 101.7 | | | ENCOMBE | | | 66 | f 3.57 |
| | | | | 6.0 | | | | |
| f 24.00 | 107.7 | | | * FRASER LAKE | | | 66 | f 3.42 |
| | | | | 7.7 | | | | |
| A 24.20 | 115.4 | F Tu W Y | D N | ENDAKO | K O | 35 | 618 | L 3.25 |
| Daily ex. Tues. 3 | | | | Pacific Time | | | | Daily ex. Mon. 4 |

Register Points
Prince George
Endako

Bulletin Points
Prince George
Endako

Comparison Clocks
Prince George
Endako

SPURS:

Spur.....Mileage 8.2, capacity 38 cars, connected east end.
Spur..... " 85.5, " 17 " " " "
Spur..... " 94.0, " 20 " " west "
Bunting .....Mileage 96.0, capacity 3 cars, connected west end
Spur..... " 99.0, " 27 " " " "
Lejae..... " 103.8, " 3 " " " "

NOTE—* MAIL CRANES:
Mileage 29.9.
Mileage 103.8.
Mileage 111.2.

DERAIL:—Otway, east end of siding.

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 Lejae Mileage 103.8.
Trains Nos. 3 and 4 will stop at Fort Fraser on days mail cars are handled, to exchange mail.
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.

## TELKWA SUBDIVISION

| WESTBOUND TRAINS Inferior Direction — FIRST CLASS 3 Pegr. Daily ex. Tues. | Miles from Endako | Fuel, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Car Capacity 40-ft. Aver. Other Tracks | EASTBOUND TRAINS Superior Direction — FIRST CLASS 4 Pegr. Daily ex. Mon. |
|---|---|---|---|---|---|---|---|---|
| L 24.30 | 0.0 | F Tu W Y | D N | ENDAKO | K O | 35 | 618 | A 3.15 |
| | | | | 6.2 | | | | |
| f 24.43 | 6.2 | | | * SAVORY | | | 61 | f 3.02 |
| | | | | 8.6 | | | | |
| f 1.01 | 14.8 | | | PRIESTLY | T | | 56 | f 2.43 |
| | | | | 6.0 | | | | |
| f 1.14 | 20.8 | | | SHERATON | | | 66 | f 2.30 |
| | | | | 6.3 | | | | |
| f 1.30 | 27.1 | W | | TINTAGEL | T | | 66 | f 2.15 |
| | | | | 7.9 | | | | |
| s 1.55 | 35.0 | | D | BURNS LAKE | B K | | 64 | s 1.55 |
| | | | | 5.3 | | | | |
| f 2.09 | 40.3 | | | * DECKER LAKE | T | | 71 | f 1.39 |
| | | | | 5.4 | | | | |
| f 2.23 | 45.7 | | | * PALLING | | | 66 | f 1.25 |
| | | | | 5.6 | | | | |
| f 2.40 | 51.3 | W | | * ROSE LAKE | T | | 81 | f 1.11 |
| | | | | 7.6 | | | | |
| f 2.58 | 58.9 | | | * FORESTDALE | | | 65 | f 24.46 |
| | | | | 8.2 | | | | |
| f 3.18 | 67.1 | | | * TOPLEY | | | 67 | f 24.24 |
| | | | | 5.8 | | | | |
| s 3.34 | 72.9 | W | | PEROW | T | | 67 | f 24.08 |
| | | | | 7.2 | | | | |
| f 3.50 | 80.1 | | | KNOCKHOLT | | | 65 | f 23.47 |
| | | | | 5.0 | | | | |
| f 4.03 | 85.1 | | | HOUSTON | T | | 64 | f 23.34 |
| | | | | 6.3 | | | | |
| f 4.17 | 91.4 | | | * BARRETT | T | | 63 | f 23.17 |
| | | | | 7.4 | | | | |
| f 4.33 | 98.8 | W | | * WALCOTT | T | | 64 | f 22.57 |
| | | | | 8.3 | | | | |
| s 4.52 | 107.1 | | | * QUICK | T | | 65 | f 22.35 |
| | | | | 5.6 | | | | |
| f 5.05 | 112.7 | | | HUBERT | | | 68 | f 22.19 |
| | | | | 3.3 | | | | |
| s 5.15 | 116.0 | | D | TELKWA | A | | 23 | s 22.10 |
| | | | | 3.4 | | | | |
| f 5.24 | 119.4 | | | TATLOW | | | 63 | f 21.59 |
| | | | | 5.8 | | | | |
| A 5.40 | 125.2 | F Tu W Y | D N | SMITHERS | W A | 49 | 935 | L 21.45 |
| Daily ex. Tues. 3 | | | | Pacific Time | | | | Daily ex. Sun. 4 |

Register Points
Endako
Smithers

Bulletin Points
Endako
Smithers

Comparison Clocks
Endako
Smithers

WYE:
Mileage 51.8.

DERAILS:
Telkwa, west end of siding.
Perow, west end of siding.
Smithers, 730 feet east of West Switch No. 6 track.

SPURS:
Hanson T. & T. Co.....Mileage 12.9, capacity 28 cars, connected east end.
O. Hultkrans..... " 56.0, " 4 " " " "
Sideris and Rainsfelt..... " 76.3, " 6 " " " "

NOTE—*MAIL CRANES:
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.
Trains Nos. 3 and 4 will stop at Houston on days mail cars are handled, to exchange mail.

# TIME TABLE No. 8, TAKING EFFECT MAY 2nd, 1926

## BULKLEY SUBDIVISION

| WESTBOUND TRAINS Inferior Direction — FIRST CLASS 3 Pegr. Daily ex. Tues. | Miles from Smithers | Fuel, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Car Capacity 40-ft. Aver. Other Tracks | EASTBOUND TRAINS Superior Direction — FIRST CLASS 4 Pegr. Daily ex. Sun. |
|---|---|---|---|---|---|---|---|---|
| L 5.55 | 0.0 | F Tu W Y | D N | SMITHERS | W A | 49 | 935 | A 21.30 |
| | | | | 3.4 | | | | |
| f 6.04 | 3.4 | | | LAKE KATHLYN | T | | 67 | f 21.20 |
| | | | | 5.7 | | | | |
| f 6.16 | 9.1 | | | ★ EVELYN | | | 65 | f 21.07 |
| | | | | 6.3 | | | | |
| f 6.29 | 15.4 | | | DOUGHTY | | | 65 | f 20.51 |
| | | | | 6.5 | | | | |
| f 6.43 | 21.9 | W | | ★ MORICETOWN | T | | 67 | f 20.35 |
| | | | | 5.5 | | | | |
| f 6.55 | 27.4 | | | SEATON | | | 66 | f 20.21 |
| | | | | 4.5 | | | | |
| f 7.05 | 31.9 | | | BEAMENT | | | 57 | f 20.09 |
| | | | | 7.4 | | | | |
| f 7.21 | 39.3 | | | BULKLEY CANYON | T | | 54 | f 19.50 |
| | | | | 6.6 | | | | |
| s 7.41 | 45.9 | W | D | NEW HAZELTON | N A | | 72 | s 19.30 |
| | | | | 3.7 | | | | |
| s 7.53 | 49.6 | | D | HAZELTON | H N | | 58 | s 19.14 |
| | | | | 7.0 | | | | |
| f 8.11 | 56.6 | | | CARNABY | | | 64 | f 18.52 |
| | | | | 5.4 | | | | |
| f 8.23 | 62.0 | | | ★ SKEENA CROSSING | | | 4 | f 18.36 |
| | | | | 1.8 | | | | |
| f 8.29 | 63.8 | | | NASH | | | 67 | f 18.30 |
| | | | | 4.6 | | | | |
| f 8.39 | 68.4 | | | ANDIMAUL | | | 81 | f 18.19 |
| | | | | 4.6 | | | | |
| s 8.54 | 73.0 | W | | KITWANGA | T | | 66 | s 18.07 |
| | | | | 7.6 | | | | |
| s 9.24 | 80.6 | | | WOODCOCK | T | | 77 | s 17.46 |
| | | | | 5.5 | | | | |
| f 9.36 | 86.1 | | | CEDARVALE | | | 66 | f 17.34 |
| | | | | 8.4 | | | | |
| f 9.54 | 94.5 | | | RITCHIE | T | | 73 | f 17.15 |
| | | | | 6.4 | | | | |
| f 10.07 | 100.9 | | | ★ DORREEN | | | 64 | f 17.00 |
| | | | | 6.2 | | | | |
| A 10.20 | 107.1 | F Tu W Y | D N | PACIFIC | C F | 36 | 600 | L 16.45 |
| Daily ex. Tues. 3 | | | | Pacific Time | | | | Daily ex. Sun. 4 |

Register Points
Smithers
Pacific

Bulletin Points
Smithers
Pacific

Comparison Clocks
Smithers
Pacific

**SPURS:**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Spur | Mileage 4.0, | capacity 19 | cars, | connected | west | end. | |
| Hanson T. & T. Co. | " 51.4, | " 6 | " | " | east | " | |
| Spur | " 55.5, | " 21 | " | " | west | " | |
| Hanson T. & T. Co. | " 84.2, | " 20 | " | " | east | " | |

**TUNNELS:**

| | | |
|---|---|---|
| Mileage | 13.4, | 414 feet. |
| " | 40.8, | 2068 feet. |
| " | 41.9, | 479 feet. |
| " | 43.3, | 349 feet. |
| " | 78.9, | 654 feet. |
| " | 90.8, | 144 feet. |

**WYE:**
Mileage 45.6; 65.1.

**DERAILS:**
West end passing tracks, Hazelton, Carnaby, Kitwanga, Spur at Mileage 84.2, and 730 feet east of West Switch, No. 6 track, Smithers.

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

**NOTE—★ MAIL CRANES.**
Mileage 97.9.

**SPECIAL INSTRUCTIONS:**
All trains not to exceed 10 miles per hour over Bridges, Mileage 19.3; 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.
Trains 3 and 4 will stop at Cedarvale on days mail cars are handled, to exchange mails.

## SKEENA SUBDIVISION

| WESTBOUND TRAINS Inferior Direction — FIRST CLASS 3 Pegr. Daily ex. Tues. | Miles from Pacific | Fuel, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Car Capacity 40-ft. Aver. Other Tracks | EASTBOUND TRAINS Superior Direction — FIRST CLASS 4 Pegr. Daily ex. Sun. |
|---|---|---|---|---|---|---|---|---|
| L 10.40 | 0.0 | F Tu W Y | D N | PACIFIC | C F | 36 | 600 | A 16.25 |
| | | | | 5.5 | | | | |
| f 10.52 | 5.5 | | | PITMAN | | | 56 | f 16.09 |
| | | | | 6.7 | | | | |
| s 11.09 | 12.2 | | D | USK | U | | 73 | s 15.52 |
| | | | | 6.9 | | | | |
| f 11.27 | 19.1 | W | | ★ VANARSDOL | | | 64 | f 15.33 |
| | | | | 5.5 | | | | |
| s 11.47 | 24.6 | | D | TERRACE | O N | | 51 | s 15.14 |
| | | | | 9.8 | | | | |
| f 12.07 | 34.4 | | | AMSBURY | T | | 68 | f 14.48 |
| | | | | 8.1 | | | | |
| f 12.24 | 42.5 | W | | SHAMES | T | | 65 | f 14.32 |
| | | | | 7.0 | | | | |
| f 12.39 | 49.5 | | | EXSTEW | T | | 78 | f 14.17 |
| | | | | 11.8 | | | | |
| f 13.02 | 61.3 | | | SALVUS | T | | 64 | f 13.53 |
| | | | | 11.6 | | | | |
| s 13.28 | 72.9 | W | | KWINITSA | T | | 64 | s 13.28 |
| | | | | 13.7 | | | | |
| f 13.58 | 86.6 | | | SKEENA CITY | | | 51 | f 12.59 |
| | | | | 6.2 | | | | |
| f 14.12 | 92.8 | W | | TYEE | T | | 77 | f 12.43 |
| | | | | 9.8 | | | | |
| f 14.39 | 102.6 | | | SOCKEYE | T | | 34 | f 12.17 |
| | | | | 6.1 | | | | |
| f 15.00 | 108.7 | | | PHELAN | | | 48 | f 11.59 |
| | | | | 5.3 | | | | |
| f 15.14 | 114.0 | | | KAIEN | | | 57 | f 11.42 |
| | | | | 5.3 | | | | |
| A 15.30 | 119.3 | F W Y | D N | PRINCE RUPERT | G S | | 1460 | L 11.30 |
| Daily ex. Tues. 3 | | | | Pacific Time | | | | Daily ex. Sun. 4 |

Register Points
Pacific
Prince Rupert

Bulletin Points
Pacific
Prince Rupert

Comparison Clocks
Pacific
Prince Rupert

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

**SPURS:**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Royal Lumber Co. | Mileage 8.7, | capacity 17 | cars, | connected | east | end. | |
| Canada Products | " 11.0, | " 15 | " | " | " | " | |
| G. Little's | " 25.3, | " 19 | " | " | west | " | |
| Hanson T. & T. Co. | " 27.0, | " 7 | " | " | east | " | |
| Hanson T. & T. Co. | " 31.8, | " 6 | " | " | " | " | |
| Lakelse Lumber Co. | " 37.5, | " 14 | " | " | " | " | |
| Spur | " 81.7, | " 12 | " | " | " | " | |
| Cassiar Cannery | " 104.4, | " 5 | " | " | " | " | |
| Sunnyside Cannery | " 105.9, | " 3 | " | " | both | ends | |
| North Pacific Cannery | " 106.7, | " 4 | " | " | west | end | |
| Inverness Cannery | " 108.2, | " 4 | " | " | " | " | |
| Port Edward Cannery | " 110.7, | " 8 | " | " | east | " | |

**TUNNELS:**

| | | |
|---|---|---|
| Mileage | 14.8, | 1251 feet. |
| " | 15.0, | 177 feet. |
| " | 15.2, | 550 feet. |
| " | 15.7, | 859 feet. |
| " | 64.7, | 400 feet. |
| " | 74.9, | 1469 feet. |

**NOTE—★MAIL CRANES:**
Mileage 8.8
" 20.5.
" 31.9.
" 104.4.
" 108.1.
" 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:—
Hanali, Mileage 8.7.
Dobies, Mileage 20.5.
Remo, Mileage 31.8.
Caspaco (Cassiar Cannery) Mileage 104.4.
Sunnyside Cannery, Mileage 105.9.
North Pacific Cannery, Mileage 106.7.
Inverness Cannery, Mileage 108.2.
Port Edward, Mileage 110.8.

All trains must not exceed 15 miles per hour over bridge Mileage 85.6.
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.
Watchmen's Telephones are located at Mileage 15.4, 38.5, 51.7, 59.1, 65.1, 68.6, 77.3.

## COWICHAN SUBDIVISION

| WESTBOUND TRAINS Inferior Direction — FIRST CLASS 351 Passenger Motor Service Daily ex. Sun. | Miles from Victoria | Coal, Turntable, Water, Wye | Telegraph Offices D. Day, N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Other Tracks | EASTBOUND TRAINS Superior Direction — FIRST CLASS 352 Passenger Motor Service Daily ex. Sun. |
|---|---|---|---|---|---|---|---|---|
| L 9.00 | 0.0 | C W | | VICTORIA (Point Ellice) | T | 23 | 122 | A 16.40 |
| | | | | 1.0 | | | | |
| f 9.03 | 1.0 | | | ALPHA STREET | | | 21 | f 16.37 |
| | | | | .6 | | | | |
| f 9.05 | 1.6 | Y | | JUNCTION With Patricia Bay Sub. | T | | | f 16.35 |
| | | | | 1.6 | | | | |
| f 9.09 | 3.2 | | | BLACKWOOD | | | 9 | f 16.31 |
| | | | | 5.0 | | | | |
| f 9.22 | 8.2 | | | COLWOOD | | | 30 | f 16.18 |
| | | | | 2.3 | | | | |
| f 9.29 | 10.5 | | | GLEN LAKE | | | | f 16.11 |
| | | | | 4.3 | | | | |
| f 9.40 | 14.8 | | | METCHOSIN | T | | 12 | f 16.00 |
| | | | | 3.3 | | | | |
| f 9.48 | 18.1 | | | ROCKY POINT | | | 30 | f 15.52 |
| | | | | 6.4 | | | | |
| f 10.05 | 24.5 | | | SASEENOS | | | 15 | f 15.35 |
| | | | | 2.0 | | | | |
| f 10.12 | 26.5 | W | | MILNE'S LANDING | T | | 32 | f 15.28 |
| | | | | 9.9 | | | | |
| f 10.38 | 36.4 | | | SOOKE LAKE | | | 4 | f 15.02 |
| | | | | 2.5 | | | | |
| | 38.9 | W | | WATER | | | | |
| | | | | 3.1 | | | | |
| f 10.52 | 42.0 | | | LAKEND | T | | 31 | f 14.48 |
| | | | | 4.8 | | | | |
| f 11.04 | 46.8 | | | SHAWNIGAN BEACH | | | 31 | f 14.36 |
| | | | | 5.1 | | | | |
| f 11.17 | 51.9 | | | KINSOL | | | 25 | f 14.23 |
| | | | | 1.8 | | | | |
| f 11.22 | 53.7 | C W | | LAKESHAW | T | | 10 | f 14.18 |
| | | | | 4.3 | | | | |
| f 11.32 | 58.0 | Y | | DEERHOLME Jct. with Tidewater Sub. | T | | 48 | f 14.08 |
| | | | | 5.7 | | | | |
| f 11.47 | 63.7 | W | | CAMSCOT | | | 31 | f 13.53 |
| | | | | 5.5 | | | | |
| f 12.01 | 69.2 | Y | | CHANLOG | T | | | f 13.39 |
| | | | | 3.7 | | | | |
| f 12.10 | 72.9 | | | COWICHAN LAKE | T | | 30 | f 13.30 |
| | | | | 10.1 | | | | |
| A 12.35 | 83.0 | W Y | | YOUBOU | T | | 30 | L 13.05 |
| | | | | 0.3 | | | | |
| | 83.3 | | | END OF STEEL | | | | |
| Daily ex. Sun. 351 | | | | PACIFIC TIME | | | | Daily ex. Sun. 352 |

RAILWAY CROSSING AT GRADE
Mileage 47.0 Shawnigan Logging Co.

WYE:
Mileage 59.5
" 69.2
" 82.5

YARD LIMIT BOARDS
Lakeshaw 2000 ft. East of East Switch and 2600 ft. West of West Switch.
Deerholme 2000 ft. East of East Switch and 2000 ft. West of West Switch.
Empire Mill Spur mile 81.7, 1000 ft. East of East Switch.

DERAILS:
Mileage 53.0 on spur
" 58.4 " "
" 70.8 " Siding

Mileage 0.0 on spur
" 7.1 " "
" 24.5 " "
" 36.5 " "
" 51.9 " "

**Registering Points**
Victoria Junction
Lakeshaw
Deerholme
Cowichan Lake
Youbou

**Bulletin Point**
Victoria
Lakeshaw

**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, Lakeshaw, Deerholme, Cowichan Lake or Youbou.
Normal position of switch at Junction is for Cowichan Subdivision.
No. 351 has right over No. 352, Victoria to Youbou.

**SPURS:**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Horton, McMaster Shingle Co. | Mileage | 0.0 | - | 3 | Cars | Anderson No. 2 | Mileage | 55.6 - 3 Cars |
| Channel Logging Co | " | 0.5 | - | 5 | " | National Pacific Mills | " | 56.0 - 3 " |
| Cameron Lumber Co. | " | 0.6 | - | 25 | " | Ferguson Bros. | " | 58.4 - 4 " |
| Victoria Racing Association | " | 7.1 | - | 6 | " | C. M. McKenzie | " | 59.2 - 4 " |
| R. H. Barker | " | 12.1 | - | 10 | " | Scottish Logging Co. | " | 65.4 - 13 " |
| R. L. Adamson | " | 25.4 | - | 2 | " | Cameron Lumber Co. | " | 69.7 - 18 " |
| Talcum | " | 34.1 | - | 1 | " | Continental Timber Co. | " | 70.5 - 15 " |
| Team | " | 34.9 | - | 12 | " | Channel Logging Co. | " | 70.8 - 14 " |
| Echo Lumber Mills | " | 36.4 | - | 4 | " | Continental Timber Co. | " | 71.0 - 30 " |
| Shawnigan Lake Lumber Co. | " | 47.4 | - | 1 | " | Channel Logging Co. | " | 71.3 - 67 " |
| A. C. Carlin | " | 49.9 | - | 5 | " | " " " | " | 71.4 - 102 " |
| Anderson No. 1 | " | 50.4 | - | 3 | " | Doubling | " | 75.0 - 15 " |
| Napier Lumber Co. | " | 51.3 | - | 4 | " | Empire Mill | " | 81.7 - 10 " |
| Colpman Lumber Co. | " | 53.0 | - | 5 | " | Spur | " | 82.0 - 19 " |
| Cameron Lumber Co. | " | 53.9 | - | 15 | " | Empire Logging Rly. | " | 83.0 - |

## PATRICIA BAY SUBDIVISION

| WESTBOUND TRAINS Inferior Direction | Miles from Junction | Coal, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 10-ft. Aver. Passing Tracks | Other Tracks | EASTBOUND TRAINS Superior Direction |
|---|---|---|---|---|---|---|---|---|
| | 0.0 | Y | | JUNCTION With Cowichan Sub. | T | | | |
| | | | | 4.8 | | | | |
| | 4.8 | | | CORDOVA BAY | | | | |
| | | | | 1.0 | | | | |
| | 5.8 | | | ELK LAKE | | 35 | | |
| | | | | 3.0 | | | | |
| | 8.8 | | | BRYNMOOR | | | 4 | |
| | | | | 1.9 | | | | |
| | 10.7 | | | SAANICHTON BAY | | | | |
| | | | | 2.2 | | | | |
| | 12.9 | | | SIDNEY JCT. | | | | |
| | | | | 1.7 | | | | |
| | 14.6 | | | SIDNEY | | | | |
| | | | | 1.5 | | | | |
| | 14.4 | W Y | | RANGE ROAD | | 29 | 52 | |
| | | | | 0.8 | | | | |
| | 15.2 | | | PATRICIA BAY | T | | 20 | |
| | | | | Pacific Time | | | | |

**Registering Points**
Junction
Patricia Bay

**SPECIAL INSTRUCTIONS**—All trains must approach and be prepared to stop at Quadra Street, Mileage 1.2, 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 12.6 - 3 Cars connected east end.
Sidney Mill Spur Mileage 14.6 - B Cars connected east end.

## TIDEWATER SUBDIVISION

| NORTHBOUND TRAINS Inferior Direction | Miles from Deerholme | Coal, Turntable, Water, Wye | Telegraph Offices D. Day N. Night | STATIONS | Telegraph Calls Telephone Service | Car Capacity 40-ft. Aver. Passing Tracks | Other Tracks | SOUTHBOUND TRAINS Superior Direction |
|---|---|---|---|---|---|---|---|---|
| | 0.0 | Y | | DEERHOLME | T | | 48 | |
| | | | | 5.3 | | | | |
| | 5.3 | | | WYE | | | | |
| | | | | 0.7 | | | | |
| | 6.0 | | | TIDEWATER | T | | 33 | |
| | | | | 1.3 | | | | |
| | 7.3 | | | LOG DUMP | | | | |

NOTE—Normal position of Switch at Deerholme is for Cowichan Subdivision.

YARD LIMIT BOARDS—Deerholme 2000 ft. North of Wye Switch.
Tidewater 2000 ft. South of South Switch.

SPURS
Williams Bros.—Mileage 1.8 - 3 Cars

## 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 traine 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 on to cars being loaded or unloaded at freight sheds, toam tracks and other places, or to boarding outfit cars persons working in or about such cars must be warned, in order to avoid injury.

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

8—Before coupling on to passenger cars or cars occupied by employees, engine must be brought to a full stop, 20 feet distant.

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—Conductors and engineers of mixed and freight trains, consisting of ten or more cars, must see that one trainman is on front portion of train or engine while train is in motion.

12—Conductors of mixed and freight trains muet 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 ie 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. At other points snow plows and flangers will not exceed twenty-five (25) miles per hour.

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—Riding on pilots of engines is prohibited except when switching in yards.

25—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.

26—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.

27—General Order No. 361 of the Board of Railway Commissioners for Canada requires that certain accidents be reported by telegram as under:

> "That in the case of all aceidents occurring on the railway, attended by personal injury, and in which accidents the movement of trains, engines or cars is involved, also where such accidents cause damage to any bridge, culvert, viaduct or tunnel on the railway, rendering the same impassable or unfit for immediate use (and whsther attended by personal injury to any person or employee of the company or not), the conductors or other employees of every such company, shall at the expense of the company, and at the same time they report to the company, send to the Board addressed to its Chief Operating Officer, at Ottawa, Ont., a telegram containing the following information:
>
> (a) Date and place.
> (b) Name of railway.
> (c) Number and description of train or trains, engine or engines concerned.
> (d) Number of passengors, 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 telegraph a copy to the Assistant General Manager, General Superintendent of Transportation and Superintendent.

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 conductor 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.

28—Under General Order No. 282 of the Board of Railway Commissioners, in all cases of doralilment 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.

29—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.

30—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.

31—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 tho final meoting point, hold main line, unless again instructed by train order to take siding.

32—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.

33—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.

34—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.

35—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.

36—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."

37—Headlights will be kept burning on engines passing through dark tunnels.

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

39—In the event of any train or engine striking stock or any obstruction, same must be brought to a stop and a careful examination made of equipment, to see that everything is in proper order before again proceeding.

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## 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.

## 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—Air brakes must not be cut out on more than two (2) consecutive cars in any train. The car immediately behind the engine must always have its brakes operative. When necessary to cut out a defective brake while en route, conductor must attach to crossover pipe, near the triple valve, an Air Brake Defect Card, Form No. 466, properly filled out.

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 steps. 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.

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## 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 land adjacent to the right-of-way, shall report same by wire to the Superintendent, and also to the Agent or person in charge at the next or nearest point where there shall be telegraph or telephone communication, giving exact location by mileage.

Enginemen shall, on discovering or receiving notice of a fire, stop and notify the first section employees passed of such fire, unless it is practicable for the train crew to extinguish same immediately, in which case this action shall be taken. No employees shall do or cause damage or injury to any of the fire-protective appliances on any engine.

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."

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## 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 train service:

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

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

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

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

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

3—On other lines:

(a) By day place a red flag, and in addition, by night a red light, on the same side of the track as the engineer of an approaching train at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to 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 (6) (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 fusees, and a supply of matches.

NOTE—Rule 3 will apply on Nechako and Telkwa Subdivisions, and Rule 2 on all other 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.

## EQUATED TONNAGE RATINGS

### GENERAL INSTRUCTIONS

1. The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents.

EXAMPLE.—(1) 42 Cars.....Total Gross Weight.....2100 Tons
Car Factor.....10 x 42 Cars.....420 Tons
EQUATED TONS.....2520

(2) 84 Cars.....Total Gross Weight.....1680 Tons
Car Factor.....10 x 84 Cars.....840 Tons
EQUATED TONS.....2520

2. The car factor is an allowance for frictional car resistance and varies on different subdivisions according to the ruling grade, the principle being that on low gradients the frictional resistance is a higher proportion of the total resistance than on steeper gradients. By use of the car factor the trainload is so adjusted that the resistance is the same for all trains of equal equated tonnage whether composed of fully loaded, partly loaded or empty cars.

3. Established ratings will be exceeded by 1% if by so doing another car can be handled in the train.

4. The equated ratings shown are "A" or fair weather. These ratings will be reduced as authorized by ratings "B" to "K" for temperature

TONNAGE REDUCTIONS

| TEMPERATURES | Weather Condition Modifications | |
|---|---|---|
| | RATING | Reduction in tonnage |
| To 25°F. above | A | Nil |
| 24°F. above to 11°F. above (or bad rail) | B | 5% |
| 10°F. above to Zero | C | 10% |
| Zero to 10°F. below | D | 15% |
| 11°F. below to 20°F. below | E | 20% |
| 21°F. below to 25°F. below | F | 25% |
| 26°F. below to 30°F. below | G | 30% |
| 31°F. below to 35°F. below | H | 35% |
| 36°F. below to 40°F. below | I | 40% |
| 41°F. below to 45°F. below | J | 45% |
| 46°F. below to 50°F. below | K | 50% |

The Chief Dispatcher will issue special instructions in case of storm or temperatures lower than those shown.

5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first outward trip and 10% light on return trip. Locomotive Foreman will advise Train Dispatcher and Yardmaster in such cases.

6. Passenger engine in freight service will be allowed a further reduction of one hundred (100) tons.

7. Unless special ratings are given, a reduction of 10% from the ratings shown in tables will be allowed for certain specified time freight trains. General Superintendent of the district will designate for which trains this allowance is to be made.

8. When an engine of different capacity from those shown in the tables is used, the proper equated tonnage will be arrived at by taking the rating for the 100% engine and reducing this figure to the percentage rating for the engine in question. This is done by multiplying the equated tonnage of the 100% engine by the percentage of the engine in question and striking off the last two figures.

EXAMPLE.—To find the equated tonnage for a 38% engine.
Equated tonnage for a 100% engine—5835.
5835x38—221730.
Equated tonnage for 38% engine is therefore 2217.

9. To determine proper tonnage for pusher, double-header or helper engines, unless special rating is given, add to equated rating of the first engine 95% of the equated rating in effect for each class of helper.

10. In making up trains, weights must be obtained by taking tare from the car and contents from the waybill. When tare weights are not available, car weights may be taken as under:

| | | | |
|---|---|---|---|
| Passenger cars with 4-wheeled trucks | 50 tons | Hart cars | 18 tons |
| Passenger cars with 6-wheeled trucks | 60 tons | Stock cars | 17 tons |
| Passenger refrigerator cars | 40 tons | Wooden frame box cars | 17 tons |
| Freight refrigerator cars | 27 tons | Flat cars | 14 tons |
| 100,000 cap. steel gondolas | 23 tons | Cabooses or vans | 20 tons |
| Steel frame box cars | 20 tons | | |

11. In computing tonnage, fully loaded cars of grain, coal, rails, ties, lumber, etc., for which scale weights are not available, will be considered as carrying car capacity plus 10%.

12. In the application of the car factor, when dead engines are included in a train, each such engine will be counted as four cars. Weights of engines being hauled dead are to be taken as under:

| | | | |
|---|---|---|---|
| 65% to 51% engines | 175 tons | 30% to 21% engines | 100 tons |
| 50% to 41% engines | 150 tons | 20% to 15% engines | 75 tons |
| 40% to 31% engines | 125 tons | Below 15% engines | 50 tons |

EXAMPLE.—Established rating, 3000 equated tons.

Car Factor, 10.
50 cars—gross weight.....2070 tons
2 deed engines, 53%—gross weight.....350 tons
Equivalent to 2 x 4—
8 cars.
58 cars x 10, Car Factor.....580
Equated Tonnage.....3000

13. The ratings given in the rating table are for the ruling grade; excess tonnage will be handled when it is to be set out short of or picked up beyond the ruling grade.

14. When an engine is unable to handle the authorized rating, a joint message, signed by Conductor and Engineer, will be sent to the Chief Dispatcher, advising the reduction made and giving the reason for same.

15. Yardmasters and Conductors will be held responsible for their trains being loaded to full authorized rating, less the proper reduction for weather or rail condition, when tonnage is available.

# EQUATED TONNAGE RATINGS

## KAMLOOPS DIVISION

| Car Factor | 35% | 38% | 50% | 53% | 100% | | | | 100% | 53% | 50% | 38% | 35% | Car Factor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WEST OR NORTHBOUND (Read Down) | | | | | | ALBREDA SUBDIVISION | | | EAST OR SOUTHBOUND (Read Up) | | | | | |
| | | | | | | Between | | | | | | | | |
| 12 | 2235 | 2430 | 3195 | 3385 | 6390 | Jasper | – | Red Pass | 5870 | 3110 | 2935 | 2230 | 2055 | 12 |
| 10 | 1900 | 2065 | 2715 | 2880 | 5430 | Red Pass | – | Albreda | 4070 | 2160 | 2035 | 1550 | 1425 | 8 |
| 12 | 3365 | 3655 | 4810 | 5100 | 9620 | Albreda | – | Blue River | | | | | | |
| | | | | | | CLEARWATER SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 12 | 3080 | 3345 | 4400 | 4665 | 8800 | Blue River | – | Birch Island | 5930 | 3140 | 2965 | 2255 | 2075 | 12 |
| | | | | | | Birch Island | – | Kamloops Jct. | 7970 | 4225 | 3985 | 3030 | 2790 | 12 |
| | | | | | | ASHCROFT SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 12 | 2790 | 3030 | 3985 | 4225 | 7970 | Kamloops Jct. | – | Savona | 11070 | 5870 | 5535 | 4210 | 3875 | 12 |
| 12 | 3875 | 4210 | 5535 | 5870 | 11070 | Savona | – | Walhachin | 6250 | 3310 | 3125 | 2375 | 2185 | 12 |
| 12 | 3135 | 3405 | 4480 | 4750 | 8960 | Walhachin | – | Lytton | 6970 | 3695 | 3485 | 2650 | 2440 | 12 |
| 12 | 3875 | 4210 | 5535 | 5870 | 11070 | Lytton | – | Falls Creek | 11070 | 5870 | 5535 | 4210 | 3875 | 12 |
| | | | | | | Falls Creek | – | Boston Bar | 6250 | 3310 | 3125 | 2375 | 2185 | 12 |
| | | | | | | YALE SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 15 | 3285 | 3565 | 4690 | 4970 | 9380 | Boston Bar | – | Hope | 6540 | 3465 | 3270 | 2485 | 2290 | 15 |
| 15 | 4320 | 4690 | 6170 | 6540 | 12340 | Hope | – | Port Kells | 8720 | 4620 | 4360 | 3315 | 3050 | 15 |
| 7 | 1560 | 1695 | 2230 | 2360 | 4460 | Port Kells | – | Port Mann | 6540 | 3465 | 3270 | 2485 | 2290 | 15 |
| 7 | 1295 | 1405 | 1850 | 1960 | 3700 | Port Mann | – | New Westminster | 4460 | 2360 | 2230 | 1695 | 1560 | 7 |
| | | | | | | New Westminster | – | Vancouver | 2980 | 1580 | 1490 | 1135 | 1045 | 7 |
| Car Factor | | | 28% | 35% | 100% | OKANAGAN SUBDIVISION | | | 100% | 35% | 28% | | | Car Factor |
| | | | | | | Between | | | | | | | | |
| 6 | | | 865 | 1080 | 3090 | Kelowna | – | Vernon | 3090 | 1080 | 865 | | | 6 |
| 6 | | | 690 | 865 | 2470 | Vernon | – | Armstrong | 2680 | 940 | 750 | | | 6 |
| 12 | | | 2250 | 2815 | 8040 | Armstrong | – | Monte Lake | 1410 | 495 | 395 | | | 3 |
| | | | | | | Monte Lake | – | Bostock Jct. | 3480 | 1220 | 975 | | | 6 |
| | | | | | | Bostock Jct. | – | Kamloops | | | | | | |
| | | | | | | KAMLOOPS TERMINAL SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 12 | | | 2250 | 2815 | 8040 | Kamloops | – | Kamloops Jct. | 13840 | 4845 | 3875 | | | 20 |
| | | | | | | LUMBY SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 6 | | | 780 | 975 | 2780 | Lumby | – | Lumby Jct. | 1790 | 625 | 500 | | | 6 |

## SMITHERS DIVISION

| Car Factor | 25% | 35% | 38% | 50% | 100% | | | | 100% | 50% | 38% | 35% | 25% | Car Factor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WEST OR NORTHBOUND (Read Down) | | | | | | TETE JAUNE SUBDIVISION | | | EAST OR SOUTHBOUND (Read Up) | | | | | |
| | | | | | | Between | | | | | | | | |
| 12 | 2770 | 3875 | 4210 | 5535 | 11070 | Red Pass | – | Tete Jaune | 3400 | 1700 | 1295 | 1190 | 850 | 6 |
| 12 | 1980 | 2770 | 3005 | 3955 | 7910 | Tete Jaune | – | McBride | 7550 | 3775 | 2870 | 2640 | 1890 | 12 |
| | | | | | | FRASER SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 12 | 2065 | 2890 | 3140 | 4130 | 8260 | McBride | – | Prince George | 7550 | 3775 | 2870 | 2640 | 1890 | 12 |
| | | | | | | NECHAKO SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 12 | 1805 | 2525 | 2740 | 3605 | 7210 | Prince George | – | Wedgewood | 10080 | 5040 | 3830 | 3530 | 2520 | 12 |
| | | | | | | Wedgewood | – | Endako | 7910 | 3955 | 3005 | 2770 | 1980 | 12 |
| | | | | | | TELKWA SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 12 | 2065 | 2890 | 3140 | 4130 | 8260 | Endako | – | Rose Lake | 9680 | 4840 | 3680 | 3390 | 2420 | 12 |
| | | | | | | Rose Lake | – | Smithers | 7800 | 3900 | 2965 | 2730 | 1950 | 12 |
| | | | | | | BULKLEY SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 12 | 2065 | 2890 | 3140 | 4130 | 8260 | Smithers | – | Pacific | 7140 | 3570 | 2715 | 2500 | 1785 | 12 |
| | | | | | | SKEENA SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 12 | 2405 | 3365 | 3655 | 4810 | 9620 | Pacific | – | Salvus | 8260 | 4130 | 3140 | 2890 | 2065 | 12 |
| 12 | 2770 | 3875 | 4210 | 5535 | 11070 | Salvus | – | Prince Rupert | 11070 | 5535 | 4210 | 3875 | 2770 | 12 |

NOTE: Loads shown for Smithers Division are loads for oil burners and must be reduced 10% if coal burning engines are used.

| Car Factor | | | 28% | 35% | 100% | ISLAND DIVISION | | | 100% | 35% | 28% | | | Car Factor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PATRICIA BAY SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 5 | | | 680 | 850 | 2430 | Victoria | – | Patricia Bay | 2880 | 1010 | 810 | | | 5 |
| 5 | | | 1060 | 1325 | 3790 | Sidney Jct. | – | Sidney | 2030 | 710 | 570 | | | 5 |
| | | | | | | COWICHAN SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 4 | | | 590 | 735 | 2100 | Victoria | – | Youbou | 2100 | 735 | 590 | | | 4 |
| | | | | | | TIDEWATER SUBDIVISION | | | | | | | | |
| | | | | | | Between | | | | | | | | |
| 4 | | | 1315 | 1645 | 4700 | Deerholme Jct. | – | Tidewater | 1350 | 475 | 380 | | | 4 |

## 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. | 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 | 31 | 1.56 | 36 | 1·40 | 41 | 1.27 | 46 | 1.18 |
| 8 | 7.30 | 17 | 3.31 | 22 | 2.43 | 27 | 2.13 | 32 | 1.52 | 37 | 1.37 | 42 | 1.25 | 47 | 1.16 |
| 19 | 6. | 18 | 3.20 | 23 | 2.36 | 28 | 2.8 | 33 | 1.49 | 38 | 1.34 | 43 | 1.23 | 48 | 1.15 |
| 12 | 5. | 19 | 3.9 | 24 | 2.30 | 29 | 2.4 | 34 | 1.45 | 39 | 1.33 | 44 | 1.21 | 49 | 1.13 |
| 15 | 4. | 20 | 3. | 25 | 2.24 | 30 | 2. | 35 | 1.42 | 40 | 1.30 | 45 | 1:20 | 50 | 1.12 |

## CLASSIFICATION AND PERCENTAGE RATING OF LOCOMOTIVES

### CANADIAN NATIONAL RAILWAYS

(Western Region)

| Class | Type | Engine Nos. | Superheater | Rating |
|---|---|---|---|---|
| B-26-a | 8-Wheeler | 331, 336, 340, 348, 351, 387, 388, 389, 392 | S | 19% |
| " | " | 328-330, 332, 335, 337, 339, 342, 343, 345, 346, 349, 350, 353, 355-357, 360-365, 368-373, 377-379, 382-386, 390, 391, 395 | | 19% |
| C- 5-h | Mogul | 412-416, 418-420 | | 28% |
| " | " | 409-411 | S | 28% |
| C- 7-a | " | 423-428 | S | 28% |
| D- 1-a | " | 470, 471 | | 17% |
| E- 8-a | " | 865-869, 889 | S | 25% |
| E- 8-b | " | 870-888 | S | 25% |
| G- 3-a | 10 Wheeler | 1028, 1029 | | 22% |
| G-10-a | " | 1050, 1052, 1053, 1055 | S | 23% |
| " | " | 1051, 1056, 1057 | | 23% |
| G-10-b | " | 1058, 1060 | | 23% |
| " | " | 1059, 1067 | S | 23% |
| G-11-a | " | 1083-1102 | S | 26% |
| G-16-a | " | 1111-1130 | S | 25% |
| H- 3-b | " | 1215-1216 | S | 21% |
| H- 4-a | " | 1229, 1230 | S | 21% |
| " | " | 1225 | S | 23% |
| H- 4-b | " | 1231, 1232, 1237, 1239 1243, 1245 | S | 21% |
| " | " | 1233, 1234, 1240 | S | 23% |
| H- 5-a | " | 1246-1260 | S | 24% |
| H- 6-a | " | 1261-1267 | S | 28% |
| H- 6-b | " | 1268-1275, 1277 | S | 28% |
| H- 6-c | " | 1278-1302, 1304-1310 | S | 28% |
| H- 6-d | " | 1227-1336 | S | 28% |
| H- 6-e | 10 Wheeler | 1343-1346 | S | 28% |
| H- 6-g | " | 1370-1384 | S | 28% |
| H-10-a | " | 1423-1452 | S | 25% |
| M- 4-f | Consolidation | 1860, 1869 | S | 30% |
| M- 4-h | " | 1884 | S | 30% |
| M- 4-j | " | 1912 | S | 30% |
| M- 4-k | " | 1916, 1923, 1926, 1934 | S | 30% |
| M- 4-l | " | 1939 | S | 30% |
| M- 7-a | " | 1971-1980 | S | 31% |
| M- 1-a | " | 2010, 2019 | S | 35% |
| M- 1-b | " | 2027-2064 | S | 35% |
| M- 2-a | " | 2065, 2066, 2072, 2073, 2075 2077-2079, 2081-2083, 2089 | S | 35% |
| " | " | 2067-2071, 2074, 2076, 2080, 2088 | | 35% |
| M- 3-a | " | 2090-2116, 2119, 2121-2124 | S | 35% |
| M- 3-d | " | 2130-2154 | S | 35% |
| M- 3-e | " | 2155-2179 | S | 35% |
| N- 3-b | " | 2342, 2343 | S | 50% |
| N- 1-b | " | 2386-2389, 2391, 2396, 2420-2444 | S | 50% |
| N- 1-a | " | 2400-2419 | S | 50% |
| N- 1-c | " | 2450 | S | 50% |
| N- 2-b | " | 2465-2514 | S | 50% |
| N- 5-a | " | 2687-2706 | S | 38% |
| N- 5-b | " | 2707-2746 | S | 38% |
| S- 1-d | Mikado | 3388 | S | 53% |
| S- 1-e | " | 3395 | S | 53% |
| S- 2-a | " | 3525-3559 | S | 55% |
| S- 2-b | " | 3560-3567 Booster | S | 55% |
| S- 2-c | " | 3580-3599 Booster | S | 55% |
| T- 1-a | Santa Fe | 4008 | S | 65% |
| T- 1-b | Santa Fe | 4010-4011-4012-4015-4017-4018 | S | 65% |
| T- 1-c | " | 4023, 4025-4044 | S | 65% |
| J- 1-a | Pacific | 5000-5003 | S | 35% |
| J- 4-a | " | 5080-5083 | S | 34% |
| J- 4-b | " | 5085, 5088, 5089 | S | 34% |
| J- 4-c | " | 5090-5099 | S | 34% |
| J- 4-d | " | 5115-5124 | S | 38% |
| J- 4-e | " | 5125-5141 | S | 38% |
| J- 4-f | " | 5145-5156 | S | 38% |
| K- 2-b | " | 5547-5549 | S | 36% |
| K- 3-g | " | 5612-5626 | S | 32% |
| O- 2-a | 6-Wheel Switcher | 7000, 7001 | | 28% |
| O- 3-a | " | 7002-7005 | | 28% |
| O- 4-a | " | 7006 | | 29% |
| O- 7-a | " | 7009-7020 | | 28% |
| O- 7-b | " | 7021-7025 | | 28% |
| O-10-a | " | 7032-7044 | | 28% |
| O-10-b | " | 7051-7062 | | 28% |
| O-14-d | " | 7079 | | 28% |
| O- 5-a | " | 7300, 7301 | | 35% |
| O-13-a | " | 7302-7304 | S | 35% |
| O-15-b | " | 7307 | | 35% |
| O-15-c | " | 7313 | | 35% |
| O-15-d | " | 7316 | | 35% |
| O-12-d | " | 7333-7338 | S | 35% |
| O-16-a | " | 7339-7346 | S | 35% |
| O-12-a | " | 7362-7368, 7375-7387, 7394-7413 | S | 35% |
| O-12-f | " | 7414-7423 | S | 35% |
| O-20-a | " | 7532-7541 | | 35% |
| P- 4-a | 8-Wheel Switcher | 8205-8209 | S | 55% |

### DULUTH, WINNIPEG AND PACIFIC RAILWAY

| Class | Type | Engine Nos. | Superheater | Rating |
|---|---|---|---|---|
| H- 6-f | 10-Wheeler | 1347-1351 | S | 30% |
| H- 7-a | " | 1352, 1353 | S | 24% |
| L- 5-a | Consolidation | 1802 | | 32% |
| L- 6-a | " | 1804 | | 32% |
| M- 3-c | " | 2125-2129 | S | 35% |
| N- 2-a | Consolidation | 2455-2464 | S | 50% |
| R- 1-a | Mikado | 3000 | | 35% |
| O-11-a | 6-Wheel Switcher | 7066 | | 28% |

## DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES—BRITISH COLUMBIA DISTRICT

FACE IN DIRECTION NAMED—COUNT CROSSARMS FROM THE TOP DOWN