CP Rail

Pacific Region

Revelstoke, Vancouver, Kootenay,
Esquimalt and Nanaimo Divisions

Time Table

100

Taking Effect at
0001 Pacific Standard Time,
Thursday, November 7, 1985.

Governed by:
Pacific Standard Time and by

Pacific Daylight Saving Time beginning at
0300 Sunday, April 27, 1986 and by

Pacific Standard Time beginning at
0100 Sunday, October 26, 1986.

For the Information and Guidance of Employees Only

J. D. Bromley
Senior Regional Vice-President

L. A. Hill
General Manager

J. A. Linn
Asst. General Manager

A. D. Watson
Superintendent Transportation

LIFE IS FRAGILE · HANDLE WITH CARE

100
CP Rail
Last Spike Centennial
November 7, 1885

APPROVED MEDICAL EXAMINERS

DR. WM. L. MAY, Chief of Medical Service
Room 501, Windsor Station, Montreal 395-7285

DR. J.F. AVERY, British Columbia Area Medical Officer
Suite 120, Granville Square, Vancouver 665-2448
Office 327-1716, residence 266-7633

Telephone No.

Name	Office	Residence	City or Town
DR. B.F. FORD	922-2141	988-8420	West Vancouver
DR. VICTOR S. BERGSON	681-8633	736-4724	Vancouver
DR. JOHN F. HATHORN	327-6318	327-6318	Vancouver
DR. C.G.E. HUNT	669-6099	733-0354	Vancouver
DR. JOHN VARLEY	278-8435	277-4852	Richmond
DR. ARTHUR D. VAN WART	266-4250	263-8220	Vancouver
DR. R.A. McEACHREN	433-1268	433-1268	Burnaby
DR. BRIAN H. SEWELL	943-1148	943-5245	Tsawwassen
DR. G.S. LAW	588-0678	591-2600	Surrey
DR. R.F. SANGLAP	382-8206	592-7142	Victoria
DR. C.B. FAULKNER	595-8231	477-9156	Victoria
DR. R.W. DAVIDSON	598-6122	598-4484	Victoria
DR. D.C.L. STEVENS	598-5107	477-8495	Victoria
DR. A.L. ANTONIO	746-5115	746-5589	Duncan
DR. G.K. HEYDON	246-3261	246-3110	Chemainus
DR. T. WICKHAM	245-2235	245-3135	Ladysmith
DR. J.E. JOHNSON	753-3431	754-9552	Nanaimo
DR. A.P. LANE	753-3431	758-1240	Nanaimo
DR. D.W. BURROWS	752-6971	752-6530	Qualicum Beach
DR. J.A. McCANN	334-4411	338-8011	Courtenay
DR. J.A. JEMSON	724-1215	724-3737	Port Alberni
DR. J. DEPEW	287-6228	287-3600	Campbell River
DR. R.A. GEDDES	562-9195	562-3872	Prince George
DR. M.F. ANGUS	942-7227	942-8448	Coquitlam
DR. A. JONES	942-7227	463-9441	Coquitlam
DR. W. SINCLAIR	942-7227	942-4126	Coquitlam
DR. G.A. SACKVILLE	522-0234	521-6822	New Westminster
DR. D.B. SINGLETON	869-5637	869-2658	Hope
DR. J.E. DIAN	455-2323	455-6653	Lytton
DR. R.F. BENNETT	453-9191	453-9334	Ashcroft
DR. R.R. ROBINSON	372-5251	372-9261	Kamloops
DR. K.G. BOUGHTON	372-5251	579-5514	Kamloops
DR. B.K. MacKAY	372-5251	374-4342	Kamloops
DR. H.O.L. MURRAY	372-5251	679-3995	Kamloops
DR. R.J. OYLER	372-5251	372-5005	Kamloops
DR. A. RALPH WILLIAMS	832-6091	832-2060	Salmon Arm
DR. W.J. CUNNINGHAM	545-1331	545-2015	Vernon
DR. T.S.G. McMURTRY	545-1331	545-2027	Vernon
DR. P.S. ENNS	762-2740		Kelowna
DR. J. H. BEECH	836-2817	836-4788	Sicamous
* SELKIRK MEDICAL GROUP	837-9321		Revelstoke
* GOLDEN MEDICAL CLINIC	344-2211		Golden
DR. B. NODWELL	492-3024	492-4997	Penticton
DR. N.J. BOSOMWORTH	295-3228	295-3374	Princeton
DR. D. VALLIS	445-6521	445-6400	Greenwood
DR. J. CURRY	442-8233	442-8043	Grand Forks
DR. A.D. JOHNSON	365-3010	365-7153	Castlegar
DR. J.G. COLBERT	368-5211	368-8722	Trail
DR. L.R. SIMONETTA	368-5211	368-9606	Trail
DR. J.R. HARRIGAN	368-5211	368-5400	Trail
DR. H.D. DIMOCK	368-5211	368-8383	Trail
DR. DAVID CARDWELL	352-6611	357-9650	Nelson
DR. J.M. HARTLEY	352-6611	352-3792	Nelson
DR. K.L. MUTH	352-6611	352-3755	Nelson
DR. ERIK T. PATERSON	428-2277	428-2185	Creston
DR. D.R. MESSING	426-6601	426-3288	Cranbrook
DR. E.J. SHEPPARD	426-6601	426-2595	Cranbrook
DR. J.H. RAYSON	426-6601	426-5118	Cranbrook
DR. G. R. McIVER	426-6601	426-4455	Cranbrook
DR. R.J. STERN	342-9206	342-3209	Invermere
DR. S.K. GRAHAM	423-4442	423-7435	Fernie
DR. S. EAST	423-4442	423-4320	Fernie
DR. R.H. GEDDIS	423-4442	423-6588	Fernie
DR. E.R. LUZOD	425-6315	425-6919	Sparwood
DR. R.I. VARNAM	562-2851	563-3134	Blairmore

* There are no Company Approved Medical Examiners at this location.

REVELSTOKE DIVISION

Subdivision	Page			Miles
Laggan	-	Mileage 136.3	to Field	0.3
Mountain	4	Field	to Revelstoke	125.7
Okanagan	8	Sicamous	to Vernon	47.0
Shuswap	6	Revelstoke	to Mileage 127.1	127.1
Windermere	20	Mileage 139.9	to Golden	2.6
				302.7

J. M. WHITE, Superintendent, Revelstoke.

M. G. DEGIROLAMO, and
D. R. EVANS, Asst. Superintendents, Revelstoke.

S. M. BECKER, and
J. J. Robson, Trainmasters, Revelstoke.

Dispatching Office at Revelstoke: Telephone Emergency 837-9691
Chief Dispatcher 837-8215
East Dispatcher 837-8276
West Dispatcher 837-8277

E. A. JOHNSON, Chief Train Dispatcher

R. K. GOODMAN, S. R. RUFF — Night Chief Train Dispatchers

N. J. SAVARD, V. HOOTNICK, S. S. GOSAL, A. GORDON, S. S. ROMANO, D. M. YOUNG, K. D. SIDONI, R. N. DONSELAAR, A. W. HEBERT, B. A. McASTOCKER, E. R. LAZZAROTTO, G. WOO, D. B. COLETTI, D. J. KOVACH, R. D. DECOCK — Train Dispatchers

VANCOUVER DIVISION

Subdivision (or spur)	Page			Miles
Cascade	12	North Bend	to Vancouver	129.0
Cascade	13 & 14	Coquitlam Yard		72.8
Cascade	13 & 14	Vancouver Yard		48.2
Ioco Spur	14	Mileage 115.0	to end of track	3.2
Mission	15	Mission City	to Huntingdon	10.1
Okanagan Falls Spur	9	Penticton	to end of track	12.3
Princeton	9	Penticton	to Spences Bridge	177.8
Shuswap	6	Mileage 127.1	to Kamloops	1.4
Thompson	10	Kamloops	to North Bend	121.5
Westminster	16	Coquitlam	to New Westminster	8.4
				584.7

H. L. MacAULAY, Superintendent, Vancouver.

J. A. TEMPLETON, Deputy Superintendent, Vancouver.

E. W. BAY, Asst. Superintendent, Kamloops.

J. H. BAY, Asst. Superintendent, Vancouver.

T. W. BROWN, Asst. Superintendent, Coquitlam.

W. A. SPAIDAL, Asst. Superintendent, Coquitlam.

Dispatching Office at Vancouver: Telephone 665-3106, Emergency 687-5491
W. E. BARRY, Chief Train Dispatcher.

A. J. FAZIO, D. A. GREENWOOD, — Night Chief Train Dispatchers

H. J. KOLOGIE, P. B. PROCTOR, R. A. LAZZAROTTO, W. W. BABER, H. WISINGER, L. C. BERRY, C. G. INGRAM, M. M. ROMANO, M. W. BROWN, R. K. GALE, G. S. MINHAS, G. C. ELLISON, M. R. INGRAM, D. A. DELESALLE, B. K. ARNEIL, L. M. DeLANGE, D. L. LUCAS — Train Dispatchers

E and N DIVISION

Subdivision (or spur)	Page			Miles
Crofton Spur	18	Mileage 47.7	to end of track	2.1
Port Alberni	17	Parksville	to Port Alberni	38.8
Victoria	18	Victoria	to Courtenay	139.7
Wellcox Spur	19	Mileage 70.0	to end of track	3.2
				183.8

H. L. MacAULAY, Superintendent, Vancouver.
J. A. TEMPLETON, Deputy Superintendent, Vancouver.
J. V. BOEHM, Asst. Superintendent, Nanaimo.

E and N Division will be controlled by Vancouver Division Dispatchers.

KOOTENAY DIVISION

Subdivision (or spur)	Page			Miles
Boundary	26	Nelson	to Midway	126.6
Byron Creek Collieries Spur	23	Fabro	to end of track	11.6
Carmi Spur	27	Midway	to end of track	2.4
Carson Spur	27	Mileage 94.4	to end of track	2.0
Cranbrook	22	Crowsnest	to Cranbrook	107.7
Crowsnest	....	Crowsnest	to Mileage 100.9	0.2
Fording River	23	Sparwood	to Fording	33.8
Kaslo	28	End of Track	to Nakusp	28.0
Kimberley	21	North Star	to Kimberley	16.3
Kingsgate	25	Yahk	to Kingsgate	10.5
Nelson	24	Cranbrook	to Nelson	137.8
Rossland	27	Castlegar	to Trail	17.6
Slocan	28	South Slocan	to Slocan City	31.3
Warfield Spur	27	Mileage 17.6	to end of track	4.4
Windermere	20	Fort Steele	to Mileage 139.9	139.9
				670.1

W. A. STEWART, Superintendent, Nelson.
D. N. McFARLANE, Asst. Superintendent, Nelson.
H. J. CASHIN, Asst. Superintendent, Cranbrook.

TELEPHONE:

Emergency		352-6266
Chief Dispatcher	352-2271	Local 241
North Dispatcher	352-2271	Local 243
East Dispatcher	352-2271	Local 244
West Dispatcher	352-2271	Local 242

Dispatching Office at Nelson:
G. W. JENKINS, Chief Train Dispatcher.

R. P. CAVANAUGH, G. W. BUKER — Night Chief Train Dispatchers.

R. E. HURST, J. J. KAZAKOFF, W. J. LOUKIANOW, P. ANUTOOSHKIN, P. POPOFF, G. ANUTOOSHKIN, I. V. MANION, W. A. ZOOBKOFF, G. R. DUBOIS, S. R. McPHAIL, L. D. MORRIS, T. H. SCHOELLER, C. A. JACKS, C. A. CLARK, N. A. SOUSA, S. E. FUTA — Train Dispatchers

MOUNTAIN SUBDIVISION FOOTNOTES

Following signals located to the left of direction of movement:

Eastward signal 1364.....Field
Eastward dwarf signal 74.....Ottertail
Westward signal 89.....Ottertail
Eastward signal 160.....Leanchoil
Westward dwarf signal 177.....Leanchoil
Eastward dwarf signal 216.....Palliser
Westward signal 233.....Palliser
Eastward signal 274.....Glenogle
Westward dwarf signal 289.....Glenogle
Eastward signal 304.....Mileage 30.4
Eastward signal 342.....Golden
Eastward dwarf signal 342.....Golden
Eastward dwarf signal 416.....Moberly
Westward signal 431.....Moberly
Westward signal 467.....Mileage 46.7
Eastward dwarf signal 504.....Donald
Westward signal 521.....Donald
Eastward signal 566.....Redgrave
Westward dwarf signal 581.....Redgrave
Eastward dwarf signal 610.....Beavermouth
Westward signal 629.....Beavermouth
Eastward dwarf signal 662.....Rogers
Westward signal 683.....Rogers
Eastward dwarf signal 712.....Griffith
Westward signal 723.....Griffith
Eastward dwarf signal 768.....Stoney Creek
Eastward signal 852B.....Glacier
Westward signal 865.....Glacier
Eastward signal 918.....Flat Creek
Westward dwarf signal 935.....Flat Creek
Westward signal 991.....Illecillewaet
Eastward signal 1016N.....Downie
Eastward signal 1036N.....Mileage 103.5
Westward signal 1035S.....Mileage 103.5
Eastward signal 1060N.....Albert Canyon
Westward signal 1059S.....Albert Canyon
Eastward signal 1076N.....Mileage 107.6
Westward signal 1077S.....Mileage 107.6
Eastward signal 1096N.....Lauretta
Westward signal 1095S.....Lauretta
Eastward signal 1112N.....Mileage 111.2
Westward signal 1113S.....Mileage 111.2
Eastward signal 1130N.....Mileage 113.0
Westward signal 1131S.....Mileage 113.0
Westward signal 1149S.....Twin Butte
Eastward signal 1150N.....Twin Butte
Westward signal 1167S.....Mileage 116.8
Eastward signal 1168N.....Mileage 116.8
Westward signal 1183S.....Mileage 118.4
Eastward signal 1184N.....Mileage 118.4
Westward signal 1199S.....Greely
Eastward signal 1200N.....Greely
Eastward signal 1216N.....Mileage 121.7
Westward signal 1217S.....Mileage 121.7
Westward signal 1233S.....Mileage 123.4
Eastward signal 1234N.....Mileage 123.4
Westward Signal 1241.....Revelstoke

WESTWARD TRAINS INFERIOR DIRECTION First Class		Miles from Field		MOUNTAIN SUBDIVISION STATIONS	Train Order Office Signals	Car Capacity Sidings	Siding Capacity in feet	EASTWARD TRAINS SUPERIOR DIRECTION First Class	
	1 Psgr. Daily							2 Psgr.	
	1620	0.0		FIELD K	AC	Yard		0745	
				8.2					
		8.2		OTTERTAIL		148	8188		
				8.7					
		16.9		LEANCHOIL		172	9468		
				5.5					
		22.4		PALLISER		164	9032		
				5.7					
		28.1		GLENOGLE		163	9000		
				6.9					
	s1730	35.0		GOLDEN RWY		152	8400	s0630	
				Jct. Windermere Sub.					
				7.3					
		42.3		MOBERLY		154	8520		
				8.9					
		51.2		DONALD		155	8570		
				6.1					
		57.3		REDGRAVE		141	7764		
				4.7					
		62.0		BEAVERMOUTH		181	9980		
				5.2					
	1820	67.2		ROGERS WY		205	11280	0525	
				4.5					
		71.7	CTC	GRIFFITH		114	6300		
				6.0					
		77.7		STONEY CREEK		154	8471		
				8.2					
	1905	85.9		GLACIER WY		136	7528	0445	
				6.8					
		92.7		FLAT CREEK		154	8480		
				5.4					
		98.1		ILLECILLEWAET		180	9936		
				3.5					
		101.6		DOWNIE		Nil			
				4.4					
		106.0		ALBERT CANYON X		Nil			
				3.5					
		109.5		LAURETTA X		Nil			
				5.5					
		115.0	Two Tracks	TWIN BUTTE X		Nil			
				4.9					
		119.9		GREELY X		Nil			
		123.4		5.8 X					
	2030	125.7		REVELSTOKE K	BY	Yard		0320	
	1							Daily 2	

Special Instruction "D" applies at the following switches:
- Mileage 44.6...Mountain Mineral Co. Ltd.
- Mileage 104.9.....South track
- Mileage 114.0.....North track

HOT BOX DETECTOR SYSTEM

DETECTOR LOCATION	TYPE	DIRECTION	INSPECTION POINT	SET - OFF POINT
Mileage 12.6	Display Board	Eastward Westward	Ottertail Leanchoil	Ottertail Leanchoil
Mileage 47.8	Display Board	Eastward Westward	Moberly Donald	Moberly Donald
Mileage 74.8	Display Board	Eastward Westward	Griffith Stoney Creek	Griffith Stoney Creek
Mileage 95.1	Display Board	Eastward Westward	Flat Creek Illecillewaet	Flat Creek Illecillewaet
Mileage 111.7 South Track	Talker	Eastward or		Mileage 105.0 (South Track) Mileage 105.2 (North Track)
Mileage 111.7 North Track	Display Board	Westward		Mileage 114.0 (North Track)

In addition to the requirements of Form CS44, Section 18.7, Instructions for Operation of Hot Box Detector Systems, trains must be stopped immediately there is any indication of dragging equipment. Instructions governing the operation of "talker" system are contained in Form CS44 and in Superintendent's Bulletins.

Continued on Page 5

MOUNTAIN SUBDIVISION FOOTNOTES — Continued

MAXIMUM SPEED
PASSENGER TRAINS.....45 M.P.H.
OTHER TRAINS AND ENGINES.....45 M.P.H.

Westward Miles Per Hour		Permissible Speed and Permanent Slow Orders, Mileage	Eastward Miles Per Hour	
Freight	Psgr.		Psgr.	Freight
20	20	0.0 to 0.4	20	20
30	30	0.4 to 17.8	30	30
20 ①		17.8 to 23.1		
	25	23.1 to 34.7	25	25
20	20	34.7 to 35.2	20	20
40	40	35.2 to 41.5	40	40
45	45	41.5 to 48.3	45	45
40	40	48.3 to 53.0	40	40
35	35	53.0 to 53.5	35	35
30	30	53.5 to 54.0	30	30
25	25	54.0 to 54.2	25	25
35	35	54.2 to 65.9	35	35
30	30	65.9 to 68.3	30	30
25		68.3 to 72.2		20 ②
20	20	72.2 to 72.3	20	20
25	30	72.3 to 76.3	30	20 ②
20	20	76.3 to 76.5	20	20
30	40	76.5 to 85.2	40	30
20 ②	35	85.2 to 90.4	35	
	30	90.4 to 95.4	30	
	25	95.4 to 96.2	25	25
	30	96.2 to 99.6	30	
25	35	99.6 to 102.5	35	35
20 ②		102.5 to 104.5		
35		104.5 to 123.4		
35	35	123.4 to 124.3		
20	20	124.3 to 125.7	20	20

① Westward freight trains between Mileage 17.8 and 34.7 may be operated at a speed of 25 M.P.H. providing engine is equipped with pressure maintaining feature and dynamic brakes are in effective operating condition. Item 2 of Special Instructions page 29 is amended accordingly.

② Eastward freight trains between Mileage 76.3 and 72.3 and between Mileage 72.2 and 68.4, and Westward freight trains between Mileage 85.2 and 104.5 may be operated at a speed of 25 M.P.H. providing engine is equipped with pressure maintaining feature and providing the tonnage handled is not in excess of "A" rating for the ascending grade for those units in the consist on which the dynamic brakes are in effective operating condition. Item 2 of Special Instructions page 29 is amended accordingly.

Movements on Sidings must not exceed 30 M.P.H.

In addition to any other restrictions required by train order, loaded trains of continuous welded rail or strings of bolted rails must not exceed 30 M.P.H.

Trains handling potash must not exceed 10 M.P.H. through sidings at Ottertail, Palliser, Golden and Beavermouth.

Golden is a Register Station for trains originating and terminating only.

At Golden west switch when a train or engine is authorized to pass either Signal 359 or Signal 360 indicating STOP, the highway crossing must be manually protected until fully occupied.

At Golden, all movements on wye tracks over Tenth Avenue must stop at the STOP signs and not proceed over the crossing until the automatic protection is seen to be working.

When a train is separated and is standing on both sides of a dual control switch for the purpose of cutting pusher engine in or out, that dual control switch may be operated manually in accordance with paragraphs 3 and 4 of Rule 104B after verbal authority has been received from the Train Dispatcher. In this case written authority as prescribed by Rule 266 is not required, except when pusher engine is being cut out onto a signalled siding or to the main track authority must be obtained in writing as prescribed by Rule 264.

Sidings at Ottertail, Leanchoil, Palliser, Glenogle, Moberly, Donald, Redgrave, Beavermouth, Rogers, Griffith, Glacier, Flat Creek and Illecillewaet are signalled sidings and Rules 263 - 273 apply.

When a train is separated and is standing in siding Rogers on both sides of a hand operated switch for the purpose of cutting in pusher engine, the pusher engine may enter the siding after verbal authority has been received from the Train Dispatcher. In this case, written authority as prescribed by time table Special Instruction "V" is not required.

Unless otherwise authorized, movements of assisting engines downgrade Glacier to Revelstoke or Stoney Creek to Rogers are limited to six units when cut into train. Any additional units must be marshalled in accordance with Section 9 Sub section 3.3 Form CS44.

Rules 263 to 273 apply between Signal 1363 Laggan Subdivision, Field, and Signal 03 Shuswap Subdivision, Revelstoke. Exception to Rule 514 does not apply. Two main tracks between Downie, Mileage 101.6, and Revelstoke, Mileage 123.4, are designated NORTH TRACK and SOUTH TRACK.

The track South of the main track between Westward Signal 1233S and Eastward Signal 1242 at Revelstoke is a signalled yard track and Rules 263 to 273 apply. Maximum speed for Westward movements is 20 M.P.H. and for EASTWARD movements it is the same as for the Main Track between these points when authorized by signal indication.

Refer pages 44 - 45 for Radio Communication Instructions.

RESTRICTIONS

DIESEL UNITS—

8921, DRF-30, DRF-36 prohibited on Chip Spur, Evans Products Ltd., Mileage 51.8.

MARSHALLING—

Unless otherwise provided, on freight trains handling 4600 tons or more any car with gross weight of less than 50 tons must be marshalled behind at least 15 cars, each having a gross weight of 50 tons or more, from engine. Whenever consist includes less than 15 cars each having a gross weight of 50 tons or more, the heaviest cars must be marshalled immediately behind engine.

STORAGE TRACKS

Location		Capacity	Connected
Mileage 104.9	No. 1 Spur South Track	1472 feet	West end
	No. 2 Spur South Track	363 feet	West end
Mileage 105.0	Rock Spur South Track	5311 feet	East end
Mileage 105.2	North Track	1500 feet	Both ends
Mileage 114.0	North Track	311 feet	West end
Mileage 119.3	North Track	3058 feet	Both ends

SHUSWAP SUBDIVISION FOOTNOTES

Following signals located to the left of direction of movement:

Westward dwarf signal 15.....Revelstoke
Westward dwarf signal 89.....Clanwilliam
Eastward signal 148.....Three Valley
Westward dwarf signal 161.....Three Valley
Eastward dwarf signal 226.....Taft
Westward signal 243.....Taft
Eastward dwarf signal 312.....Malakwa
Westward signal 329.....Malakwa
Eastward signal 372.....Cambie
Westward dwarf signal 387.....Cambie
Westward signal 423.....Mileage 42.3
Eastward signal 444.....Sicamous
Westward dwarf signal 457.....Sicamous
Eastward signal 458.....Sicamous
Westward signal 473.....Mileage 47.3
Eastward signal 490.....Annis
Westward dwarf signal 503.....Annis
Westward signal 541.....Mileage 54.1
Eastward signal 556.....Canoe
Westward dwarf signal 569.....Canoe
Eastward dwarf signal 622.....Salmon Arm
Westward signal 635.....Salmon Arm
Eastward signal 692N.....Tappen
Westward signal 705S.....Mileage 70.5
Eastward signal 706N.....Mileage 70.6
Eastward signal 738S.....Carlin
Westward signal 745N.....Mileage 74.5
Westward dwarf signal 753S.....Carlin
Westward signal 801S.....Notch Hill
Eastward signal 868.....Squilax
Westward dwarf signal 883.....Squilax
Eastward signal 936.....Chase
Westward dwarf signal 957.....Chase
Eastward dwarf signal 1038 governing eastward movements against current of traffic.....Pritchard

Special Instruction "D" applies at the following switches:

Mileage 0.9.....Government Spur
Mileage 5.0 North Track.....Bell Pole Co.
Mileage 5.8 North Track.....Beaumont Lbr. Co.
Mileage 6.5.....Beaumont Lbr. Co.
Mileage 7.0.....Mica Dam Sawmills
Mileage 23.82 and 24.28.....Taft
Mileage 29.22, 29.65 and 29.84.....Drew Sawmills
Mileage 42.96.....B. J. Carney Co.
Mileage 43.60, 44.11, 44.60 and 45.16.....Sicamous
Mileage 56.25, 56.31 and 56.61.....Federated Co-op.
Mileage 63.32 and 63.55.....Salmon Arm
Mileage 101.4.....Hot Box Spur

*Stops to detrain revenue passengers and on advance notice stops to entrain revenue passengers.

WESTWARD TRAINS INFERIOR DIRECTION First Class		Miles from Revelstoke	Yard Limits		SHUSWAP SUBDIVISION STATIONS	Train Order Office Signals	Car Capacity Sidings	Siding Capacity in feet	EASTWARD TRAINS SUPERIOR DIRECTION First Class	
	1 Psgr. Daily								2 Psgr.	
	2100	0.0		TWO TRACKS	REVELSTOKE.....K	BY	Yard		0250	
					2.0					
		2.0		TWO TRACKS	BEGBIE		Nil			
					4.1					
		6.1		TWO TRACKS	TUMTUM		Nil			
					2.1					
		8.2			CLANWILLIAM		133	7351		
					7.3					
		15.5			THREE VALLEY		144	7969		
					7.9					
		23.4			TAFT.....Y		172	9485		
					4.4					
		27.8		CTC	CRAIGELLACHIE		Nil			
					4.1					
		31.9		CTC	MALAKWA		165	9082		
					6.1					
		38.0		CTC	CAMBIE		131	7253		
					6.4					
	*2210	44.4		CTC	SICAMOUS.....W Jct. Okanagan Sub.		132	7290	*0120	
					5.2					
		49.6			ANNIS		132	7308		
					6.6					
		56.2			CANOE		139	7670		
					7.0					
	s2250	63.2			SALMON ARM		133	7360	s0040	
					5.8					
		69.0		TWO TRACKS	TAPPEN.....XY		Nil			
					5.6					
		74.6		TWO TRACKS	CARLIN		131	7233		
					5.6					
		80.2		TWO TRACKS	NOTCH HILL.....Y		Nil			
					7.4					
		87.6			SQUILAX		139	7645		
					7.2					
	2355	94.8			CHASE.....WY		221	12171	2327	
					9.0					
	0009	103.8	103.8 105.2	TWO TRACKS	PRITCHARD.....VZ		Nil		2317	
					7.5					
	0018	111.3	109.6 113.1	TWO TRACKS; AB; Movement by Special Instruction	V MONTE CREEK VXZ		Nil		2309	
					5.7					
	0025	117.0	115.5 118.5	TWO TRACKS; AB; Movement by Special Instruction	V CAMPBELL CREEK VXZ Jct. C.N.R.		Nil		2300	
					6.0					
	0035	123.0		TWO TRACKS; AB; Movement by Special Instruction	McCRACKEN (Joint Track C.N. Rly.)		Nil		2251	
					5.5					
	0055	128.5	125.2	TWO TRACKS; AB; Movement by Special Instruction	V KAMLOOPS ..KXZ	KA	Yard		2240	
	1								Daily 2	

HOT BOX DETECTOR SYSTEM LOCATIONS

Scanner and Display Board	Direction of Travel and Inspection Point	Set-Off
Mileage 12.7	Eastward, Clanwilliam Westward, Three Valley	Clanwilliam Three Valley
Mileage 40.8	Eastward, Cambie Westward, Sicamous	Cambie Sicamous
Mileage 66.2	Eastward, Salmon Arm Westward, Tappen	Salmon Arm Tappen
Mileage 97.9	Eastward, Chase **Westward	Chase Mileage 101.4
Mileage 118.5 Eastward Track	Eastward	Campbell Creek
Mileage 118.5 Westward Track	**Westward	Kamloops

** If a hot box detector marked with double asterisks is inoperative, or if any part of the movement past the hot box detector is made at 10 M.P.H. or less, Special Instruction "AA" applies at the location of that detector.

In addition to the requirements of Form CS44, Section 18.7, Instructions for Operation of Hot Box Detector Systems, trains must be stopped immediately there is any indication of dragging equipment.

Instructions pertaining to trains handling SPECIAL dangerous commodities.

Westward trains lifting one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodities between Mileage 97.9 and Mileage 128.5 will make required inspections at point of lifting.

Affected trains from CN at Campbell Creek or Kamloops will make required inspection before fouling CP track.

Continued on page 7

SHUSWAP SUBDIVISION FOOTNOTES — Continued

MAXIMUM SPEED
PASSENGER TRAINS.....60 M.P.H.
OTHER TRAINS AND ENGINES.....50 M.P.H.

Westward Miles Per Hour		Permissible Speed and Permanent Slow Orders, Mileage	Eastward Miles Per Hour	
Freight	Psgr.		Psgr.	Freight
20	20	0.0 to 0.2	20	20
★10	★10	0.2 (public crossing)	★10	★10
30	30	0.2 to 2.0	30	30
25	30	2.0 to 6.1 NORTH TRACK	30	25
30	35	2.0 to 6.1 SOUTH TRACK	35	30
30	35	6.1 to 23.2	35	30
40	40	23.2 to 28.2	40	40
25	30	28.2 to 28.6	30	25
45	50	28.6 to 33.9	50	45
25	30	33.9 to 34.8	30	25
30	35	34.8 to 36.6	35	30
45	50	36.6 to 41.3	50	45
35	40	41.3 to 41.7	40	35
35	35	43.6 over switch	35	35
45	50	41.7 to 44.1	50	45
25	25	44.1 to 44.2 Drawbridge-Interlocked	25	25
	30	44.2 to 46.8	30	
20	20	46.8 to 47.1	20	20
25	30	47.1 to 51.0	30	25
20	20	51.0 to 52.0	20	20
25	30	52.0 to 53.4	30	25
30	35	53.4 to 60.5	35	30
35	40	60.5 to 63.1	40	35
25	25	63.1 to 63.6	25	25
50	60	63.6 to 68.5	60	50
30	30	68.5 to 69.0	30	30
30	30	69.0 to 80.2 SOUTH TRACK	30	30
30	35	69.0 to 75.9 } NORTH TRACK	35	30
25	30	75.9 to 77.2 } NORTH TRACK	30	25
30	35	77.2 to 80.2 } NORTH TRACK	35	30
25	30	80.2 to 90.0	30	25
30	35	90.0 to 93.5	35	30
50	60	93.5 to 97.7	60	50
35	40	97.7 to 97.9	40	35
50	60	97.9 to 99.6	60	50
30	30	99.6 to 101.0	30	30
50	60	101.0 to 109.0	60	50
45	50	109.0 to 113.5	50	45
50	60	113.5 to 122.9	60	50
40	45	122.9 to 123.4	45	40
50	60	123.4 to 126.3	60	50
		126.3 to 126.7	30	30
30	30	126.7 to 128.5		

★ Until crossing is fully occupied.

RESTRICTIONS

DIESEL UNITS—

8921, DRF-30, DRF-36 prohibited on Industrial Spur Kamloops Mileage 126.0.

MARSHALLING—

Unless otherwise provided, on freight trains handling 4600 tons or more any car with gross weight of less than 50 tons must be marshalled behind at least 15 cars, each having a gross weight of 50 tons or more, from engine. Whenever consist includes less than 15 cars each having a gross weight of 50 tons or more, the heavier cars must be marshalled immediately behind engine.

Movements on Sidings must not exceed 30 M.P.H.

In addition to any other restrictions required by train order, loaded trains of continuous welded rail or strings of bolted rails must not exceed 30 MPH.

At Revelstoke all switching movements over Eighth Street Crossing and Mackenzie Avenue crossing must be flagged by a member of the crew before proceeding. All movements over Fourth Street Crossing must stop at the STOP signs and not proceed over the crossing until crossing warning lights are seen to be operating.

At Malakwa, public crossing at grade Mileage 32.23 must be flagged by a member of the crew when occupying siding with crossing cut. In the event of cars being set out in the siding, they are to be kept back at least 200 feet from the crossing.

Drawbridge—Mileage 44.2—Interlocking—When governing signal 441 at the east end of bridge is at STOP indication, and there is no indication of bridge being opened, Trainman will check to see that no person is in bridge control house, and that the swing span is properly closed by observing that closure rails at both ends of the swing span are properly seated in place. Check must also be made for broken rails or obstruction. If all is clear, train may proceed at restricted speed. When governing signal 444 is at STOP indication, and there is no indication of bridge being opened, and AFTER THE REQUIREMENTS OF RULE 264 HAVE BEEN COMPLIED WITH, the procedure as detailed above for signal 441 must be followed.

Whistle signal 14 L(2) is prohibited approaching public crossings at grade at 50th Street N.E., Mileage 57.08; 36th Street N.E., Mileage 57.86; Wharf Road, Mileage 63.12; and Narcisse Street, Mileage 63.59.

At Salmon Arm when a train or engine is authorized to pass signal 635 indicating stop, the highway crossing must be manually protected until fully occupied.

Crossover and wye at Tappen located at Mileage 70.5.

Carlin located on south track only.

Sidings Malakwa, Annis, Squilax and Chase are signalled sidings and Rules 263-273 apply.

Mileage 103.8—Dual Control Switch.

Rules 263 to 273 apply between Signal 1234N, Mountain Subdivision, Revelstoke and Signal 1038, Shuswap Subdivision Pritchard. Exception to Rule 514 does not apply. Two main tracks between Begbie Mileage 2.0 and Tumtum Mileage 6.1 and between Tappen Mileage 69.0 and Notch Hill Mileage 80.2 designated NORTH TRACK and SOUTH TRACK.

Two tracks and A.B.S. between Signal 1037 Pritchard and Signals 01S and 01N Thompson Subdivision, Kamloops, Rules 251-257 apply.

Crossovers for movement with the current of traffic are located as follows:

Facing Point	Location	Trailing Point
Nil	Monte Creek	Mileage 111.3
Nil	Campbell Creek	Mileage 117.0
Nil	Kamloops	Mileage 126.0
Nil	Kamloops	Mileage 127.1

Eastward movements on Chevron Spur Mileage 116.3 must observe public crossing gates Mileage 116.2 to be fully horizontal before crossing occupied.

At Kamloops, unless authorized by Form "R" Train Order, movements against the current of traffic within yard limits Kamloops must not be made except as authorized by Yardmaster.

At Kamloops, provided fixed signals indicate proceed, movements may be made with the current of traffic within yard limits on the time of first class trains, provided such movements are kept sufficiently clear to avoid delay. After first obtaining permission from the Train Dispatcher, crossover movements may be made in yard limits within the block protected by SPS Signal No. 1271, Mileage 127.1, and SPS Signal No. 1272, Mileage 127.2, on the time of first class trains provided such movements are kept sufficiently clear to avoid delay. Trains may be held on the main track at Kamloops when authorization is received from the Train Dispatcher or Yardmaster.

At Campbell Creek, after first obtaining permission from the Train Dispatcher, crossover movements may be made in yard limits within the block protected by SPS Signal No. 1171, Mileage 117.1, and SPS Signal No. 1172, Mileage 117.2, on the time of first class trains, provided such movements are kept sufficiently clear to avoid delay.

Refer pages 44 - 45 for Radio Communication Instructions.

Continued on page 8

SHUSWAP SUBDIVISION FOOTNOTES — Continued

STORAGE TRACKS

Location	Capacity	Connected
Craigellachie No. 1	3697 feet	Both ends
No. 2	2334 feet	Both ends
No. 3	579 feet	Both ends
Mileage 43.8	2160 feet	Both ends
Tappen (off North Track) No. 1	1078 feet	East end
No. 2	1147 feet	Both ends
Notch Hill (off North Track) No. 1	2292 feet	Both ends
No. 2	919 feet	Both ends
(off South Track) Oil Spur	332 feet	West end
Chase No. 1	6374 feet	Both ends
No. 2	6130 feet	Both ends
Monte Creek Westward	3606 feet	Both ends
Eastward	3805 feet	Both ends

OKANAGAN SUBDIVISION FOOTNOTES

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between Sicamous and Vernon.

MAXIMUM SPEED.....25 M.P.H.

Permanent Slow Orders Located	Miles per Hour All Trains
Mileage 0.0 to Mileage 31.72	25
Mileage	
0.0 to 0.4	15
3.0	15
Mileage 31.72 to Mileage 32.55	10
Mileage 32.55 to Mileage 45.47	25
Mileage 45.47 (43rd Ave.) to Mileage 47.0	10
Mileage	
46.15 (32nd Ave.) to 46.60 (32nd St.) inclusive	5

All movements must be brought to a stop and flagged by a member of the crew before proceeding over crossings Mileage 46.46 (Highway 6, 30th Street) and Mileage 46.60 (Highway 97, 32nd Street).

Running switches must not be made over any public crossing within the boundary of the City of Vernon (Mileage 45.0 to 47.0).

In accordance with Special Instruction 323.10(b) M.B.S. Clearance Authority issued to Vernon applies at North yard limit sign Mileage 43.3.

All movements entering Okanagan Subdivision from CN Switch south of Barnard Avenue (Mileage 46.27) must observe operation of flashing light signals for at least 20 seconds before the crossing is occupied.

Movements on Sidings must not exceed 10 M.P.H.

Refer pages 44 - 45 for Radio Communication Instructions.

RESTRICTIONS

CRANE AND AUXILIARY—

200 to 250 ton capacity, 414471, 502 permitted in travel condition only on Bridges 26.7 and 43.9.

DIESEL UNITS—8921, DRF-30 and DRF-36 prohibited between Mileage 0.3 and Mileage 31.8 except when authorized by Superintendent.

NORTHWARD TRAINS	Miles from Sicamous	Yard Limits		OKANAGAN SUBDIVISION — STATIONS	Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS
			Joint Track C.N. Rly.	**KELOWNA** Trains between Vernon and Kelowna will be governed by C.N. Rly. Timetable, Rules and Regulations. 33.5			
	46.2	43.3	Joint Track C.N. Rly.	VERNON Z (Jct. C.N.R.) 7.7	NO	Yard	
	38.5		Joint Track C.N. Rly.	LARKIN 6.9		64	
	31.6		Joint Track C.N. Rly.	Jct. C.N.R. 0.7			
	30.9		M.B.S.	ARMSTRONG 7.9		Nil	
	23.0		M.B.S.	ENDERBY 5.3		Nil	
	17.7		M.B.S.	GRINDROD 5.5		46	
	12.2		M.B.S.	MARA 12.2		57	
	0.0	0.9	M.B.S.	SICAMOUS Z (Jct. Shuswap Sub.)		Yard	
	Rules 41 and 44 apply between Sicamous and Vernon. Rules 321-323 apply between Sicamous and Vernon						

Instructions pertaining to trains handling SPECIAL dangerous commodities

Special Instruction "AA" applies to Southward trains at Larkin.

Southward CP trains on CN must apply Special Instruction "AA" type inspection at Oyama and Northward CP trains on CN must apply Special Instruction "AA" type inspection at Kalamalka.

PRINCETON SUBDIVISION FOOTNOTES

MAXIMUM SPEED.....30 M.P.H.

Permissible Speed and Permanent Slow Orders Located	Miles Per Hour All Trains
Penticton, Mileage 0.0 to Mileage 60.1	30
Mileage	
0.0 to 25.5 EASTWARD ONLY	20
10.5 to 12.5	25
38.4 to 39.1	15
Mileage 60.1 to Princeton, Mileage 70.5	20
Princeton, Mileage 70.5 to Mileage 72.5	25
Mileage 72.5 to Mileage 112.7	30
Mileage 102.7 (bridge)	10
Mileage 112.7 to Spences Bridge, Mileage 177.8	25
Mileage	
112.7 to 113.2	15
137.5 (on Nicola Sawmill Lead)	10
163.15 to 163.8	15
168.1	20
176.9 (public crossing at grade)	★ 20

★ Until crossing fully occupied.

Trains handling loaded cars series 370-377 inclusive must not exceed a speed of 25 M.P.H.

Westward trains must not exceed a speed of 10 M.P.H. over Public crossing at grade Mileage 138.1 until crossing is fully occupied.

Nicola Sawmill Lead is included in Merritt yard limits. 150 ton capacity auxiliary cranes 414400—402 and 200 to 250 ton capacity auxiliary cranes prohibited.

At Merritt rule 105A does not apply.

Empty cars 52 feet or over must be marshalled toward rear of train.

At Penticton all movements must be brought to a stop and flagged by a member of the crew before proceeding over crossing at Fairview Road and over crossings on town lead at Eckhardt Ave. West, Wade Ave. and Rigsby St.

At Penticton air must be cut in and working at all times on all freight movements from main track on town lead.

Derails are located on sidings as follows:

East end — Faulder, Kirton, Coalmont and Brookmere.

West end — Jellicoe, Jura, Brookmere, Kingsvale and Merritt.

Refer pages 44 - 45 for Radio Communication Instructions.

WESTWARD TRAINS INFERIOR DIRECTION	Miles from Penticton	Yard Limits	PRINCETON SUBDIVISION — STATIONS	Train Order Office Signals	Car Capacity Sidings	EASTWARD TRAINS SUPERIOR DIRECTION
	0.0	1.5	PENTICTON YZ		Yard	
			15.6			
	15.6		FAULDER		65	
			9.9			
	25.5	25.3 / 25.6	KIRTON Z		28	
			20.2			
	45.7		JELLICOE		29	
			14.3			
	60.0	59.8 / 60.1	JURA Z		27	
			10.6			
	70.6	68.3 / 71.9	PRINCETON YZ		38	
			11.7			
	82.3		COALMONT		27	
			4.0			
	86.3		TULAMEEN		Nil	
			6.7			
	93.0		MANNING		65	
			15.7			
	108.7		BROOKMERE		64	
			11.5			
	120.2		KINGSVALE		19	
			17.9			
	138.1	136.0 / 138.7	MERRITT KWYZ	MR	57	
			4.8			
	142.9		COYLE		Nil	
			14.5			
	157.4		DOT		25	
			20.4			
	177.8	176.1	SPENCES BRIDGE.RYZ Jct. Thompson Sub.		Yard	
	Rules 41 and 44 apply. Special Instruction Y Applies.					

RESTRICTIONS

CARS—

Over 220,000 to 263,000 and 220,000 (ore) pounds gross weight each 20 M.P.H. on Bridge 120.3.

CRANE AND AUXILIARY—

150 ton capacity 10 M.P.H. on Bridge 120.3.

200 to 250 ton capacity 20 M.P.H. on Bridge 113.3, 113.4, 113.9, 114.1, 133.8, 135.0, 138.9, 144.2, 147.1 and 169.7—10 M.P.H. on Bridge 120.3. Combination Crane-Pile Driver 414200-220, 230, 231 10 M.P.H. on Bridge 120.3

Do not exceed 15 M.P.H. between
Mileage 137.8 and Mileage 137.9
148.4 and Mileage 152.9
155.7 and Mileage 158.0
162.9 and Mileage 166.4 and
171.8 and Mileage 173.0 while handling cars with a gross weight exceeding 220,000 pounds.

STORAGE TRACKS

Location	Capacity	Connected
Mileage 148.5	1411 feet	East end
Tulameen	1704 feet	Both ends
Coyle	365 feet	West end

Derails are located on west end of storage track at Coyle, Mileage 142.9.

OKANAGAN FALLS SPUR

Southward — Mileage 0.0 Princeton Subdivision to end of track.....12.3 miles.

MAXIMUM SPEED.....10 M.P.H.

Permanent Slow Orders Located	Miles per Hour All Trains
Mileage 10.7 to 12.3 Northward	5

Switch for runaway track located at Mileage 11.8 when in normal position is lined for runaway track. Immediately after this switch is used for another movement it must be restored to normal position.

Northward movements over Oliver Ranch Road crossing Mileage 11.55 must be protected by member of the train crew.

Rule 105 applies.

Lights will not be displayed on switches.

RESTRICTIONS

CARS—In excess of 263,000 pounds prohibited.

Instructions pertaining to trains handling SPECIAL dangerous comodities

Special Instruction "AA" applies to Eastward trains at Mileage 9.5 and to Westward trains at Penticton.

THOMPSON SUBDIVISION FOOTNOTES

Following signals located to the left of direction of movement:

Westward signal 01S.....Kamloops
Westward signal 15S.....Mileage 1.5
Eastward signal 16N.....Mileage 1.5
Westward signal 29S.....Benledi
Eastward signal 30N.....Benledi
Westward signal 51S.....Mileage 5.2
Eastward signal 52N.....Mileage 5.2
Eastward signal 70N.....Mileage 7.1
Westward signal 71S.....Mileage 7.1
Westward signal 87S.....Tranquille
Eastward signal 160.....Munro
Westward dwarf signal 173.....Munro
Eastward signal 246.....Savona
Westward dwarf signal 259.....Savona
Eastward signal 318.....Walhachin
Westward signal 335.....Walhachin
Eastward signal 372.....Semlin
Westward dwarf signal 389.....Semlin
Eastward signal 468.....Ashcroft
Westward dwarf signal 485.....Ashcroft
Eastward dwarf signal 554.....Basque
Westward signal 567.....Basque
Eastward signal 628.....Toketic
Westward dwarf signal 645.....Toketic
Westward dwarf signal 737.....Spences Bridge
Eastward signal 782.....Drynoch
Westward dwarf signal 795.....Drynoch
Eastward signal 848.....Thompson
Westward dwarf signal 861.....Thompson
Westward dwarf signal 961.....Lytton
Westward signal 1031.....Kanaka
Eastward dwarf signal 1032.....Kanaka
Westward signal 1045.....Kanaka
Eastward signal 1104.....Keefers
Westward dwarf signal 1117.....Keefers
Eastward dwarf signal 1158.....Chaumox
Westward signal 1171.....Chaumox
Eastward signal 1204.....North Bend

Special Instruction "D" applies at the following switches:

Mileage 0.8 .....North Track
Mileage 1.5 .....North Track
Mileage 1.6 .....South Track
Mileage 2.0 .....North Track
Mileage 14.9.....
Mileage 23.6 and 23.7.....Savona
Mileage 47.58.....Ashcroft
Mileage 73.1.....Spences Bridge

WESTWARD TRAINS INFERIOR DIRECTION First Class		Miles from Kamloops	Yard Limits	THOMPSON SUBDIVISION STATIONS	Train Order Office Signals	Car Capacity Sidings	Siding Capacity in feet	EASTWARD TRAINS SUPERIOR DIRECTION First Class	
	1 Psgr. Daily							2 Psgr.	
	0110	0.0	0.1	TWO TRACKS: V KAMLOOPS .....KXZ	KA	Yard		2225	
				3.0					
		3.0		BENLEDI.....X		Nil			
				5.6					
	0128	8.6		TRANQUILLE		Nil		2200	
				8.3					
		16.9		MUNRO		128	7085		
				8.3					
		25.2		SAVONA		140	7725		
				6.9					
		32.1		WALHACHIN		172	9460		
				6.4					
		38.5		SEMLIN		176	9710		
				8.8					
	*0230	47.3		ASHCROFT		157	8645	*2055	
				8.6					
		55.9		BASQUE		129	7100		
				8.1					
		64.0		CTC: TOKETIC		167	9230		
				8.8					
	0315	72.8		SPENCES BRIDGE...WY Jct. Princeton Sub.		133	7350	2010	
				6.5					
		79.3		DRYNOCH		134	7380		
				6.3					
		85.6		THOMPSON		130	7155		
				4.5					
		90.1		GLADWIN		Nil			
				4.8					
	0400	94.9		LYTTON		141	7784	1925	
				9.0					
		103.9		KANAKA		130	7170		
				6.9					
		110.8		KEEFERS		128	7045		
				5.7					
		116.5		CHAUMOX		130	7160		
				5.0					
	0455	121.5		NORTH BEND.....KY	B	Yard		1825	
	1							Daily 2	

HOT BOX DETECTOR SYSTEM LOCATIONS

Scanner and Display Board	Direction of Travel and Inspection Point	Set-Off
Mileage 10.0	**Eastward, Tranquille Westward, Mileage 14.9	Kamloops Munro
Mileage 28.5	Eastward, Savona Westward, Walhachin	Savona Walhachin
Mileage 59.4	Eastward, Basque Westward, Toketic	Basque Toketic
Mileage 81.9	Eastward, Drynoch Westward, Thompson	Drynoch Thompson
Mileage 113.9	Eastward, Keefers Westward, Chaumox	Keefers Chaumox

** If a hot box detector marked with double asterisks is inoperative, or if any part of the movement past the hot box detector is made at 10 M.P.H. or less, Special Instruction "AA" applies at the location of that detector.

In addition to the requirements of Form CS44, Section 18.7, Instructions for Operation of Hot Box Detector Systems, trains must be stopped immediately there is any indication of dragging equipment.

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THOMPSON SUBDIVISION FOOTNOTES—Continued

MAXIMUM SPEED
PASSENGER TRAINS ..... **45 M.P.H.**
OTHER TRAINS AND ENGINES ..... **40 M.P.H.**

Permissible Speed and Permanent Slow Orders Located	Miles Per Hour Psgr.	Freight
Kamloops, Mileage 0.0 to Mileage 26.4	40	40
Mileage		
0.1 (public crossing at grade 3rd Ave., Kamloops)	★10	★10
3.9 to 4.4		35
6.9 to 10.4	30	30
10.4 to 14.2	25	25
14.2 to 15.5	30	30
15.5 to 21.6	35	35
21.6 to 21.9	20	20
22.6 to 22.8		35
Mileage 26.4 to Mileage 30.0	35	30
Mileage 30.0 to Mileage 34.7	45	35
Mileage 34.7 to Mileage 36.8	30	30
Mileage 36.8 to Mileage 40.5	40	35
Mileage 40.5 to Mileage 48.6	45	40
Mileage 48.6 to Spences Bridge, Mileage 72.8	40	40
Mileage		
48.6 to 50.3	35	35
50.3 to 50.8	25	25
52.5 to 54.7	30	30
54.7 to 58.9	35	35
62.7 to 69.5	35	35
Spences Bridge, Mileage 72.8 to North Bend, Mileage 121.5	35	35
Mileage		
72.8 to 80.2	30	30
83.1 to 83.4		30
87.0 to 87.9 (on curve)	30	30
90.5 (on curve)	30	30
91.9 to 92.2 (on curve)	30	30
98.2 to 98.3 (on curve)	30	30
99.8 to 103.1	30	30
103.1 to 103.2	25	25
103.2 to 104.5	30	30
108.7 to 109.8	20	20
109.8 to 114.4		30
120.3 to 121.5	20	20

★ Until crossing is fully occupied.

Instructions pertaining to trains handling SPECIAL dangerous commodities.

All Eastward trains obliged to lift one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities between Mileage 10.0 and Mileage 0.0 will make required inspection at point of lifting.

RESTRICTIONS

MARSHALLING—

Unless otherwise provided, on freight trains handling 4600 tons or more any car with gross weight of less than 50 tons must be marshalled behind at least 15 cars, each having a gross weight of 50 tons or more, from engine. Whenever consist includes less than 15 cars each having a gross weight of 50 tons or more, the heavier cars must be marshalled immediately behind engine.

In addition to any other restrictions required by train order, loaded trains of continuous welded rail or strings of bolted rails must not exceed 30 MPH.

At Kamloops, unless authorized by Form "R" Train Order, movements against the current of traffic within yard limits Kamloops must not be made except as authorized by Yard Master at Kamloops.

Provided fixed signals indicate proceed, movements may be made with the current of traffic within yard limits Kamloops on the time of first class trains, provided such movements are kept sufficiently clear to avoid delay. After first obtaining permission from the Revelstoke Train Dispatcher, crossover movements may be made in yard limits within the block protected by SPS Signal No. 1271, Mileage 127.1, and SPS Signal No. 1272, Mileage 127,2 Shuswap Subdivision, on the time of first class trains, provided such movements are kept sufficiently clear to avoid delay. Trains may be held on the main track at Kamloops when authorization is received from the Train Dispatcher or Yard Master.

Eastward movements may be made on the time of First Class trains between the power crossover, Mileage 0.1 and the yard switch, Mileage 0.01 on the Westward Main Track provided signal 02S or signal 02N indicates proceed.

Rules 251 to 257 apply on Eastward and Westward tracks between signals 02S and 02N Kamloops and signal 1272 Shuswap Subdivision Kamloops.

At Mission Flats Road crossing Mile 2.07 when eastward trains are required to stop west of crossing on south track, stop should be made not less than 150 feet west of crossing to permit automatic gates to clear.

Pulp Mill Spur, Mileage 3.0 North Track — Dual Control Switch.

Siding Ashcroft will hold 136 cars west of protected crossing Mileage 47.1.

Derails located on west end of runaround track Ashcroft and on west end of storage track at Mileage 14.9.

Do not exceed 10 M.P.H. on both legs of wye at North Bend.

First Class trains will register at North Bend by register ticket.

Rules 263-273 apply between signals 01S and 01N at Kamloops and signal 05 Cascade Subdivision, North Bend. Exception to Rule 514 does not apply. Two main tracks between Mileage 0.1 and Mileage 8.6, Tranquille, are designated NORTH TRACK and SOUTH TRACK. All sidings are signalled sidings and Rules 263-273 apply.

Rule 269 — Protection of the rear of a westward train on the SOUTH track west of Signal 01-S at Kamloops is not required.

*Stops to detrain revenue passengers and on advance notice stops to entrain revenue passengers.

Refer pages 44 - 45 for Radio Communication Instructions.

STORAGE TRACKS

Location	Capacity	Connected
Gladwin	2924 feet	Both ends

CASCADE SUBDIVISION FOOTNOTES

Instructions pertaining to trains handling SPECIAL dangerous commodities.

Special Instruction "AA" type inspections are to be performed by the train or terminal transfer crew unless advised that the required inspection has been or will be done by other qualified employee(s).

Between Vancouver and Coquitlam an originating train or terminal transfer affected will make required inspection before leaving point of origin; and all trains or terminal transfers subsequently obliged to lift one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities will make required inspection before leaving point of lifting.

All Eastward trains affected originating at Coquitlam will make required inspection before leaving, and if subsequently obliged to lift one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities at any point between Mileage 111.9 and Mileage 93.6 will make required inspection before leaving point of lifting.

All Westward trains obliged to lift one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities between Mileage 80.1 and Mileage 111.9 will make required inspection at point of lifting.

Affected Westward trains from Mission Subdivision will make required inspection at Mission City.

In addition to observing any more restrictive speed restrictions a train or terminal transfer carrying one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities must not exceed 35 M.P.H. between Mileage 93.6 and Mileage 129.0 on both tracks.

WESTWARD TRAINS INFERIOR DIRECTION First Class		Miles from North Bend	Yard Limits		CASCADE SUBDIVISION STATIONS	Train Order Office Signals	Car Capacity Sidings	Siding Capacity in feet	EASTWARD TRAINS SUPERIOR DIRECTION First Class	
3 Psgr. Daily	1 Psgr. Daily								4 Psgr.	2 Psgr.
	0510	0.0		CTC	NORTH BEND.....KY	B	Yard			1810
		6.2			6.2 CHINA BAR		134	7400		
		15.5			9.3 SPUZZUM.....W		130	7175		
		22.0			6.5 SADDLE ROCK		130	7170		
	*0615	29.0			7.0 YALE		130	7175		*1705
		35.6			6.6 CHOATE		128	7065		
		44.9			9.3 KATZ		129	7135		
	0653	51.7			6.8 RUBY CREEK.....V		Nil			
	s0703	58.9	57.5 60.4	TWO TRACKS ABS	7.2 V AGASSIZ.....VXZ		Nil			s1618
	0714	68.1	67.0 69.2		9.2 V HARRISON MILLS VXZ		Nil			1604
	0728	76.7			8.6 NICOMEN		Nil			1553
	0734	81.6			4.9 DEWDNEY		Nil			
1125	s0744	87.3	85.4 89.0	CTC MOVEMENT BY SIGNAL INDICATION	5.7 V MISSION CITY.VXYZ Jct. Mission Sub.	RA	W93	5150	1425	s1540
1133	0752	93.8			6.5 RUSKIN		Nil		1413	1528
1144	0803	102.8	100.6 ↕ 105.8	ABS	9.0 HANEY.....XZ		Nil		1402	1517
1148	0807	105.1			2.3 V PORT HAMMOND VXZ		Nil		1358	1513
1153	0812	108.4			3.3 V PITT RIVER		Nil		1353	1508
1204	0825	111.9			3.5 COQUITLAM.....Y Jct. Westminster Sub.	YD	Yard		1345	1500
		116.1			4.2 PORT MOODY		Nil			
		117.6		CTC	1.5 CASSIN		Nil			
		120.5		TWO TRACKS	2.9 BARNET.....X		Nil			
		124.1			3.6 SECOND NARROWS..X		Nil			
		129.0			4.9 VANCOUVER	VD	Yard			
3	1								Daily 4	Daily 2

HOT BOX DETECTOR SYSTEM LOCATIONS

Scanner and Display Board	Direction of Travel and Inspection Point	Set-Off
Mileage 10.9	Eastward, China Bar Westward, Spuzzum	China Bar Spuzzum
Mileage 32.5	Eastward, Yale Westward, Choate	Yale Choate
Mileage 55.0 Eastward Track Mileage 55.0 Westward Track	Eastward Westward	Mileage 48.3 Agassiz
Mileage 80.1 Eastward Track Mileage 80.1 Westward Track	Eastward **Westward	Nicomen Mission City
Mileage 100.1 Eastward Track Mileage 100.1 Westward Track	Eastward **Westward	Mileage 93.7 Haney

** If a hot box detector marked with double asterisks is inoperative, or if any part of the movement past the hot box detector is made at 10 M.P.H. or less, Special Instruction "AA" applies at the location of that detector.

In addition to the requirements of Form CS44, Section 18.7, Instructions for Operation of Hot Box Detector Systems, trains must be stopped immediately there is any indication of dragging equipment.

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CASCADE SUBDIVISION FOOTNOTES—Continued

Following signals located to the left of direction of movement:

Westward dwarf signal 05 ..... North Bend
Eastward signal 60 ..... China Bar
Westward signal 71 ..... China Bar
Westward dwarf signal 71 ..... China Bar
Eastward signal 134 ..... Mileage 13.4
Westward signal 149 ..... Spuzzum
Westward signal 163 ..... Spuzzum
Westward signal 227 ..... Saddle Rock
Eastward dwarf signal 284 ..... Yale
Westward signal 297 ..... Yale
Eastward signal 352 ..... Choate
Westward dwarf signal 365 ..... Choate
Eastward signal 366 ..... Choate
Eastward dwarf signal 436 ..... Katz
Westward signal 449 ..... Katz
Eastward dwarf signal 518 ..... Ruby Creek
Westward signal 1095 ..... Pitt River Bridge
Eastward signal 10 ..... (yard lead) Pitt River Bridge

Special Instruction "D" applies at the following switches:
Mileage 40.1 and 40.9

*Stops to detrain revenue passengers and on advance notice stops to entrain revenue passengers.

Station stop Yale to be made at station Mileage 27.0.

MAXIMUM SPEED
PASSENGER TRAINS ..... **70 M.P.H.**
OTHER TRAINS AND ENGINES ..... **50 M.P.H.**

Permissible Speed and Permanent Slow Orders Located	Miles Per Hour Psgr.	Freight
North Bend, Mileage 0.0 to Mileage 27.2	30	25
Mileage 27.2 to Mileage 36.5	60	40
Mileage		
27.2 to 31.5	50	
Mileage 36.5 to Mileage 38.0	35	35
Mileage 38.0 to Mileage 42.2	30	30
Mileage 42.2 to Mileage 50.4	60	45
Mileage		
47.3 to 47.5	45	
Mileage 50.4 to Mileage 52.0	60	35
Mileage		
50.4 to 51.7	45	
51.7 (Dual Control Switch)	35	
Mileage 52.0 to Mileage 63.3	70	50
Mileage		
58.4 to 58.9 WESTWARD	★55	
59.4 to 58.9 EASTWARD	★55	
62.5 to 63.0	50	
Mileage 63.3 to Mileage 109.6	60	50
Mileage		
63.3 to 63.9	40	35
63.9 to 65.2	50	45
68.2 to 68.4 (Drawbridge—Interlocked)	25	25
68.4 to 70.8	50	40
70.8 to 71.2 (on curve)	45	40
71.2 to 75.0	55	45
75.0 to 77.9	50	45
81.0 to 81.2 (on curve)	50	45
83.4 to 83.6 (on curve)	55	
86.9 to 88.0 WESTWARD TRACK	30	30
88.5 to 88.6 (on curve)	55	
92.0 to 92.2 (on curve)	55	
93.3 to 93.8	55	
99.1 to 99.7	30	30
101.5 to 102.7	50	45
102.7 to 102.8 WESTWARD TRACK	30	30
102.8 to 105.8	30	30
Mileage 109.6 to Mileage 116.1	60	45
Mileage		
109.6 to 109.9 (Drawbridge—Interlocked)	25	15
110.2 to 112.2	30	30
112.8 (Public crossing at grade)	★15	★15
Mileage 116.1 to Vancouver, Mileage 128.4	40	40
Mileage		
120.9 to 121.15 (Overhead Propane Pipeline)	10	10
126.9 (Public crossing at grade, Victoria Drive, Vancouver)	★15	★15
126.9 To 128.4 South track	20	20
127.0 (Public crossing at grade, Salsbury Drive, Vancouver)	★10	★10
127.5 (Public crossing at grade, Rogers Street, Vancouver)	★10	★10
128.4 (Public crossing at grade, Gore Ave., Vancouver)	★10	★10
Trains moving against the current of traffic over public crossing at grade		
Mileage		
102.8 Ontario St., Haney	★10	★10

★ Until crossing is fully occupied.

In addition to any other restrictions required by train order, loaded trains of continuous welded rail or strings of bolted rails must not exceed 30 MPH.

First class trains will register at North Bend by register ticket.

Unless otherwise directed by train order, Westward passenger trains must obtain clearance at North Bend OK'd by B.N. Train Dispatcher for movement beyond Sapperton.

Rules 263-273 apply between Signal 1204 Thompson Subdivision North Bend and Signal 518 Ruby Creek and between Signal 869 and Signal 870 crossover Mission City. Exception to Rule 514 does not apply.

Sidings between North Bend and Ruby Creek are signalled sidings and Rules 263-273 apply.

Do not exceed 10 M.P.H. on both legs of wye at North Bend.

Mileage 47.8—wye.

When necessary to cross the highway on the Wye trackage Mileage 47.8 and the Highway crossing signals fail to activate automatically, train or engine movement must be stopped before entering crossing. The crossing signal must then be activated manually by pushing the button located in box marked "Switches" located on the north side of crossing.

Mileage 51.7—Dual Control Switch.

Two tracks and A.B.S. between signal 517 Ruby Creek and signal 1084 Pitt River. Rules 251-257 apply.

Whistle signal 14L(2) is prohibited approaching public crossings at grade at B.C. Highway No. 9, mileage 58.90, at Ashton Road, mileage 60.15, at Cameron Road, mileage 61.54, at Harris Road, mileage 107.35 and at Westwood Street, mileage 112.80.

Drawbridge—Mileage 68.2—Interlocking—When governing signal is at stop indication and no indication of bridge being opened, engineman will sound whistle signal 14(j) to call bridge tender from his dwelling. If bridge tender fails to appear trainman will check to see that no person is in bridge tower, that swing span is closed and rail wedges in place, check for broken rail or obstruction and if all clear, train may proceed at RESTRICTED SPEED on hand signal from trainman.

Cars must not be dropped in McMahon's Spur, Mission City.

Do not exceed 10 M.P.H. on east leg of wye Mission City.

Unless otherwise directed by train order, Westward CN passenger trains must obtain clearance at Boston Bar OK'd by C.P. Train Dispatcher and may leave Mission City without obtaining clearance.

Unless otherwise directed by train order, Westward CN passenger trains must also obtain a clearance at Boston Bar OK'd by the B.N. Train Dispatcher for movement beyond Sapperton.

Time of No 3 and No 4 at Mission City applies at Crossover Mileage 87.9 Cascade Subdivision.

At Mission City, when train order signal is displayed in stop indication for Westward trains stop must be made before fouling crossover mileage 87.9.

No 2 and No 4 must obtain clearance at Vancouver CN OK'd by C.P. Train Dispatcher and may leave Coquitlam without clearance.

RULE 99 - OUTSIDE ABS TERRITORY—When a train stops under circumstances in which it may be overtaken by another train, a flagman must immediately go back AT LEAST 2000 YARDS to ensure full protection.

Refer pages 44 - 45 for Radio Communication Instructions.

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CASCADE SUBDIVISION FOOTNOTES—Continued

Crossovers for movement with the current of traffic are located as follows:

Facing Point	Location	Trailing Point
Nil	Agassiz	Mileage 59.5
Mileage 68.3	Harrison Mills	Mileage 67.9
Nil	Mileage 79.9	Mileage 79.9
Mileage 86.9* and Mileage 87.4	Mission City	Mileage 87.9
Nil	Haney	Mileage 102.9
Nil	Port Hammond	Mileage 105.3

* CTC crossover

RESTRICTIONS

MARSHALLING—

Unless otherwise provided on freight trains handling 4600 tons or more any car with gross weight of less than 50 tons must be marshalled behind at least 15 cars, each having a gross weight of 50 tons or more, from engine. Whenever consist includes less than 15 cars each having a gross weight of 50 tons or more, the heavier cars must be marshalled immediately behind engine.

Drawbridge—Mileage 109.7—Interlocking—When governing signal is at stop indication and no indication of bridge being opened, engineman will sound whistle signal 14(j) to alert signalman. At crossover west of bridge Mileage 109.7 a Train or engine must not enter on nor foul the main track NOR re-enter it after having cleared it until permission has been received from the CTC Operator Coquitlam. Permission must not be given by the CTC Operator without authority of the signalman.

Spring switch—East End "A" yard Coquitlam, Mileage 110.2, and at Mileage 126.9. Provided the signal indication authorizes trailing movements through this switch must not exceed 20 M.P.H. until the leading wheels have passed through the switch, after which speed is to be in accordance with that authorized by the signal indication.

Rules 264 and 265 apply at Eastward Signal 1102 on main track and/or from "A" yard. Authority must be obtained from CTC Operator to pass stop signal at this location. Permission must not be given by the CTC Operator without authority of the signalman.

At Coquitlam, "YD" Train Order Office is located in yard office building. Train Register, Standard Clock and Bulletin Book located in this office. Trains originating and terminating Coquitlam will register in this office.

Rules 263 to 273 apply between Westward Signals 1083 and Dwarf Signal 1083 Pitt River and Eastward Signals 1284 and Dwarf Signal 1284 at Vancouver. Exception to Rule 514 does not apply. CTC is controlled by Operator at Coquitlam Yard. Two main tracks between Mileage 117.6 and Mileage 124.1 and between Mileage 126.9 and Mileage 128.4 designated NORTH TRACK and SOUTH TRACK.

The track North of main track between block end sign Mileage 112.4 and block end sign Mileage 115.6 is a signalled yard track. Rules 263 to 273 apply between Westward signal 9L Coquitlam and Eastward signal 17R Mileage 115.6 Port Moody. Exception to Rule 514 does not apply. Maximum speed on this track is same as shown for Main Track between these points when authorized by signal indication. Following signals located to the left of direction of movement:

Eastward signal 13R on yard lead Mileage 113.0.
Eastward signal 17R on yard lead Mileage 115.5.
Westward signal 19L Mileage 115.5.

At Spring switch Mileage 126.9 when train or engine passes signal indicating STOP, Victoria Drive crossing must be manually protected until crossing is fully occupied.

Movements using other than the main track must not occupy Victoria Drive crossing, mileage 126.9, until it is known the gates are down.

Railway Crossing at Grade—Burlington Northern Rly. Mileage 127.7 Interlocking-Semi-Automatic. When governing signal is at stop and no conflicting movement is evident, after a member of the crew has assured himself that gate on B.N. Rly. is set against movements on that track, movement may proceed at RESTRICTED SPEED through the interlocking, except that CTC Operator must be contacted for authority to pass signals on main tracks in which case, restricted speed must be observed to the next signal.

Movements on B.N. Rly. track over crossing at grade Mileage 127.7 Cascade Sub., will call the CTC Operator for permission to cross CP Rail tracks. The Operator will release electric lock on the gates for such movements.

Transfers and Switchers operating in CTC between Vancouver-Coquitlam-Sapperton will be designated in train orders and clearances by "RS" and number of assignment, the word Transfer will only be used to clear extra transfers. Except when otherwise directed by the Train Dispatcher only one clearance is required for each tour of duty.

Rule 269 — Protection of the rear of a train on NORTH and SOUTH tracks east of Signals 1284-N and 1284-S at Vancouver is not required.

Main tracks end westward at end of CTC Mileage 128.4.

Following signals located to the left of direction of movement:
Westward on South track Signals 1205S, 1223S and 1241S.
Eastward on North track Signals 1242N, 1224N and 1206N.
Westward signals 1123, 1139, 1155, 1255, 1269 and 1275.

Special Instruction "D" applies at the following switches:

Mileage 111.2	Kenmetals.
Mileage 111.26	Sanford Engineering.
Mileage 111.39	Esco. Co.
Mileage 115.03	Western Corrosion Engineering Ltd.
Mileage 115.1	Gulf Oil.
Mileage 115.25	Port Moody Associates.
Mileage 115.3	Chisholm Spur (off signalled yard track).
Mileage 116.2	Reichhold Chemicals.

North Track—

Mileage 118.36	Gulf Oil
Mileage 118.5	Gulf Oil
Mileage 119.3	Allied Chemicals Ltd.
Mileage 120.0	Texaco Canada Ltd.
Mileage 121.0	Trans Mountain Oil Pipeline Co.
Mileage 123.6	Standard Oil Co.

South Track—

Mileage 121.4	Shell Oil Co.
Mileage 122.4	Standard Oil Co.
Mileage 123.6	Standard Oil Co.
Mileage 127.0	to Mileage 128.4. At all switches.

STORAGE TRACKS

Location		Capacity	Connected
Mileage 40.1		3953 feet	Both ends
Mileage 48.3	No. 1	4764 feet	Both ends
	No. 2	3778 feet	Both ends
Agassiz	East	2622 feet	Both ends
	West	3878 feet	West end
Harrison Mills	East	2535 feet	Both ends
	West	2657 feet	Both ends
Nicomen	East	2693 feet	Both ends
	West	2570 feet	Both ends

RESTRICTIONS

At Vancouver, Piers A1 and A3 ferry apron and approach, movements must not exceed 4 M.P.H. Care must be taken to avoid shock on aprons. Sufficient number of cars 52,000 pounds gross weight or less must be used as reachers to avoid having switching unit on apron.

Diesel units, cranes and auxiliaries up to 250 ton capacity, combination crane and pile drivers up to 40 ton capacity must be loaded or unloaded singly on centre apron track with adjacent tracks clear. Pier A3 apron at barge end must not be more than 2'6" above or below horizontal and both aprons must be of uniform slope. Pier A1 apron at barge end must not be more than 1'6" above or below horizontal.

Cars in excess of 220,000 pounds must be separated by one car 142,000 pounds gross weight or less when using outside tracks, Pier A1.

Cars in excess of 263,000 pounds gross weight may be handled subject to approval of Superintendent of Transportation.

Transport by ferry dependent on barge or boat capacity.

IOCO SPUR

Northward—Mileage 115.0 Cascade Subdivision to end of track.....3.2 miles

MAXIMUM SPEED 20 M.P.H.

Rule 105 applies.
Lights will not be displayed on switches.

RESTRICTIONS

CRANE AND AUXILIARY—200 to 250 ton capacity prohibited except 414479, 480, 503, and 650.
DIESEL UNITS—8921, DRF-30, DRF-36 Prohibited.

Do not exceed 10 M.P.H. over public crossing at grade Mileage 2.78. Switching movements to spur over public crossing must be protected by a member of the crew.

MISSION SUBDIVISION FOOTNOTES
MAXIMUM SPEED.....30 M.P.H.

Permanent Slow Orders Located	Miles per Hour All Trains
Mileage	
0.0 to 0.8	20
0.8 (Drawbridge—Interlocked)	10
1.6 (Passing the governing approach signal C.N. Rly. crossing at grade)	15
4.0 (Approaching and within 500 feet of signal governing B.C. Hydro Railway crossing at grade)	15
6.6 (Public crossing at grade, Essendene Ave., Abbotsford)	★ 10
10.1 (Public crossing at grade, Fourth St., Huntingdon)	10
When making back-up movements	5
Huntingdon—On both legs of wye	5

★ Until crossing fully occupied.

Diesel units 8921, DRF-30 and DRF-36 must not exceed 20 M.P.H.

Rules 263 to 273 apply between signal 869 Cascade Subdivision Mission City and C.N. Rly. signal 897 at Page Mileage 89.7 Yale Subdivision C.N. Rly. Switch at Riverside is dual control.

Do not exceed 10 M.P.H. on east leg of Wye Mission City.

2.0 miles interchange track between Riverside and Page is signalled yard track.

RAILWAY CROSSINGS AT GRADE:

C.N. Rly. Mileage 1.5. Interlocking-Automatic

B.C. Hydro Rly. Mileage 4.0 Interlocking.

Westward trains for Roberts Bank via Mission Subdivision must obtain clearance at North Bend or Mission City OK'd by Mission Subdivision Train Dispatcher and C.N. Rly. Train Dispatchers, and in addition must obtain current B.C. Rail Operating Bulletin at North Bend or Mission City issued by B.C. Rail Train Dispatcher.

Eastward trains from Roberts Bank for Cascade Subdivision via Mission Subdivision must obtain clearance at Roberts Bank OK'd by Mission Subdivision Train Dispatcher and C.N. Rly. Train Dispatcher and may leave Riverside and Mission City without clearance.

NORTHWARD TRAINS INFERIOR DIRECTION	Miles from Mission City	Yard Limits	MISSION SUBDIVISION STATIONS	Train Order Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS SUPERIOR DIRECTION
	10.1	8.8	HUNTINGDON RYZ (3.4)	SJ	Yard	
	6.7		ABBOTSFORD (5.7)		27	
	1.0	3.0 / 1.2	RIVERSIDE Z		Nil	
			ROBERTS BANK B.C. Rly.			
	Trains and engines between Pratt and Roberts Bank will be governed by B.C. Rly. Timetable, Rules and Regulations. 23.2					
			PRATT Jct. B.C.H. Rly. & B.C. Rly.			
	Trains and engines between Livingstone and Pratt will be governed by B.C.H. Rly. Timetable, Rules and Regulations. 7.5					
			LIVINGSTONE Jct. C.N.R. & B.C.H. Rly.			
	Trains and engines between Page and Livingstone will be governed by C.N. Rly. Timetable, Rules and Regulations. 14.4					
			PAGE Jct. C.N.R. 2.0 (See Footnote)			
	1.0		C.T.C. RIVERSIDE (1.0)		Nil	
	0.0		C.T.C. MISSION CITY Y Jct. Cascade Sub.	RA	Yard	
	Rules 41 and 44 apply.					

Eastward trains from Roberts Bank must also obtain current B.C. Rail Operating Bulletin at Roberts Bank issued by B.C. Rail Train Dispatcher.

Drawbridge—Mileage 0.8—Interlocking—When governing signal 07 at the north end of bridge is at stop indication, and there is no indication of bridge being opened, Engineman will sound whistle signal 14(j) to call bridge tender from his dwelling. If bridge tender fails to appear, Trainman will check to see that no person is in bridge control house, that swing span is closed, rail wedges are in place, check for broken rail or obstruction, and check that bridge end-lift devices are in place by observing that a white light is displayed in the box attached to the signal case at north end of swing span, on the upstream side. (This box is secured with a switch lock.) If all is clear, train may proceed at restricted speed on hand signal from Trainman.

When governing signal 02 or 12 at Riverside is at stop indication, and there is no indication of bridge being opened, and AFTER THE REQUIREMENTS OF RULE 264 HAVE BEEN COMPLIED WITH, the procedure detailed above as for signal 07 must be followed.

Derail located immediately south of fouling point on Vedder No. 2 spur, Huntingdon.

Refer pages 44 - 45 for Radio Communication Instructions.

Westward CN passenger trains from CN must not foul Mission Subdivision without obtaining permission from C.P. Train Dispatcher.

CN passenger trains will move between crossover Mileage 87.9 Cascade Subdivision and Mileage 1.3 Mission Subdivision via West leg of Wye Mission City and C.T.C. Mission Subdivision at restricted speed. Rule 93 applies between end of C.T.C. Mileage 1.2 and CN interchange switch Mileage 1.3.

No 3 due Riverside 1110

No 4 due Mission City 1425

Movements should be kept clear of this route in sufficient time to avoid delay to these trains, but may be made after they are due, on information from the train dispatcher. Radio may be used for this purpose.

WESTMINSTER SUBDIVISION FOOTNOTES

MAXIMUM SPEED
PASSENGER TRAINS.....45 M.P.H.
OTHER TRAINS AND ENGINES..15 M.P.H.

Permissible Speed and Permanent Slow Orders Located	Miles Per Hour Psgr.	Freight
Coquitlam, Mileage 0.0 to Mileage 5.6.....	45	15
Mileage 0.0 to 0.3.....	20	
Mileage 5.6 to New Westminster, Mileage 8.4.....	10	10

Rules 263 to 273 apply between Signal 1123 Cascade Subdivision and Northward Signals 55E and 55W, Mileage 5.6 Westminster Subdivision at Sapperton. CTC is controlled by Operator at Coquitlam Yard. Crossover switches at Sapperton, Mileage 5.6 are dual control.

Southward Signal 54E (Sapperton) is located to the left of the direction of movement.

NORTHWARD TRAINS INFERIOR DIRECTION First Class 2 Psgr. Daily	4 Psgr. Daily	Miles from Coquitlam	Yard Limits	WESTMINSTER SUBDIVISION STATIONS	Train Order Office Signals	Car capacity Sidings	Siding Capacity in feet	SOUTHWARD TRAINS SUPERIOR DIRECTION First Class 1 Psgr.	3 Psgr.
.....	.....	8.4	↓	....NEW WESTMINSTER.Z	.....	Yard	.....	.....	.....
				2.8					
1430	1315	5.6	5.6	....SAPPERTON.....Z	.....	Nil	.....	0855	1240
				0.7					
.....	.....	4.9	.....	C.T.C. ..FRASER MILLS.....	.....	Nil	.....	.....	.....
				1.0					
.....	.....	3.9	.....	.....BOOTH.....	.....	Nil	.....	.....	.....
				3.9					
1450	1335	0.0	.....	....COQUITLAM.....Y Jct. Cascade Sub.	YD	Yard	.....	0835	1220
2	4							Daily 1	Daily 3

Southward Signal 54E (Sapperton) is located to the left of the direction of movement.

At Kingsway Avenue crossing, Mileage 0.37, Northward trains in excess of 1700 feet in length approaching signal 05 displaying STOP AND PROCEED or APPROACH must on advice from the operator, stop south of the signal but within 150 feet. After approximately two minutes of operation, flashing light signals will stop operating automatically. When signal 05 displays APPROACH SLOW, flashing light signals will start operating automatically and must be observed to be operating for at least 20 seconds before any movement obstructs the crossing.

Whistle signal 14L(2) is prohibited approaching public crossing at grade at Pitt River Road, Mileage 1.52.

When Switching Leeder Spur track Mileage 3.6, and Signal 36 displays either a permissive indication or Rule 292, train movements must stop before passing signal and a member of the train crew must proceed to the switch and be governed by the instructions posted in the electric lock. After the main track switch has been lined for movement into the spur track, trainman must open the box marked "Push Button" located on Signal 36 and push the button. Signal 36 will now display Rule 293 (take siding). The Push Button must be held depressed until the leading end of the movement has passed signal 36.

The signal will not display Rule 293 if the route ahead is not clear to Signal 39. In this event, Signal 36 will continue to display STOP (Rule 292) and authorization to proceed must be obtained from the Dispatcher under Rule 264.

Southward movements proceeding to CN Interchange tracks Mileage 3.77 will be governed by the following at Signal 36:

— When signal displays an indication permitting movements to proceed, proceed to switch and be governed by the instructions posted in the electric lock.

— When signal displays Rule 292 (STOP) train movements must stop before passing the signal and a member of the train crew must open box marked "Push Button" located on Signal 36 and push the button. Signal 36 will now display Rule 293 (take siding), and train may proceed to CN Interchange Main Track Switch and there be governed by the instructions posted in the electric lock. The push button must be held depressed until the leading end of the movement has passed Signal 36.

Do not exceed 10 M.P.H. on New Fraser Mills exchange yard and lead to C.N. Rly. connection track.

King Edward Ave. Crossing Mileage 4.9 must not be blocked by switching or standing trains between 0730 and 0745 or between 1600 and 1615.

Passenger Trains must obtain clearance at Vancouver CN OK'd by CP Train Dispatcher and may leave Sapperton without obtaining clearance.

Trains must not leave B.N. main track to east leg of wye without obtaining permission from C.T.C. operator Coquitlam.

Transfers and Switchers operating in CTC between Vancouver-Coquitlam-Sapperton will be designated in train orders and clearances by "RS" and number of assignment, the word Transfer will only be used to clear extra transfers. Except when otherwise directed by the Train Dispatcher only one clearance is required for each tour of duty.

Trains operating between Vancouver Jct. and Brownsville (B.N.) are governed by B.N. Timetable and special instructions.

Refer pages 44 - 45 for Radio Communication Instructions.

RAILWAY CROSSINGS AT GRADE

Mileage

6.9 Burlington Northern Railway — Interlocking — Semi-Automatic — between Northward signal mileage 7.0 and Southward signal mileage 6.3. When a train or engine is stopped by an Interlocking Signal indicating STOP, if there is no conflicting movement evident, it may proceed at RESTRICTED SPEED through the interlocking with the following additional restrictions. Movement must wait 5 minutes before passing a STOP signal to enter Interlocking Limits. At crossing mileage 6.9, both the BN main track switch and the lead derail switch must be seen to be lined against movements over the railway crossing.

8.3 B.C. Hydro Railway—Not Interlocked.

8.35 Canadian National Railways—Not Interlocked.

New Westminster Yard

B.C. Hydro Railway—Not Interlocked.

Crossing main lead to CP Rail yard north of Queensboro St.

B.C. Hydro Railway—Not Interlocked.

Gilley Bros. Spur crossing lead to Pacific Coast Terminal dock.

Canadian National Railways—Not Interlocked.

CP Rail spur to tracks E-2 and E-3 crossing Canadian National Railways.

Instructions pertaining to trains handling SPECIAL dangerous commodities.

Detoured Northward trains ex BN New Westminster or CP New Westminster must make Special Instruction "AA" type inspections before fouling CP main track Sapperton.

RESTRICTIONS

DIESEL UNITS—
8921, DRF-30, DRF-36 prohibited between Mileage 6.9 and Mileage 8.4.

CRANES AND AUXILIARY — 100 to 250 ton capacity and combination Crane-Pile Driver 414216-220 prohibited New Westminster wharf off B.N. Lead and spur.

CARS — Over 220,000 pounds gross weight prohibited New Westminster wharf off B.N. Lead and spur.

WESTWARD TRAINS	Miles from Parksville	Yard Limits	PORT ALBERNI SUBDIVISION — STATIONS	Office Signals	Car Capacity Sidings	Siding Capacity in feet	EASTWARD TRAINS
↓	0.0	↓ 0.9	M.B.S. ....PARKSVILLE.....YZ	.....	Yard	.....	↑
			Jct. Victoria Sub. 12.7				
	12.7	.....	.CAMERON LAKE.....	.....	Nil	.....	
			9.2				
	21.9	.....	...ARROWSMITH.....	.....	Nil	.....	
			16.9				
	38.8	36.9 ↑	.PORT ALBERNI....YZ	.....	Yard	.....	
	Rules 41 and 44 apply. Rules 321 - 323 apply between Parksville and Port Alberni						

PORT ALBERNI SUBDIVISION FOOTNOTES

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between Parksville and Port Alberni.

MAXIMUM SPEED.....30 M.P.H.

Permissible Speed and Permanent Slow Orders Located	Miles per Hour All Trains
Parksville, Mileage 0.0 to Cameron Lake Mileage 12.7	30
Mileage 0.1 (Public crossing at grade and between circuit end signs located approximately 500 feet each side of crossing)	★ 10
Cameron Lake, Mileage 12.7 to Mileage 24.6	10
Mileage 24.6 to Port Alberni, Mileage 37.7	20
Mileage 36.9 (Public crossing at grade)	★ 10
37.4 (Public crossing at grade)	★ 10
37.9 (Public crossing at grade) stop signs located on both sides of Stamp Ave., Mileage 37.9. All trains stop before proceeding over crossing.	

★ Until crossing is fully occupied.

In accordance with Special Instruction 323.10(b) MBS clearance authority issued to Port Alberni extends to east yard limit sign Mileage 36.9.

Trains must make running test of the brakes at Mileage 21.0 eastward and westward before descending grade.

Derails are located on storage tracks as follows:

East end Cameron Lake.
West end Arrowsmith.

Do not exceed 15 M.P.H. while handling cars with a gross weight exceeding 220,000 pounds.

Main track ends Mileage 37.7.

Instructions pertaining to trains handling SPECIAL dangerous commodities.

Special Instruction AA applies to Westward trains at Arrowsmith and to all trains originating at Port Alberni.

STORAGE TRACKS

Location	Capacity	Connected
Cameron Lake	1837 feet	Both ends
Arrowsmith	1188 feet	Both ends

RESTRICTIONS

DIESEL UNITS—8921, DRF-30, DRF-36 prohibited.

CRANE AND AUXILIARY—200 to 250 ton capacity prohibited, except 414479, 480, 503 and 650 — 10 M.P.H. on Bridge 4.7, 12.4.

150 ton capacity	10 M.P.H. on Bridge 4.7, 12.4.
100 ton capacity	20 M.P.H. on Bridge 4.7, 12.4.
Combination Crane-Pile Driver	20 M.P.H. on Bridge 4.7, 12.4.
except 414216-220.	10 M.P.H. on Bridge 4.7, 12.4.
414231	20 M.P.H. on Bridge 4.7, 12.4.

NORTHWARD TRAINS																SOUTHWARD TRAINS
				First Class				VICTORIA SUBDIVISION								First Class
				199 Psgr. Daily	Miles from End of Track	Yard Limits		STATIONS	Office Signals	Car Capacity Sidings	Siding Capacity in feet					198 Psgr.
				0815	0.8			VICTORIA KZ	MO	Yard						1740
								2.8								
				f0824	3.6			ESQUIMALT Z		Nil						f1729
								4.3								
				f0832	7.9	9.3		LANGFORD Z		18	1030					f1722
								12.1								
				f0853	20.0			MALAHAT		20	1100					f1703
								7.8								
				f0908	27.8			SHAWNIGAN		Nil						f1648
								3.4								
				f0915	31.2			COBBLE HILL		26	1480					f1641
								4.3								
				f0923	35.5			COWICHAN		Nil						f1633
								4.2								
				s0932	39.7	37.6		DUNCAN Z		Nil						s1625
								2.0								
				f0936	41.7	43.0		HAYWARD YZ		21	1180					f1618
								5.8								
				0945	47.5			OSBORN BAY Y		Nil						1608
								3.7								
				f0952	51.2			CHEMAINUS		Nil						f1601
								7.2								
				f1005	58.4			LADYSMITH		19	1070					f1548
							M.B.S.	6.3								
				f1015	64.7			CASSIDY		14	780					f1536
								5.3								
				1024	70.0	69.2		STOCKETT YZ		17	960					1527
								2.5								
				1035 1055	72.5			NANAIMO Z		Nil						1522 1507
								4.8								
				f1104	77.3	78.4		WELLINGTON Z		17	970					f1457
								7.1								
				1115	84.4			JAYEM		Nil						1444
								5.3								
				1124	89.7			BRYN		Nil						1436
								5.5								
				s1135	95.2	94.7 96.0		PARKSVILLE YZ Jct. Port Alberni Sub.		Nil						s1427
								6.6								
				f1146	101.8			QUALICUM BEACH		Nil						f1415
								8.4								
				f1159	110.2			DUNSMUIR		Nil						f1401
								10.8								
				1215	121.0			MUD BAY		19	1070					1345
								9.2								
				f1230	130.5			UNION BAY		Nil						f1330
								9.5								
				1245	139.7	136.9		COURTENAY Z		Yard						1315
				199	Rules 41 and 44 apply. Rules 321 - 323 apply between Victoria and Courtenay											Daily 198

CROFTON SPUR

Eastward—Mileage 47.7 Victoria Subdivision to end of track .....2.1 miles

MAXIMUM SPEED 15 M.P.H.

All movements must come to a stop before passing over PUBLIC CROSSING AT GRADE Mileage 0.8.

Rule 105 applies.

Lights will not be displayed on switches.

RESTRICTIONS

DIESEL UNITS—All prohibited from tail of wye to end of track except DS-9, 10, 12, DRS-10, 12.

AUXILIARY CRANES—200 to 250 ton capacity prohibited except 414479, 480, 503, and 650.

Continued on Page 19

VICTORIA SUBDIVISION FOOTNOTES—Continued

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between Victoria and Courtenay.

MAXIMUM SPEED

RAIL DIESEL CARS.....40 M.P.H.
PASSENGER TRAINS.....35 M.P.H.
OTHER TRAINS AND ENGINES.....30 M.P.H.

Permanent Slow Orders Located		Miles per Hour RDC	PSGR.	FRT.
Mileage 0.8 to Mileage 95.3		**40**	**35**	**30**
Mileage				
0.1	(Over approaches and span, Johnson St. bridge)			5
0.6	to 2.9 (on curves)	30	30	
0.9	(Public crossing at grade and within 400 feet of North side)	★10	★10	★10
0.9	(Public crossing at grade) STOP sign located on South side of crossing. Northward trains STOP at stop sign before proceeding over crossing			
1.1	to 1.8 (Public crossings at grade)	★10	★10	★10
2.9	to 7.3 (on curves)	25	25	25
10.7	to 28.1 (on curves)	25	25	20
28.2	(on curve)	20	20	20
28.3	to 44.0 (on curves)	30	30	25
39.6	SOUTHWARD ONLY (From circuit end signs located approximately 200 feet north of public crossing at grade)	★5	★5	★5
40.0	(From circuit end signs located approximately 350 feet each side of public crossing at grade)	★10	★10	★10
44.0	(on curve)	25	20	20
44.1	to 53.7 (on curves)	30	30	25
53.7	to 60.6 (on curves)	35		
59.6	(Approaching and within 500 feet of governing signals Comox Logging and Railway Company crossing at grade)	15	15	15
60.7	(bridge)		20	20
61.2	(on curve)	35		25
64.4	to 66.8 (on curves)	25	25	25
68.2	(abandoned mine)	20	20	20
68.7	to 70.6 (on curves)	25	25	25
71.5	to 73.7	20	20	20
93.1	(on curve)	30	30	25
Mileage 95.3 to Mileage 139.7		**40**	**35**	**20**
95.3	(Public crossing at grade and from circuit end signs located approximately 500 feet on each side of crossing)	★10	★10	★10
109.2	to 111.2 (on curves)	30	30	
117.9	to 119.0 (on curves)	35		
137.6	to 139.7	25	25	

★ Until crossing is fully occupied.

Passenger trains will stop on flag at Palmer, Mileage 4.9; Cliffside, Mileage 25.0; Strathcona Lodge, Mileage 26.2; Hillbank, Mileage 34.1; South Wellington, Mileage 66.9; Starks, Mileage 69.2; Nanoose Bay, Mileage 86.8; Deep Bay, Mileage 116.8 and Buckley Bay, Mileage 126.1.

DRAWBRIDGE—Mileage 0.1 (Johnson St.)—Interlocking.

All movements will stop before passing the signal and then be governed by signal indication.

Main Track commences Mileage 0.8.

Siding Ladysmith located east of main track immediately south of station.

Railway crossing at grade with Comox Logging and Railway Company Mileage 59.6—Interlocking.

Standard clock, bulletins and train register located at Wellcox, Mileage 2.8 Wellcox Spur.

Trains originating and terminating Stockett must register at Wellcox.

In accordance with Special Instruction 323.10(b) MBS clearance authority issued to Parksville extends to Port Alberni Subdivision junction switch.

Southward movements must not be commenced leaving storage track mileage 38.0 Victoria Sub., until a member of the train crew is positioned on Miller Road Crossing to protect the movement.

Derails are located on sidings as follows:
South end Malahat, Cobble Hill, Hayward, Cassidy, and Wellington.

Do not exceed 15 M.P.H. while handling cars with a gross weight exceeding 220,000 pounds between Mileage 0.0 and Mileage 103.0.

In accordance with Special Instruction 323.10(b) MBS clearance authority issued to proceed to Courtenay is fulfilled on arrival at Courtenay Station.

Jumbo tank cars of 263,000 pounds, maximum 69 feet over strikers may be moved Wellcox to Victoria but must not exceed 15 M.P.H. over Bridge 47.9 and Bridge 60.7, and must be separated from engine or from each other by a car whose gross weight does not exceed 169,000 pounds, but whose length over strikers exceeds 34 feet.

Refer pages 44 - 45 for Radio Communication Instructions.

STORAGE TRACKS

Location	Capacity	Connected
Mileage 38.0	1287 feet	Both ends
Chemainus	1725 feet	Both ends
Jayem	1500 feet	Both ends
Bryn	1439 feet	Both ends
Parksville	1157 feet	Both ends
Dunsmuir	1225 feet	Both ends

RESTRICTIONS

CARS—

Over 211,000 to 263,000 and 196,000 to 220,000 (ore) lbs. gross weight each 20 M.P.H. on Bridge 47.9, 60.7.

CRANE AND AUXILIARY—

100 to 150 ton capacity 20 M.P.H. on Bridge 14.0, 29.8, 35.6, 47.9, 60.7, 64.4, 87.2, 93.0, 113.2, 123.0, 124.1, 131.1.

200 to 250 ton capacity prohibited between Mileage 0.8 and Mileage 70.0 except 414479, 480, 503, and 650 20 M.P.H. on Bridge 14.0, 29.8, 35.6, 47.9, 60.7, 64.4.

150 to 250 ton capacity between Mileage 70.0 and Mileage 139.7 20 M.P.H. on Bridge 87.2, 93.0, 113.2, 123.0, 124.1, 131.1.

COMBINATION CRANE-PILE DRIVER—

414216-220 20 M.P.H. on Bridge 14.0, 29.8, 35.6, 47.9, 60.7, 64.4, 87.2, 93.0, 113.2, 123.0, 124.1, 131.1.

WELLCOX SPUR

Eastward—Mileage 69.7 Victoria Subdivision to end of track .....3.2 miles.

MAXIMUM SPEED 10 M.P.H.

Two whistle posts protect the three public crossings at grade through the Indian Reserve.

Rule 105 applies.

Lights will not be displayed on switches.

RESTRICTIONS

Wellcox Ferry Apron and Approach.
Movement must not exceed 4 M.P.H.
Care must be taken to avoid shock on aprons.
Sufficient number of cars 52,000 pounds gross weight or less must be used as reachers to avoid having switching unit on apron.

Diesel units, cranes and auxiliaries up to 250 ton capacity, combination crane and pile drivers up to 40 ton capacity and pile drivers must be loaded singularly on centre apron track with adjacent tracks clear. Apron at barge end must not be more than 2'6" above or below horizontal and both aprons must be of uniform slope.

Cars in excess of 263,000 pounds gross weight may be handled subject to approval of Superintendent of Transportation.

Transport by ferry dependent on barge or boat capacity.

Instructions pertaining to trains handling SPECIAL dangerous commodities.

Special Instruction "AA" type inspections are to be performed by the train or terminal transfer crew unless advised that the required inspection has been or will be done by other qualified employee(s).

Special Instruction "AA" applies to Southward trains at Parksville and Malahat, and Northward trains at Victoria and Cassidy, and to all trains originating at Wellcox.

Between Malahat and Victoria, and between Parksville and Cassidy, including movements on Wellcox Spur, all trains or terminal transfers obliged to lift one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities will make required inspection before leaving point of lifting.

WINDERMERE SUBDIVISION FOOTNOTES

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between Fort Steele and Golden.

MAXIMUM SPEED.....40 M.P.H.

Permissible Speed and Permanent Slow Orders Located	Miles per Hour All Trains
Fort Steele, Mileage 0.0 to Mileage 22.6	**40**
Mileage	
0.0 to 2.0	30
14.6 to 14.9 (on curve)	30
Mileage 22.6 to Mileage 42.2	**35**
Mileage	
22.8 to 25.3 (on curves)	30
37.8 to 38.0 (on curve)	30
Mileage 42.2 to Mileage 51.0	**30**
Mileage	
48.9 to 49.1 (on curve)	25
Mileage 51.0 to Mileage 63.0	**35**
Mileage	
55.4 to 55.7 (on curves)	30
Mileage 63.0 to Mileage 68.0	**25**
Mileage 68.0 to Mileage 141.5	**35**
Mileage	
75.4 to 77.1 (on curves)	25
83.4 to 84.6 (on curves)	25
91.1 to 91.5 (on curves)	25
94.7 to 95.3	25
112.6 to 112.8 (on curve)	25
137.3 to 137.6 (on curve)	30
Mileage 141.5 to Golden, Mileage 142.5	**15**

RESTRICTIONS

In addition to any other restrictions required by M.B.S. Bulletin, loaded trains of continuous welded rail or strings of bolted rails must not exceed 30 M.P.H.

DIESEL UNITS — 8921, DRF-30, DRF-36 prohibited on storage tracks at Brisco, Harrogate and McMurdo.

NORTHWARD TRAINS	Miles from Fort Steele	Yard Limits	WINDERMERE SUBDIVISION STATIONS	Office Signals	Car Capacity Sidings	Siding Capacity in feet	SOUTHWARD TRAINS
	0.0	3.6	FORT STEELE.....YZ Jct. Cranbrook Sub.		Yard		
			6.0				
	6.0		DOYLE		Nil		
			6.1				
	12.1		WASA		154	8517	
			10.2				
	22.3	21.3 / 23.0	SKOOKUMCHUCKWYZ		50	2782	
			5.8				
	28.1		TORRENT		153	8440	
			11.4				
	39.5	38.2 / 41.1	CANAL FLATS.....YZ		170	9364	
			5.4				
	44.9		COLUMBIA LAKE		Nil		
			8.8				
	53.7		FAIRMONT		172	9481	
			10.7				
	64.4		GOLDIE CREEK		Nil		
			4.4				
	68.8		WINDERMERE....WY		144	7928	
		M.B.S.	8.8				
	77.6		RADIUM		Nil		
			5.4				
	83.0		EDGEWATER		Nil		
			5.0				
	88.0		LUXOR		152	8374	
			6.0				
	94.0		BRISCO		Nil		
			7.6				
	101.6		SPILLIMACHEEN		151	8313	
			7.0				
	108.6		HARROGATE		Nil		
			9.1				
	117.7		SEENEY		155	8532	
			1.9				
	119.6		PARSON		Nil		
			7.4				
	127.0		McMURDO		Nil		
			7.0				
	134.0		HORSE CREEK		152	8375	
			8.5				
	142.5	138.2	GOLDEN.....KZ Jct. Mountain Sub.	GD	Yard		

Rules 321-323 apply between Fort Steele and Golden.

HOT BOX DETECTOR SYSTEM

DETECTOR LOCATION	TYPE	DIRECTION	INSPECTION POINT	SET - OFF POINT
Mileage 8.5	Display Board	** Southward Northward	Fort Steele Wasa	Fort Steele Wasa
Mileage 25.2	Talker	Southward Northward	Skookumchuck Torrent	Skookumchuck Torrent
Mileage 64.8	Display Board	Southward Northward	Fairmont Windermere	Fairmont Windermere
Mileage 97.2	Display Board	Southward Northward	Brisco Spillimacheen	Brisco Spillimacheen
Mileage 123.3	Display Board	Southward Northward	Parson McMurdo	Parson McMurdo

** If a hot box detector marked with double asterisks is inoperative, or if any part of the movement past the hot box detector is made at 10 M.P.H. or less, Special Instruction "AA" applies at the location of that detector.

In addition to the requirements of Form CS44, Section 18.7, Instructions for Operation of Hot Box Detector Systems, trains must be stopped immediately there is any indication of dragging equipment. Instructions governing the operation of "talker" system are contained in Form CS44 and in Superintendent's Bulletins.

Continued on Page 21

WINDERMERE SUBDIVISION FOOTNOTES—Continued

Junction switch with Cranbrook Subdivision at Fort Steele, Mileage 0.0 — Interlocked — controlled by Train Dispatcher at Nelson. Rules 663 and 104B apply. Should communication fail, movements authorized to proceed by Rule 93 or M.B.S. Clearance, may pass Interlocking Signal indicating STOP after applying paragraph 2 of Rule 104B.

Rule 105A does not apply at Skookumchuck.

Movements over Public Crossing at grade on tail of wye Canal Flats must come to a full stop before proceeding over crossing and movement must be protected by member of the crew.

Restricted clearance Old Gypsum Spur, Mile 68.9. Chip cars and other high and long cars are not to be moved past loading facility. Derail locked on north end of new main mill Gypsum Spur Windermere.

At Golden, all movements on wye tracks over Tenth Avenue must stop at the STOP signs and not proceed over the crossing until the automatic protection is seen to be working.

Kootenay Division Special Instruction on page 21 of current timetable does not apply to Windermere Subdivision.

RULE 99 OUTSIDE ABS—When a train stops under any circumstances in which it may be overtaken by another train, a flagman must immediately go back AT LEAST 2000 YARDS to ensure full protection.

Refer pages 44 - 45 for Radio Communication Instructions.

STORAGE TRACKS

Location	Capacity	Connected
Torrent	48 Cars	Both ends
Mileage 34	25 Cars	North end
Columbia Lake	28 Cars	Both ends
Radium	41 Cars	Both ends
Edgewater	41 Cars	Both ends
Luxor	20 Cars	Both ends
Brisco	49 Cars	Both ends
Harrogate	43 Cars	North end
Parson	45 Cars	Both ends
McMurdo	50 Cars	North end

KIMBERLEY SUBDIVISION FOOTNOTES

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between North Star and Kimberley.

MAXIMUM SPEED.....20 M.P.H.

Permissible Speed and Permanent Slow Orders Located	Miles per Hour All Trains
Mileage 3.9 to 7.9	10

Grille work both sides and centre of track at rock unloading site in track F-35.

Trains must carry 90 pounds brake pipe pressure.

See Kootenay Division Special Instructions Page 21.

No more than three (3) DRF-30, DRF-36 series units may be used in Kimberley Yard.

Refer pages 44 - 45 for Radio Communication Instructions.

NORTHWARD TRAINS	Miles from North Star	Yard Limits		KIMBERLEY SUBDIVISION STATIONS	Office Signals	Car Capacity Sidings	Siding Capacity in feet	SOUTHWARD TRAINS
↓	0.0	0.9		NORTH STAR.....Z		Yard		↑
				Jct. Cranbrook Sub. 3.8				
	3.8		M.B.S.	WANKLYN		Nil		
				4.5				
	8.3			PORTEOUS		Nil		
				7.0				
	15.3	13.8		CHAPMAN CAMP...YZ		Nil		
				1.0				
	16.3	↑		KIMBERLEY.....Z		Yard		
	Rules 41 and 44 apply. Rules 321 - 323 apply between North Star and Kimberley.							

RESTRICTIONS

CRANE AND AUXILIARY—200 to 250 ton capacity prohibited on Bridge 6.4 except 414472 - 480, 503 and 650.

STORAGE TRACKS

Location	Capacity	Connected
Wanklyn	38 Cars	Both ends
Porteous	30 Cars	Both ends

KOOTENAY DIVISION SPECIAL INSTRUCTIONS

Unless otherwise provided, on freight trains handling 4600 tons or more any car with gross weight of less than 50 tons must be marshalled behind at least 15 cars, each having a gross weight of 50 tons or more, from engine. Whenever consist includes less than 15 cars each having a gross weight of 50 tons or more, the heavier cars must be marshalled immediately behind engine.

CRANBROOK SUBDIVISION FOOTNOTES

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between Crowsnest and Cranbrook.

MAXIMUM SPEED.....40 M.P.H.

Permissible Speed and Permanent Slow Orders Located	Miles per Hour All Trains
Crowsnest, Mileage 0.0 to Mileage 13.8	20
Mileage 13.8 to Mileage 29.7	40
Mileage 29.7 to Mileage 37.7	30
Mileage 37.7 to Mileage 52.8	35
Mileage 52.8 to Mileage 57.1	30
Mileage 57.1 to Mileage 66.1	35
Mileage 66.1 to Mileage 77.4	30
Mileage 77.4 to Mileage 94.7	40
Mileage	
85.7 (on curve)	30
90.2 (on curve)	30
Mileage 94.7 to Mileage 96.0	15
Mileage 96.0 to Mileage 106.7	30
Mileage 106.7 to Mileage 107.7	10

RESTRICTIONS

In addition to any other restrictions required by MBS bulletin, loaded trains of continuous welded rail or strings of bolted rails must not exceed 30 M.P.H.

West leg of wye switch at Fabro leading to Byron Creek Collieries Spur located at Mileage 7.4 Cranbrook Subdivision.

Derail on west end of storage track, Mileage 13.2 and east end C.F.I. spur Elko.

Do not exceed 10 M.P.H. in pole spur and lumber spur Galloway.

Junction switch with Windermere Subdivision at Fort Steele, Mileage 95.5 — Interlocked — controlled by Train Dispatcher at Nelson. Rules 663 and 104B apply. Should communication fail, movements authorized to proceed by Rule 93 or M.B.S. Clearance, may pass Interlocking Signal indicating STOP, after applying paragraph 2 of Rule 104B.

WESTWARD TRAINS	Miles from Crowsnest	Yard Limits	CRANBROOK SUBDIVISION STATIONS	Office Signals	Car Capacity Sidings	Siding Capacity in feet	EASTWARD TRAINS
	0.0	2.7	V CROWSNEST.... RZ		Yard		
			6.8				
	6.8		FABRO.....Y		Nil		
			7.3				
	14.1		NATAL		59	3288	
			3.6				
	17.7	17.2 / 19.7	SPARWOOD.....Z	RD	131	7210	
			Jct. Fording River Sub.				
			6.0				
	23.7		OLSON		Nil		
			4.3				
	28.0		HOSMER		155	8559	
			6.7				
	34.7		FERNIE.....W		153	8440	
			10.6				
	45.3		MORRISSEY		146	8051	
			9.0				
	54.3		ELKO		145	8000	
			7.0				
	61.3	60.5	CAITHNESS.....Z		134	7389	
			2.2				
	63.5	63.8	GALLOWAY.....Z		Nil		
			8.8				
	72.3		COLVALLI		150	8258	
			8.1				
	80.4		BULL RIVER		Nil		
			2.8				
	83.2		FENWICK		168	9289	
			7.8				
	91.0		DRY CREEK		Nil		
			4.6				
	95.6	92.5 / 97.4	FORT STEELE..WYZ		Nil		
			Jct. Windermere Sub.				
			5.2				
	100.8		RILEY		167	9200	
			4.7				
	105.5	103.8	NORTH STAR.....Z		Nil		
			Jct. Kimberley Sub.				
			2.2				
	107.7		CRANBROOK.....KZ	CK	Yard		
	Rules 321-323 apply between Crowsnest and Cranbrook.						

HOT BOX DETECTOR SYSTEM LOCATIONS

Scanner and Display Board	Direction of Travel and Inspection Point	Set-Off
Mileage 24.7	Eastward, Sparwood Westward, Hosmer	Sparwood Hosmer
Mileage 57.8	Eastward, Elko Westward, Caithness	Elko Caithness
Mileage 86.8	Eastward, Fenwick **Westward	Fenwick Fort Steele

** If a hot box detector marked with double asterisks is inoperative, or if any part of the movement past the hot box detector is made at 10 M.P.H. or less, Special Instruction "AA" applies at the location of that detector.

In addition to the requirements of Form CS44, Section 18.7, Instructions for Operation of Hot Box Detector Systems, trains must be stopped immediately there is any indication of dragging equipment.

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CRANBROOK SUBDIVISION FOOTNOTES—Continued

All movements on yard tracks G-30, 31, 32 must stop before entering crossing at Victoria Ave., Cranbrook, and ensure that the crossing protection signals are operating before proceeding.

Whistle Signal 14L (2) of U.C.O.R. is not applicable within the limits of the City of Cranbrook between Mileage 106.70 Cranbrook Subdivision and Mileage 1.30 Nelson Subdivision.

All movements over public crossings located at 22nd Street North and Theatre Road, Cranbrook, must be protected by a member of the crew in accordance with UCOR 103, paragraph 5.

RULE 99 OUTSIDE ABS—

When a train stops under any circumstances in which it may be overtaken by another train, a flagman must immediately go back AT LEAST 2000 YARDS to ensure full protection.

See Kootenay Division Special Instructions Page 21.

Refer pages 44 - 45 for Radio Communication Instructions.

STORAGE TRACKS

Location	Capacity	Connected
Mileage 13.2	61 cars	Both ends
Galloway	34 cars	Both ends
Mileage 94.1	36 cars	Both ends

BYRON CREEK COLLIERIES SPUR

Southward — Fabro Southward to end of track ..... 11.6 miles.

MAXIMUM SPEED 30 M.P.H.

Do not exceed 15 M.P.H. at Mileage 10.8 until crossing fully occupied.

Rule 105 applies.

Lights will not be displayed on switches.

RESTRICTIONS

Movements to Byron Creek Collieries Spur must not be made without permission from the Train Dispatcher.

Run around track located 300 feet south of Fabro measures 2774 feet long restricted to 10 M.P.H.

Loop track located 11.6 miles south of Fabro and switch normal when lined for loaded trains leaving Loop track. Loop track restricted to 10 M.P.H. except a speed of 4 M.P.H. must not be exceeded over scale on Loop track after permission received from Byron Creek Collieries. Automatic brake must not be used while passing over scale nor units stopped on scale.

FORDING RIVER SUBDIVISION FOOTNOTES

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between Sparwood and Fording.

MAXIMUM SPEED.....30 M.P.H.

Permanent Slow Orders Located	Miles per Hour All Trains
Mileage	
0.0 to 0.8	15
22.25 to 14.3 SOUTHWARD ONLY	20

Southward signal 100 governing movement over spring switch at Mileage 9.9 is located to the left of the direction of movement.

Spring switches located at Line Creek and Greenhills. Provided signal indicates proceed, trains leaving the Spur Track must not exceed 15 M.P.H. through turnout.

Movements clearing in mine spurs at Line Creek or Greenhills and wishing to re-enter main track after stopping clear of signal to main track must obtain permission from the Train Dispatcher. After permission granted Push Button located on signal mast can be activated, if no obstruction signal indication will be given.

Rule 104A applies at Line Creek and Greenhills.

Do not enter Silos at Elkview and Greenhills until advised by Westar that this is in order.

NORTHWARD TRAINS	Miles from Sparwood	Yard Limits	FORDING RIVER SUBDIVISION STATIONS	Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS
	0.0		SPARWOOD.....Z	RD	Nil	
			Jct. Cranbrook Sub. 0.7			
	0.7	1.3	ELKVIEW.....Z		Nil	
			7.5			
	8.2		HARMER		Nil	
			1.7			
	9.9		LINE CREEK		Nil	
			10.2			
	20.1		CLODE		Nil	
			1.3			
	21.4		GREENHILLS		Nil	
			12.4			
	33.8	32.1	FORDING.....Z		Nil	
	Rules 321-323 apply between Sparwood and Fording.					

M.B.S.

All Southward movements must stop 500 feet North of Elkview Switch unless permission received from Operator at Sparwood.

Do not exceed one (1) M.P.H. while passing over scale at new reclaim system Elkview loop track.

Employees are prohibited from riding on sides or tops of equipment when passing through loading silos at Elkview, Line Creek, Greenhills, and Fording.

Loop track at Elkview, Line Creek, Greenhills, and Fording Coal restricted to 10 M.P.H. except a speed of 4 M.P.H. must not be exceeded over scales on loop tracks. Automatic brake must not be used while passing over scales nor units stopped on scales.

All trains approaching Line Creek load out must stop at loop track switch to obtain permission from load out operator before proceeding.

Employees must not ride sides of cars in Magnetite Sheds at Fording account restricted clearance.

All trains approaching Fording load out must stop at south end of Shoofly switch and report to load out operator.

Do not exceed 5 M.P.H. while occupying Shoofly at Fording load out.

See Kootenay Division Special Instructions Page 21.

Loop Track Switch Fording is normal when lined for trains leaving Loop Track.

Lights will not be maintained on switches.

Refer pages 44 - 45 for Radio Communication Instructions.

STORAGE TRACKS

Location	Capacity	Connected
Harmer	27 cars	Both ends
Mileage 11.8	15 cars	North end
Clode	20 cars	Both ends

NELSON SUBDIVISION FOOTNOTES

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between Cranbrook and Nelson.

MAXIMUM SPEED.....30 M.P.H.

Permissible Speed and Permanent Slow Orders Located	Miles per Hour All Trains
Cranbrook, Mileage 0.0 to East Switch Goatfell, Mileage 45.7	30
Mileage	
0.1 to 1.2 (over main track switches)	15
1.25 (public crossing at grade)	★ 10
16.5 to 17.2 (rock cuts)	20
42.8 to 43.2 (on curves)	20
East Switch Goatfell, Mileage 45.7 to Nelson Mileage 137.8	25
Mileage	
47.8 to 48.9 (on curves)	20
57.5 to 63.2 (on curves)	20
67.5 (pedestrian crossing)	★ 10
75.4 to 76.1 (on curves)	20
83.2 to 84.0 (on bridge and curve)	20
93.4 to 94.0	10
127.2 (on curve)	20
132.2 to 132.8 (on curves)	20
135.7 to 137.2 (crossings at grade)	★ 10

★ Until crossing is fully occupied.

WESTWARD TRAINS	Miles from Cranbrook	Yard Limits	NELSON SUBDIVISION — STATIONS	Office Signals	Car Capacity Sidings	Siding Capacity in feet	EASTWARD TRAINS
	0.0	2.4	CRANBROOK.....KZ	CK	Yard	.....	
			9.4				
	9.4	.....	SWANSEA	.....	61	3384	
			10.8				
	20.2	.....	MOYIE	.....	62	3410	
			9.9				
	30.1	.....	TOCHTY	.....	47	2588	
			5.2				
	35.3	.....	RYAN	.....	Nil	.....	
			5.3				
	40.6	39.5 / 44.0	YAHK.....WZ	.....	Nil	.....	
			Jct. Kingsgate Sub.				
			5.4				
	46.0	.....	GOATFELL	.....	61	3384	
			9.4				
	55.4	.....	McCONNEL	.....	81	4464	
			11.8				
	67.2	63.7 / 69.3	CRESTON.....WZ	.....	60	3354	
			6.6				
	73.8	.....	WYNNDEL	.....	Nil	.....	
			6.2				
	80.0	.....	SIRDAR	.....	73	4033	
			3.1				
	83.1	.....	KOOTENAY LANDING	.....	Nil	.....	
			8.3				
	91.4	.....	TYE	.....	53	2930	
			7.6				
	99.0	.....	DREWRY	.....	48	2647	
			8.5				
	107.5	.....	BLAKE	.....	79	4358	
			10.3				
	117.8	.....	PROCTER	.....	66	3664	
			4.2				
	122.0	.....	HARROP	.....	Nil	.....	
			6.1				
	128.1	.....	ATBARA	.....	67	3686	
			4.2				
	132.3	131.8 / 132.8	TROUP.....YZ (Joint Track B.N. Ry.)	.....	Nil	.....	
			Jct. B.N. Ry.				
			5.5				
	137.8	135.0	NELSON.....KZ	BC	Yard	.....	

M.B.S.

Rules 41 and 44 apply.
Rules 321-323 apply between Cranbrook and Nelson.

HOT BOX DETECTOR SYSTEM LOCATIONS

Scanner and Display Board	Direction of Travel and Inspection Point	Set-Off
Mileage 18.3	**Eastward	Swansea
	Westward, Moyie	Moyie

** If a hot box detector marked with double asterisks is inoperative, or if any part of the movement past the hot box detector is made at 10 M.P.H. or less, Special Instruction "AA" applies at the location of that detector.

In addition to the requirements of Form CS44, Section 18.7, Instructions for Operation of Hot Box Detector Systems, trains must be stopped immediately there is any indication of dragging equipment.

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NELSON SUBDIVISION FOOTNOTES—Continued

Whistle Signal 14L (2) of U.C.O.R. is not applicable within the limits of the City of Cranbrook between Mileage 106.70 Cranbrook Subdivision and Mileage 1.30 Nelson Subdivision.

Eastward trains stopped at Yahk may stop crossing protection signal operation by reversing Kingsgate Subdivision junction switch.

Slide Detectors	Slide Fences	Governing Signals Westward	Governing Signals Eastward
Mileage location	93.6	93.1	94.2
	101.9	101.5	102.3
	104.3 / 104.9	103.8	105.4

Signals display the following indications:

1. Green Light—slide fence normal. Trains may proceed.
2. Red Light— slide fence tripped. Trains may proceed through the slide area prepared to stop short of obstruction on the track.

Signals do not indicate track occupancy, broken rail or other obstruction.

At Yahk, the Kingsgate Subdivision main track between Mileage 0.0 and Mileage 1.7 will be used for meeting and passing trains, capacity 155 cars, 8619 feet.

Caterpillar Tractor No. 583 loaded on CP 418999 assigned to Alyth auxiliary cannot be handled past Mileage 111, subject to special authority of the Superintendent.

Watch for close clearance east side of loading platform in Veneer Spur and loading platform north side in Sawmill Spur at Creston Sawmills.

Refer pages 44 - 45 for Radio Communication Instructions.

See Kootenay Division Special Instructions Page 21.

STORAGE TRACKS

Location	Capacity	Connected
Ryan	48	East end
Wynndel	7	East end
Kootenay Landing	16	Both ends
Harrop	30	East end

RESTRICTIONS

CRANE AND AUXILIARY—

100 to 150 ton capacity 20 M.P.H. on Bridge 91.04.

200 to 250 ton capacity 10 M.P.H. on Bridge 91.04 except 414479, 480, 503, 650.

Combination Crane and Pile-Driver 414216-220 20 M.P.H. on Bridge 91.04.

NORTHWARD TRAINS	Miles from Yahk	Yard Limits	KINGSGATE SUBDIVISION STATIONS	Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS
↓	10.5	8.8 ↓	M.B.S. .....KINGSGATE.....Z	.....	Yard	↑
			10.5			
	0.0	3.4 ↑	.....YAHK.....Z Jct. Nelson Sub.	.....	Yard	
	Rules 41 and 44 apply. Rules 321 - 323 apply between Yahk and Kingsgate.					

KINGSGATE SUBDIVISION FOOTNOTES

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between Yahk and Kingsgate.

MAXIMUM SPEED.....30 M.P.H.

Permanent Slow Orders Located	Miles per Hour All Trains
Mileage 2.3 to 2.8	20

Kootenay Division Special Instruction Page 21 does not apply.

Refer pages 44 - 45 for Radio Communication Instructions.

RESTRICTIONS

DIESEL UNITS—units with a gross weight exceeding 265,000 lbs. must not operate on other than main track of U.P. Rly. in Eastport Idaho yard.

WESTWARD TRAINS	Miles from Nelson	Yard Limits	BOUNDARY SUBDIVISION STATIONS	Office Signals	Car Capacity Sidings	Siding Capacity in feet	EASTWARD TRAINS
	0.0	1.6	NELSON KZ	BC	Yard		
			7.1				
	7.1		BEASLEY		Nil		
			4.8				
	11.9	10.8 / 13.3	SOUTH SLOCAN YZ Jct. Slocan Sub.		Nil		
			2.2				
	14.1		SHOREACRES		59	3264	
			6.0				
	20.1		THRUMS		Nil		
			3.5				
	23.6		BRILLIANT		Nil		
			2.1				
	25.7	24.0	CASTLEGAR YZ Jct. Rossland Sub.		44	2448	
			M.B.S. 1.3				
	27.0	30.9	ROBSON WEST Z		67	3688	
			16.5				
	43.5		COYKENDAHL		63	3513	
			14.3				
	57.8		FARRON W		65	3591	
			12.6				
	70.4		LAFFERTY		62	3421	
			6.4				
	76.8		FIFE		Nil		
			4.7				
	81.5		CASCADE Y		Nil		
			13.3				
	94.8	92.0 / 96.1	GRAND FORKS WZ		59	3280	
			14.0				
	108.8		EHOLT		62	3462	
			17.8				
	126.6	125.5	MIDWAY YZ		Yard		
	Rules 41 and 44 apply. Rules 321 - 323 apply between Nelson and Midway						

BOUNDARY SUBDIVISION FOOTNOTES

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between Nelson and Midway.

MAXIMUM SPEED ..... **30 M.P.H.**

Permissible Speed and Permanent Slow Orders Located	Miles per Hour All Trains
Nelson, Mileage 0.0 to Mileage 25.3	**30**
Mileage	
0.0 to 2.1 (on curves)	20
4.1 (curve on bridge)	20
7.4 to 7.8 (on curves)	25
10.9 to 11.0 (on curve)	25
20.7 to 21.0 (on curves)	25
23.2 to 23.4 (on curve)	25
Mileage 25.3 to Mileage 82.6	**20**
Mileage	
45.1 to 45.3 (rock bluff)	10
63.4 (rock bluff)	10
77.3 to 77.5 (on curve)	15
Mileage 82.6 to Mileage 95.6	**30**
Mileage	
88.6 to 89.2 (on curves)	25

Permissible Speed and Permanent Slow Orders Located	Miles per Hour All Trains
Mileage 95.6 to Mileage 108.8	**20**
Mileage	
100.9 to 102.1	10
Mileage 108.8 to Midway, Mileage 126.6	**30**
Mileage	
110.1 to 110.3 (on curves)	20
124.1 to 124.3 (on curves)	20

Trains handling in excess of 10,000 tons must not exceed 20 M.P.H.

Trains handling gondolas, 52 feet or over, when loaded to capacity, westward, Farron to Cascade and eastward, Farron to Mileage 32.4 15
and except when controlled by dynamic brake must make additional thermal test at Mileage 66.4 westward and at Mileage 50.4 eastward.

See Kootenay Division Special Instructions page 21.

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BOUNDARY SUBDIVISION FOOTNOTES—Continued

Cars set out at Fraine to be left at extreme west end of storage track.

Junction switch at Mileage 25.6 Boundary Subdivision normal when lined for the Rossland Subdivision. Maximum speed through turnout 15 M.P.H.

Rule 105A does not apply at Castlegar, Robson West and Lafferty.

Kraft Cars of woodchips in trains from west to be placed in track No. 6 at Kraft, Mileage 27.9.

Slide Detector	Slide Fence	Governing Signals Westward	Eastward
Mileage location	45.2	44.8	45.6
	63.7	63.1	64.1
	68.0	67.5	68.5

Signals display the following indications:

1. Green Light— slide fence normal. Trains may proceed.
2. Red Light— slide fence tripped. Trains may proceed through the slide area prepared to stop short of obstruction on the track.

Signals do not indicate track occupancy, broken rail or other obstruction.

Account restricted clearance at new chipper Pope and Talbot Mill Midway use extreme caution and employees must not ride on south side of cars on flat car spur where chipper located.

Refer pages 44 - 45 for Radio Communication Instructions.

STORAGE TRACKS

Location	Capacity	Connected
Beasley	29	Both ends
Mileage 12.3	19	Both ends
Thrums	31	Both ends
Brilliant	37	Both ends
Mileage 29.7	34	Both ends
Mileage 50.4	13	West end
Mileage 66.4	13	East end
Fife	17	East end
Mileage 79.5	4	East end

RESTRICTIONS

CRANE AND AUXILIARY—

25 - 150 ton capacity 20 M.P.H. on Bridge 4.1, 200 - 250 ton capacity 20 M.P.H. on Bridge 4.1, 14.6.

150 ton capacity 414400-402 through tunnel Mileage 42.9, catwalks must be folded in against side of crane and moved cautiously.

Caterpillar tractor number 583 loaded on CP418999 assigned Alyth Auxiliary cannot be handled past rock cut Mileage 41.1.

CARMI SPUR

Westward—Mileage 126.6 Boundary Subdivision to end of track.....2.4 miles.

MAXIMUM SPEED 10 M.P.H.

Rule 105 applies.
Lights will not be displayed on switches.

RESTRICTIONS

DIESEL UNITS—8921, DRF-30, DRF-36 prohibited.

CARSON SPUR

Southward—Mileage 93.4 Boundary Subdivision to end of track.....2.0 miles.

MAXIMUM SPEED 10 M.P.H.

Rule 105 applies.
Lights will not be displayed on switches.

RESTRICTIONS

DIESEL UNITS—8921, DRF-30, DRF-36 prohibited.

ROSSLAND SUBDIVISION FOOTNOTES

Instructions pertaining to trains handling SPECIAL dangerous commodities.

Special Instruction "AA" applies to Southward trains at Mileage 8.1

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between Castlegar and Trail.

MAXIMUM SPEED.....30 M.P.H.

Permissible Speed and Permanent Slow Orders Located	Miles per Hour All Trains
Mileage	
0.0 to 3.0 (on curves)	20
8.1 to 9.2	15

Derail on North end of storage track Kinnaird.

Rule 105A does not apply at Birchbank.

Trains doubling Poupore hill must stop at sign located Mileage 9.8 and double from that point.

If brake test made at Castlegar, stop at Poupore not required.

Refer pages 44 - 45 for Radio Communication Instructions.

See Kootenay Division Special Instructions Page 21.

NORTHWARD TRAINS	Miles from Castlegar	Yard Limits	ROSSLAND SUBDIVISION STATIONS	Office Signals	Car Capacity Sidings	Siding Capacity in feet	SOUTHWARD TRAINS
	17.6	16.0	TRAIL.....KWYZ		Yard		
			5.3				
	12.3		BIRCHBANK		73	4043	
			2.5				
	9.8		GENELLE		Nil		
			2.1				
	7.7		POUPORE		60	3341	
			7.7				
	0.0	4.8	CASTLEGAR.....YZ Jct. Boundary Sub.		Yard		

M.B.S.

Rules 41 and 44 apply.
Rules 321-323 apply between Castlegar and Trail.

STORAGE TRACKS

Location	Capacity	Connected
Genelle	15	Both ends
Mileage 4.1	37	South end

WARFIELD SPUR

Southward—Mileage 17.6 Rossland Subdivision to end of track.....4.4 miles.

MAXIMUM SPEED 10 M.P.H.

Rule 105 applies.
Lights will not be displayed on switches.

RESTRICTIONS

Movements over public crossing at grade on tail of Wye at Trail must be flagged by a member of the crew.

All trains and cars left standing in North end of Trail yard must have hand brakes applied as follows: On 20 cars or more a minimum of 12 hand brakes. On less than 20 cars hand brakes must be applied on 50% of cars except that on 6 cars or less all hand brakes must be applied.

No movement may leave Cominco Warfield plant until authorized by Yardmaster, Trail.

Smoking within the fenced areas of Cominco Warfield plant is prohibited except that smoking in units and caboose is permissible. Disposal of remains of smoking material and matches is to be done inside confines of the engine or caboose.

Empty cars must be marshalled at the rear of train movement in both directions Trail to Cominco Warfield plant.

Trains must carry 90 pounds brake pressure between Cominco Warfield plant and Trail.

Retainers must be cut in on all cars from Cominco Warfield plant to Trail.

DIESEL UNITS— 8921, DRF-30, DRF-36 must not go beyond second crossing south of station, Trail yard.

SLOCAN SUBDIVISION FOOTNOTES

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between South Slocan and Slocan City.

MAXIMUM SPEED.....15 M.P.H.

Permanent Slow Orders Located	Miles per Hour All Trains
Mileage 18.9 to 19.0	10 M.P.H.

See Kootenay Division Special Instructions Page 21.

RESTRICTIONS

CRANE AND AUXILIARY—
200 to 250 ton capacity prohibited except 414479, 480, 503, 650.

SLOCAN LAKE BARGE APPROACH AND APRON RESTRICTIONS—Slocan City:

- Movements must not exceed 4 M.P.H.
- Care must be taken to avoid shock on aprons.

Cars - Exceeding 220,000 pounds gross weight prohibited.

Diesel Units - All prohibited except DS-10, DRS-16 and DRS-17.

Crane and Auxiliaries and Combination Crane - Pile Drivers prohibited except 414200 - 220, 414225, 414600 - 607, may be loaded or unloaded when separated by an empty idler subject to barge capacity and special authority from the Division Superintendent.

NORTHWARD TRAINS	Miles from South Slocan	Yard Limits	SLOCAN SUBDIVISION — STATIONS	Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS
	0.0	2.2	SOUTH SLOCAN.....YZ		Yard	
			Jct. Boundary Sub. 2.8			
	2.8		CRESCENT VALLEY		Nil	
			8.0			
	10.8		PASSMORE		Nil	
			7.7			
	18.5		WINLAW		Nil	
			7.7			
	26.2		LEMON CREEK		Nil	
			5.1			
	31.3	30.0	SLOCAN CITY.....YZ		Yard	
	Rules 41 and 44 apply. Rule 321 - 323 apply between South Slocan and Slocan City					

M.B.S.

STORAGE TRACKS

Location	Capacity	Connected
Crescent Valley	9 cars	Both ends
Passmore	15 cars	Both ends
Winlaw	12 cars	North end
Lemon Creek	18 cars	Both ends

KASLO SUBDIVISION FOOTNOTES

MANUAL BLOCK SYSTEM (MBS) Special Instructions apply between Rosebery and Nakusp.

MAXIMUM SPEED.....10 M.P.H.

Permanent Slow Orders Located	Miles per Hour All Trains
Mileage 29.0 to 31.0	5 M.P.H.

Main track commences Mileage 3.9.

Trains handling logs or long poles must use extra caution.

See Kootenay Division Special Instructions Page 21.

RESTRICTIONS

SLOCAN LAKE BARGE APPROACH AND APRON RESTRICTIONS—Rosebery.

- Movements must not exceed 4 M.P.H.
- Care must be taken to avoid shock on aprons.
- Cars exceeding 220,000 pounds prohibited.
- Crane and Auxiliaries and Combination Crane - Pile Drivers prohibited except 414200 - 220, 414225, 414600 - 607, may be loaded or unloaded when separated by an empty idler subject to barge capacity and special authority from the Division Superintendent.

WESTWARD TRAINS	Miles from End of Track	KASLO SUBDIVISION — STATIONS	Office Signals	Car Capacity Sidings	EASTWARD TRAINS
	3.9	ROSEBERY.....Y		Nil	
		16.0			
	19.9	SUMMIT LAKE		Nil	
		12.0			
	31.9	NAKUSP.....Y		Yard	
	Rules 41 and 44 apply. Rules 321 - 323 apply between Rosebery and Nakusp.				

M.B.S.

STORAGE TRACKS

Location	Capacity	Connected
Rosebery	9 cars	Both ends
Summit Lake	11 cars	Both ends

SPECIAL INSTRUCTIONS

1.(a) Air Brake Rule 35, Form 582, is augmented by the following: "When the unit controlling the train is equipped with pressure maintaining, the train brakes may be left applied to hold a train standing on grade until ready to proceed. If stop exceeds 2 hours and it is considered necessary to recharge the brake system before proceeding, sufficient hand brakes must be set to hold the train while recharging. Hand brakes must be set on rear of the train when on ascending grade and on the head end of the train when on descending grade. Before releasing hand brakes, a minimum brake pipe reduction must be made to hold the train while hand brakes are being released."

(b) Instruction 23 of Form 583 ("Train handling and other instructions relating to brake and communicating signal equipment") is amended to read: "brake pipe pressure of 85 pounds per square inch is required on all freight trains west of Field and Crowsnest".

(c) Diesel units 5800 - 5864, 5702 - 5715, 5758 - 5772, 5865 - 5879 and 6055 - 6069 inclusive have the regulating valve permanently set at 85 lbs. per square inch. When these units are leading and controlling a train, the authorized brake pipe pressure for that train will be 85 lbs. per square inch. Instructions 23 and 41 of Form 583 and Instruction 1(b) above are amended accordingly.

2. Freight trains descending grades of 2 percent or over must not exceed a speed of 20 M.P.H.

3. When dynamic brake is operative and/or pressure maintaining is available, Rule 20 Form 582 is modified as follows:

(a) A stop is to be made at points listed below, proceeding as soon as brakes are released, unless a running test is permitted as listed below.

(b) Westward trains assisted by pushers will perform a No. 2 brake test after pushers are cut out at Stoney Creek.

(c) Other trains may perform a running test of brakes at the points listed below as follows:
Before the brakes are applied the Locomotive Engineer will ascertain the true gradient of the brake pipe pressure, make a split reduction of at least 10 psi and when it is known that brakes are applying on the rear of train and the speed is decreasing, the brakes may be released.

(d) When it is necessary to set up retainers as per Rule 34 Form 582, a stop must be made and wheels checked for overheating at points listed below.

Subdivisions	Direction	Grade of 2% or over between	Stop & Proceed	Running Brake Test	Wheel Check Freight Trains
Mountain	Westward	Leanchoil and Mileage 31.7	Field	—	Glenogle
	Westward	Glacier and Albert Canyon	—	Between Mileage 76.5 and Mileage 80	Flat Creek
	Eastward	Stoney Creek and Rogers	Glacier or Stoney Creek	Between Mileage 80 and Mileage 76.5	Rogers
Okanagan Falls spur	Northward	Mileage 11.8 and Mileage 10.9	Mileage 11.8		
Kimberley	Southward	Kimberley and Mileage 11.2 Mileage 9.6 and Mileage 6.5	 Kimberley		
Boundary	Westward	Mileage 60.2 and Mileage 80.8	Farron		Lafferty
	Eastward	Mileage 108.3 and Mileage 95.8 Mileage 57.8 and Mileage 33.5	Eholt Farron		Mileage 100.3 Coykendahl
Rossland	Southward	Poupore and Mileage 9.3	Castlegar		
Warfield spur	Northward	Mileage 3.6 and Trail	Mileage 3.6		
Kaslo	Westward	Mileage 21.42 and Nakusp	Summit Lake		
	Eastward	Mileage 17.0 and Mileage 9.5	Summit Lake		
Princeton	Westward	Jura and Princeton	Jura		
	Eastward	Kirton and Penticton	Kirton		Mileage 9.5
Port Alberni	Eastward	Mileage 21.0 and Cameron Lake	Mileage 21.0		

4. Air must be cut in on all cars and sufficient cars used as idlers to prevent engines being on dip of slip tracks and aprons when switching cars to and from barges and ferries.

5. Enginemen of all trains must have bell ringing when approaching and passing through all tunnels and dark snow sheds. Conductors must see that windows, ventilators and doors are closed, and that at least one light is burning in each compartment of each passenger car when approaching and passing through Connaught Tunnel.

A—Each car of a passenger train must be connected with the engine by a communicating signal appliance or by a voice communication system. When the communicating signal appliance or the voice communication system fails the Conductor will arrange for hand signals to be given Engineman approaching all stations and the train will proceed to the first point where repairs can be made. The first paragraph of Rule 16 is amended accordingly.

B—MAXIMUM SPEEDS FOR DIESEL UNITS AS GOVERNED BY TRACTION MOTOR GEARING

Class	Miles Per Hour
VIA MR-18	92
DPA-15, DPA-17, VIA GPA-17, GPB-17	89
DPA-22	85
DRS-10c, d, DRS-16, DRS-18, DRF-24, *DRS-24, DRF-30c, d, e, f, *DRF-36	75
DRS-20, DRF-22, *DRF-30a, b, g, h, j, k, m, n, p, q, r, s, t	65
DFA-15c, d, e, f, DFB-15c, d, e, DRS-12, DRS-15, DRS-17, DFB-17, DS-8, DS-9, DS-12	65
DRS-10b, DS-6, DS-10	60
*DRS-24, DRF-30 and DRF-36 restricted to Freight train speed on curves.	
MAXIMUM SPEED FOR ALL RAIL DIESEL CARS	90

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SPECIAL INSTRUCTIONS—Continued

C—In the application of U.C.O.R. Rule 211, all clearances must be OK'd by the Train Dispatcher. Paragraphs 2 and 3 are restricted accordingly. This special instruction does not modify the requirements of Rule 213.

D—In territories where Rules 263-273 are effective, train and engine movements must not clear the main track at non-electrically locked hand operated switches at the locations listed in the Subdivision footnotes of timetable. When switching movements are made through such switches, the switch must be left open until switching completed and movement has returned to the main track.

E—In addition to the requirements of Rule 90A, crews equipped with end-to-end radios at the front and rear of trains will communicate with each other, when practicable, as prescribed by Form CS44, Section 2, Item 8.1.

F—RULE 5— Unless otherwise specified by train order or other special instructions . . .

AT TERMINATING STATIONS arriving time of First Class Trains applies at the station, of all other trains at the first main track switch where trains can enter siding or yard tracks. If no such switch, time applies at the station. Trains may be yarded or final stop made on the main track at or before arriving time shown in time table.

AT INITIAL STATIONS leaving time of First Class Trains applies at the station, of all other trains at the last main track switch where trains can leave siding or yard tracks. If no such switch, time applies at the station.

G—Movements occupying timed circuits approaching interlockings for periods in excess of that specified in Subdivision Time Table footnotes must proceed prepared to find interlocking signal displaying STOP indication.

H—RIDING ON TOP OF CARS AND CARS EQUIPPED WITH HIGH HAND BRAKE PLATFORM—Employees are prohibited from riding on the tops of cars or cabooses not equipped with running boards.

Employees are prohibited from riding on tops of cars or cabooses equipped with running boards except when necessary in switching or making up trains in yards or industrial spurs.

Where restriced overhead clearances exist, employees are prohibited from riding on high hand brake platform.

I—The use of mood-altering agents by employees subject to duty or their possession or use while on duty, is prohibited except as prescribed by a Doctor. In addition each employee taking medication as prescribed by a Doctor, or otherwise, is responsible for taking only such amount as will ensure that he or she does not become incapacitated for work and if by prescription, no more than the amount prescribed at the intervals prescribed.

J—Restrictions for movement of Freight Cars having a gross weight up to 263,000 pounds are specified in Subdivision footnotes and Equipment Authorization Chart. Authority for movement of Freight Cars having a gross weight in excess of 263,000 pounds must be secured from the Superintendent.

K—Main track switches may be equipped with reflectorized lenses or targets of the prescribed colours in lieu of lights, and yard limit signs may be reflectorized in lieu of lights.

L—Retaining valves must be used on 50% of the cars on freight trains on descending grades of 2% or over if the tonnage is in excess of full haulage capacity for the ascending grade for the diesel units on which the dynamic brake is in effective operating condition, unless the train is controlled with a pressure maintaining brake valve. Otherwise Rule 34(A) Form 582 applies.

Rule 34 of Form 582 does not apply to Rail Diesel Cars.

M.1—WHEN PROVIDING PROTECTION UNDER RULES 40, 41, 42 AND TIME TABLE SPECIAL INSTRUCTION "Y", THE FOLLOWING WILL APPLY.

(a) Maintenance of Way employees must not permit a train to proceed over the defective point or through working area until it is known the track is passable and all machines are clear, except that—

(b) If the main track is clear up to a specified point, the train may be permitted to proceed to that point where it must stop and wait further instructions.

(c) Speed restrictions, and any instructions given a train under (b), must be authorized by foreman in charge, must be in writing and not delivered until the train has been brought to a stop.

The requirements of (c) do not apply when protection is provided under Train Order Form Y Example 2, 3 or 4 and radios are functioning.

M.2—PROTECTION OF TRACK UNITS AND MAINTENANCE WORK AT CONTROLLED INTERLOCKED RAILWAY CROSSINGS AT GRADE AND DRAWBRIDGES.

In conjunction with U.C.O.R. Rules 623 and 625, a separate Track Occupancy Permit may be used to protect Track Units and Maintenance Work at CONTROLLED interlocked railway crossings at grade and drawbridges. Form 3815, Regulations for the Protection of Track Units and Maintenance Work, is modified accordingly.

N—PROTECTION FOR AND MOVEMENT OF TRACK UNITS ONLY WHEN ACCOMPANIED BY A CONDUCTOR, YARD FOREMAN OR OPERATING OFFICER

Hi Rail Equipment, Burro Cranes and other similar Track Units cannot be depended on to operate signal systems and certain other Track Units will definitely not operate signal systems. Such Track Units must be operated and protected by one of the following procedures:-

(a) **AS PRESCRIBED BY RULES 40, 41, 42 or modifications thereof contained in Special Instructions.**

(b) **MANUAL BLOCK SYSTEM (MBS) OR TIME TABLE AND TRAIN ORDER TERRITORY (INCLUDING TERRITORY WHERE RULES 251 - 257 APPLY).**

Manual Block System (MBS) or Time Table and Train Order authority may be used for the operation of the following track units:

Burro Cranes

Wickham Track Inspection Cars

Hi-Rail Equipment — self propelled machines equipped for highway and rail operation.

Railway Equipment — self propelled machines that can be normally handled on their own wheels in the consist of a train.

WITHIN ABS TERRITORY:

The exception in Rule 86 Within ABS Territory does not apply.

Unless the Track Unit is continuously coupled to a standard railway car:-

—Rule 99 OUTSIDE ABS TERRITORY (at least 2000 yards) must apply.

—Yard Limits and Station Protection Signals do not afford protection.

—Rules 281 to 293 inclusive do not apply. Movements must be made at a speed that will permit stopping within one half of the range of vision except when a report has been received of the arrival of ALL preceding trains at a station ahead.

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SPECIAL INSTRUCTIONS—Continued

OUTSIDE ABS TERRITORY

In the application of Rule 99, the flagman must go back at least 2000 yards.

WITHIN YARD LIMITS

Movement must be made at track unit speed as defined in Item 1.3 of Form 3815, Regulations for the Protection of Track Units and Maintenance Work.

MAXIMUM PERMISSIBLE SPEED

Time Table authorized maximum speed for other than passenger trains or specified speed for type of Track Unit will apply, whichever is the lesser.

(c) **WITHIN CENTRALIZED TRAFFIC CONTROL (CTC) AND INTERLOCKINGS AND TO MOVE OVER RAILWAY CROSSINGS AT GRADE AND DRAWBRIDGES**

Track Units must be operated and protected as prescribed by Form 3815, Regulations for the Protection of Track Units and Maintenance Work.

See Time Table Pages 34, 35, 36 and 37.

Train Dispatcher or Signalman must, when practicable, line track switches against potential conflicting movements and in addition, when practicable, line signals away from the protected limits.

(d) **POWER OPERATED SWITCHES**

Track Units must not exceed 4 M.P.H. over power operated switches and must not be allowed to stand on the switch points while the switch is in the "Power" position.

(e) **PUBLIC CROSSINGS AT GRADE PROTECTED BY SIGNALS AND/OR GATES**

Track Units must come to a full stop before crossing is occupied. Movement over crossing must be protected by a flagman unless it is known the signals have been operating for at least 20 seconds or the gates are horizontal when crossing is reached.

Automobile track inspection cars must approach crossing prepared to stop and may then proceed over crossing as the way is seen to be clear.

O—SPERRY DETECTOR CARS

Sperry Detector Cars, WHEN TESTING, cannot be depended on to operate signal systems and such cars should be operated and protected in the following manner:

(a) **TIME TABLE AND TRAIN ORDER TERRITORY (INCLUDING TERRITORY WHERE RULES 251 - 257 APPLY):**

By time table and train order authority. Train order protection as provided by Forms "H" or "U".

(b) **WITHIN ABS TERRITORY:**

When flag protection is required, protection as prescribed by Rule 99 OUTSIDE ABS TERRITORY must be provided.

Yard Limits and Station Protection Signals do not afford protection.

The exception in Rule 86 within ABS Territory does not apply.

(c) **WITHIN CTC TERRITORY:**

By Rule 266. When flag protection is required, protection as prescribed by Rule 99 OUTSIDE ABS TERRITORY must be provided.

(d) **WITHIN INTERLOCKINGS EXCEPT AT RAILWAY CROSSINGS AT GRADE AND DRAWBRIDGES:**

The provisions of Rule 266 apply. When flag protection is required, protection as prescribed by Rule 99 OUTSIDE ABS TERRITORY must be provided.

(e) **THROUGH INTERLOCKED RAILWAY CROSSINGS AT GRADE AND DRAWBRIDGES EXCEPT AUTOMATIC INTERLOCKINGS:**

STOP before passing signal governing movements into Interlocking (WHETHER OR NOT SIGNAL INDICATES PROCEED). Obtain authority or hand signal from Signalman who must first provide protection by blocking levers controlling signals governing movements on or conflicting with the authorized route at STOP. Signalman must not remove lever blocks nor permit any train or engine to pass such signals until employee in charge has reported clear of Interlocking Limits.

(f) **THROUGH AUTOMATIC INTERLOCKINGS:**

Regardless of indication of the governing interlocking signal, the knife switch referred to in Rule 672 must be opened and kept open until movement has passed the interlocking signal governing movement in the opposite direction.

(g) **OVER PUBLIC CROSSINGS AT GRADE PROTECTED BY AUTOMATIC DEVICES:**

Crossing to be protected by a member of the crew unless it is known that the automatic protection has been operating for at least twenty seconds or the gates are horizontal when crossing is reached.

(h) **OVER POWER OPERATED SWITCHES:**

Movement must not exceed four miles per hour.

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SPECIAL INSTRUCTIONS—Continued

P—MOVEMENT OF CRANES, COMBINATION CRANE-PILE DRIVERS OR OTHER EQUIPMENT

RESTRICTIONS for the movement of equipment listed below is contained in Subdivision footnotes, Blanket Clearances and the Equipment Authorization Charts.

Equipment with arrows to denote the direction of travel must be placed in train accordingly.

Yardmasters must have an authorization from the Chief Dispatcher before moving any equipment here listed. Connecting Divisions, Conductors, Enginemen and all concerned with a movement must be given complete instructions regulating the same.

Cranes exceeding 25 tons capacity must not make a lift while standing on a bridge nor move over a bridge while carrying a load, without special authorization from the Chief Engineer.

SEPARATION of Equipment	
Cranes up to 150 ton capacity Combination Crane-Pile Drivers	To be separated from each other and other equipment by two cars of a gross weight each of not more than 220,000 pounds or less weight where authorized.
Cranes of 200 to 250 ton capacity	To be separated from other equipment by one car of not more than 142,000 pounds gross weight.

Cars used for separation must have a length greater than 37 feet over strikers.

CRANES Tons Capacity	Crane Series	Where Authorized Freight Train Speed is M.P.H.	Unless Otherwise Mentioned in Footnotes, Trains Moving Equipment Must Not Exceed M.P.H.
25	414600 to 414603 incl. 414606 and 414607	Over 25 25 or less	20 15
30	414225		
40	414231	40 or over 30 to 35 25 or less	35 25 Permissible Freight Train Speed
40/50	414232	60 or over 55 or less	60 Permissible Freight Train Speed
200 250 250	414470 to 414480 incl. 414500 to 414503 incl. 414650	40 or over 30 to 35 25 or less	35 25 Permissible Freight Train Speed
150	414400 to 414402 incl.	Over 25 25 or less	25 15
Combination Crane-Pile Driver Series			
30 30 31	414203 to 414205 incl. 414207 to 414215 incl. 414200	Over 25 25 or less	25 15
40	414230	40 or over 30 to 35 25 or less	35 25 Permissible Freight Train Speed
40/50	414216 to 414220	60 or over 55 or less	60 Permissible Freight Train Speed
Scale-Test Car Series			
	420925 to 420928 incl. and 420932	30 or over 25 or less	30 5 less than permissible Freight Train Speed
	420929 to 420931 incl.	Permissible Freight Train Speed	Permissible Freight Train Speed

Note:
420925 to 420928 and 420932 adjacent car must not be longer than 55ft. between coupler pulling faces.
420929 to 420931 adjacent car must not be longer than 70 ft. between coupler pulling faces.

Self Propelled Hi-Rail Cranes Series		Rail	All Turnouts
50 60 100 110	414000 414025 to 414027 incl. 414030 and 414031 414032 and 414033	Forward Direction 25 M.P.H. Maximum, Permissible Freight Train Speed if less than 25 M.P.H. Reverse Direction 15 M.P.H. Maximum, Permissible Freight Train Speed if less than 15 M.P.H.	5 M.P.H. 5 M.P.H.

Q—ORE CARS

Trains handling ore cars in series 370 to 377 inclusive, and foreign cars 30 feet and less in length must not exceed 30 M.P.H. when loaded and 25 M.P.H. when empty. Canadian National Railway ore cars in Series 345000 to 345244 inclusive loaded or empty must not exceed 40 M.P.H.

Covered Hopper Cars in series CP 381900 to 381959 must be operated in accordance with Equipment Authorization Charts, and must not exceed 50 M.P.H.; and must not be coupled to an adjacent car having a length between end sills in excess of 54 feet.

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SPECIAL INSTRUCTIONS—Continued

R—

1. Freight trains must not exceed 50 M.P.H. if
   (a) the gross weight of the train including DE units exceeds 4000 tons
   and
   (b) the gross weight as determined in (a) divided by the number of cars in the train is 115 or greater
2. When any train is encountering snow levels above top of rail, particular attention must be paid to the requirement to condition braking surfaces (last paragraph instruction 1, Form 583). Frequent tests of the brakes must be made and speeds should be adjusted according to the effectiveness of the brakes. It is particularly important that braking surfaces be conditioned in advance of known requirements for their use.

S—

When entering signalled sidings under Rule 265, Rule 99 for OUTSIDE ABS TERRITORY must be applied against opposing movements.

T—RULE 99 WITHIN ABS TERRITORY (INCLUDING CTC)

When a train stops under circumstances in which it may be overtaken by another train, with the protection of at least two block signals to the rear, protection against following trains is not required.

When necessary to protect against trains moving in the opposite direction, flag protection prescribed for OUTSIDE ABS TERRITORY must be provided except that on single track where there are at least two block signals to the front governing opposing trains, protection for a standing train is not required.

U—

In addition to the requirements of U.C.O.R. General Rule 'A', employees specified below, shall also have the following documents accessible when on duty.

Engine Crews, Train Crews and Yard Crews

Safety and Accident Prevention Code (Form 300-1); General Operating Instructions (Form CS 44); Rules for the Operation, Maintenance Inspection and Testing of Air Brakes and Communicating Signal Equipment on Motive Power Cars and Work Equipment (Form 582); Train Handling and Other Instructions relating to Brake and Communicating Signal Equipment (Form 583).

Engineering and Maintenance of Way Personnel in possession of a Certificate of Qualification in the U.C.O.R.

Safety and Accident Prevention Code (Form 300-1); General Operating Instructions (Form CS 44); Maintenance of Way Rules and Instructions (Form 568); Standard Practice Circulars Track (Form 3806).

Train Dispatchers

Safety and Accident Prevention Code (Form 300-1); General Operating Instructions (Form CS 44); Train Dispatchers Manual; Maintenance of Way Rules and Instructions (Form 568).

Operators/Levermen

Safety and Accident Prevention Code (Form 300-1); General Operating Instructions (Form CS 44); Maintenance of Way Rules and Instructions (Form 568).

In addition to U.C.O.R. General Rule 'C', employees must carry a valid certificate of rules qualification with them while on duty.

V—SIGNALLED SIDINGS AND SIGNALLED YARD TRACKS

A train or engine must not enter on nor foul a signalled siding or signalled yard track, nor re-enter a signalled siding or signalled yard track after having cleared it, except by signal indication or until permission has been received from the train dispatcher. Such permission must be copied in writing and repeated before being acted on.

Before undertaking any work which may render a SIGNALLED SIDING or SIGNALLED YARD TRACK unsafe for movements at normal speed or if rendered unsafe from any cause, trackmen, bridgemen or other employees must provide protection in accordance with U.C.O.R. Rules 40 to 45 inclusive, or Form 3815, Regulations for the Protection of Track Units and Maintenance Work. Signalled sidings and signalled yard tracks must be protected in the same manner as main tracks.

W—PROTECTION OF IMPASSABLE OR SLOW TRACK

When necessary to provide protection under Rules 40 to 44 the distance specified must be at least 3000 yards instead of at least 2000 yards.

The use of reflectorized lenses, targets or discs of the colour prescribed by Rules 41 to 44 inclusive, in lieu of lights, is permissible.

X—RULE 15—U.C.O.R.

In the application of U.C.O.R. Rule 15 the explosion of one or more torpedoes in the absence of a more restrictive signal, indicates proceed, but at RESTRICTED SPEED for 3000 yards from the point where torpedoes were exploded.

Y—TRAIN ORDER PROTECTION FOR TRACK UNITS AND MAINTENANCE WORK

On subdivisions or portions thereof where this Special Instruction is designated, Section 10.0 of Form 3815, Regulations for the Protection of Track Units and Maintenance Work, applies.

After Form Y example (3) or (4), train order protection, has been provided, Track Units and Maintenance Work may be protected by a Track Occupancy Permit.

Z—PROTECTION OF TRACK UNITS WITHIN YARD LIMITS

On subdivisions where this Special Instruction is designated, Section 11.0 of Form 3815, Regulations for the Protection of Track Units and Maintenance Work, applies. On such subdivisions the "NOTE" in Rule 93 does not apply. Rule 281 "Clear Signal" cannot be accepted as indication that the track is "known to be clear" and third class, fourth class, extra trains and engines must move at Restricted Speed prepared to stop within one half the range of vision of trains, engines, cars or Track Units REGARDLESS OF SIGNAL INDICATION.

AA—TRAINS HANDLING SPECIAL DANGEROUS COMMODITIES

A train or a terminal transfer carrying one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities must, within one mile of the Mileage shown by subdivision footnote at which this instruction applies, arrange a pull-by or standing inspection from the front of the train to and including the second car behind the last full carload, containerload or trailerload of a SPECIAL dangerous commodity.

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SPECIAL INSTRUCTIONS—Continued

REGULATIONS FOR THE PROTECTION OF TRACK UNITS AND MAINTENANCE WORK (FORM 3815)

Section 1.0 Definitions

1.1 LIGHT TRACK UNIT(S)
Machines and equipment that can oe removed promptly from the track by the employee(s) accompanying them.

1.2 HEAVY TRACK UNIT(S)
Machines and equipment that cannot be removed promptly from the track by the employee(s) accompanying them.

1.3 TRACK UNIT SPEED
A speed that will permit stopping within one half the range of vision and prepared to stop short of a switch not properly lined, also any obstruction or track defect that may prevent safe passage and in no case exceeding the authorized maximum speed for that track unit.

1.4 TRACK OCCUPANCY PERMIT
A Track Occupancy Permit is authority to occupy a main track(s), signalled siding(s) or signalled yard track(s) for the protection of a track unit(s) or maintenance work. When such authority is granted, flag protection against trains and engines is not required.

1.5 TRAIN DISPATCHER
Wherever the words "Train Dispatcher" appear herein, they apply to the employee performing the duties.

1.6 FOREMAN
Wherever the word "Foreman" appears herein, it applies to the employee in charge of the protection of maintenance work or track unit(s).

1.7 SIGNALMAN
Wherever the word "Signalman" appears herein, it applies to the employee in charge of an Interlocking.

1.8 MAINTENANCE WORK
Any condition which may render a main track(s), signalled siding(s) or signalled yard track(s) unsafe for train or engine movements at normal speed, and any work on or near the track for which protection of men and/or equipment is required.

Section 2.0 Light Track Unit Protection

2.1 Light track units must not foul or occupy a main track(s), signalled siding(s) or signalled yard track(s), without first being authorized by one of the following methods:
(a) Line-up regulations.
(b) Flag protection as prescribed by U.C.O.R. Rules 40, 41, 42 or modifications contained in Special Instructions.
(c) Manual Block System Rules and Special Instructions.
(d) Track Occupancy Permit.
(e) Provision of U.C.O.R. Rule 93 (On Subdivisions designated in the Time Table).

Section 3.0 Heavy Track Unit Protection

3.1 Heavy track units must not foul or occupy a main track(s), signalled siding(s) or signalled yard track(s), without first being authorized by one of the following methods:
(a) Flag protection as prescribed by U.C.O.R. Rules 40, 41, 42 or modifications contained in Special Instructions.
(b) Manual Block System Rules and Special Instructions.
(c) Track Occupancy Permit.
(d) Provision of U.C.O.R. Rule 93 (On Subdivisions designated in the Time Table).

Section 4.0 Maintenance Work Protection

4.1 Before undertaking maintenance work, protection must be provided by one of the following methods:
(a) Flag protection as prescribed by U.C.O.R. Rules 40, 41, 42 or modifications contained in Special Instructions.
(b) Manual Block System Rules and Special Instructions.
(c) Track Occupancy Permit.

Section 5.0 Track Occupancy Permits

5.1 When requesting a Track Occupancy Permit, the Foreman will give his occupation, name, track unit number, if any, location and specify time and work limits and track(s) to be used.

5.2 Track Occupancy Permits will be issued by the Train Dispatcher or by the Signalman within Interlockings. They must be numbered consecutively each day beginning at midnight, recorded in a book or other form provided for the purpose and each word and figure must be checked and underscored as it is repeated.

5.3 When it is absolutely necessary to have an Operator relay a Track Occupancy Permit, he must check and underscore each word and figure on his copy as it is repeated by the Foreman receiving it. Operators copying or relaying Track Occupancy Permits must sign and retain a file copy.

5.4 If the Train Dispatcher requires the Foreman to call before the expiration of the time limit granted, it will be so indicated in the space provided on the Track Occupancy Permit.

5.5 When Track Occupancy Permit is issued or when the occupancy time is extended, the instructions must be written and repeated by the Foreman but must not be acted upon until the Train Dispatcher has given the repeated time, the O.K. time and his initials. Occupancy time must not be extended more than once on any Track Occupancy Permit.

5.6 If additional time is required, it must be obtained before previously authorized time expires.

5.7 Before using the Track Occupancy Permit, the Foreman must read aloud the contents to employee(s) accompanying him on the track unit. Such employee(s) must then be given the opportunity to read and initial the permit to ensure they are aware of its requirements.

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SPECIAL INSTRUCTIONS—Continued

5.8 When a Foreman is in charge of the protection of Maintenance Work or more than one track unit he must, before using the Track Occupancy Permit, read aloud the contents to at least one other employee, and, when practicable, give him or them the opportunity to read and initial the permit to ensure he or they are aware of its requirements.

5.9 Employees who are aware of the contents of a Track Occupancy Permit must, if necessary, remind the Foreman of its requirements.

5.10 More than one Track Occupancy Permit may be issued to protect track units and Maintenance Work covering the same or overlapping limits. Track Occupancy Permits do not protect track units one from the other and all movements must be made as defined in Item 1.3 for Track Unit Speed.

5.11 Track Occupancy Permits must describe the limits as being between two identifiable locations.

5.12 When the Track Occupancy Permit is no longer required, the Foreman must promptly advise the Train Dispatcher giving his name and permit number. The Train Dispatcher will cancel the permit stating the permit number, the time and his initials.

The Foreman must write this information on his Permit and respond by repeating the following:

"This Track Occupancy Permit No. _____ Cancelled _____ (time) Dispatcher _____ (initials)"

5.13 After the Track Occupancy Permit has been cancelled, the Foreman must draw an "X" across the face of the permit to avoid misuse. In cases of accident or irregularity the permit must be retained.

5.14 Movements over Railway Crossings at Grade and Drawbridges within the limits of a Track Occupancy Permit must be governed by sections 7.0 and 8.0.

Section 6.0 Track Occupancy Permits Within Centralized Traffic Control (C.T.C.) and Interlockings Except at Railway Crossings at Grade and Drawbridges as Outlined in Section 7.0

6.1 Before issuing a Track Occupancy Permit, Train Dispatcher must ensure there are no conflicting train or engine movements within the limits to be granted, must block all controlling signals governing movements into such limits at STOP, and, when practicable, line and block track switch(es) against potential conflicting movements.

6.2 At locations where a signal controls movements over more than one route and where it is not practicable to block the signal at STOP, switch(es) must be lined and blocked away from the protected track by the Train Dispatcher.

6.3 Train Dispatcher must not remove switch or signal blocking, nor permit any train or engine to enter such limits until the Track Occupancy Permit is cancelled, even if time limits have expired.

6.4 Should it become necessary to move a train or engine into limits protected by a Track Occupancy Permit, to ASSIST in work activities,)oint authorization between the Foreman and the Train or Engine must be issued as follows:

(a) All other Track Occupancy Permits within the limits must be cancelled.

(b) The Track Occupancy Permit to the Foreman must contain the words: "Joint authority granted with (Train or Engine)". The Foreman only may authorize this Train or Engine to enter the protected limits.

(c) The U.C.O.R. Rule 264 or 266 authority to the Train or Engine must contain the words:

"Joint authority granted with Foreman _____ (name) between _____ (location) and _____ (location).

_____ (Train or Engine) must not proceed until instructions have been received from Foreman _____ (name)."

Telephone, radio or personal contact may be used.

(d) Other Track Occupancy Permits must not be issued within the limits after)oint authority is issued.

Section 7.0 Movements Over Interlocked Railway Crossings at Grade and Interlocked Drawbridges (all territories)

7.1 Light track units must STOP clear of Railway Crossings at Grade and Drawbridges and after making certain that no conflicting movement is evident, may proceed.

7.2 Heavy track units must STOP before passing signal governing movements over Interlocking WHETHER OR NOT SIGNAL INDICATES PROCEED and will be governed by items 7.3, 7.4 or 7.5, whichever is applicable.

7.3 At controlled interlockings, the Foreman must, BEFORE PROCEEDING, receive authority or hand signal from the Signalman to proceed. The Signalman must first provide protection by blocking controlling signals governing movements on or conflicting with the authorized route at STOP, and must not remove blocking until the Foreman has reported clear of the interlocking limits.

7.4 At controlled interlockings, should all means of communication with the Signalman fail or when a controlled interlocking station is closed when no immediate conflicting movement is evident, the Foreman, after opening the Knife Switch, must wait THREE MINUTES, unless a greater time is specified, before the track unit may proceed. Knife Switch must not be closed until the entire movement has cleared the Interlocking Limits. Where Knife Switches are not provided the Foreman must be governed by Special Instructions.

7.5 At Automatic Interlockings, when no immediate conflicting movement is evident, the Foreman, after opening the Knife Switch, must wait THREE MINUTES, unless a greater time is specified, before the track unit may proceed. Knife Switch must not be closed until the entire movement has cleared the Interlocking Limits.

Section 8.0 Movements Over Non-Interlocked Railway Crossings at Grade and Non-Interlocked Drawbridges

8.1 Track Units must STOP at the governing STOP SIGN and after making certain no conflicting movement is evident and the route is properly lined, may proceed.

Section 9.0 Heavy Track Unit Movements Over Power Operated and Dual Control Switches

9.1 Power operated switches must be lined by the Train Dispatcher.

9.2 Dual control switches must be lined by the Train Dispatcher except when his permission is received to use them in the HAND position. When used in HAND position and after movements have cleared switch points, Selector Lever must then be restored to POWER position and locked and the Train Dispatcher notified immediately.

9.3 When all means of communication have failed, a power operated switch or dual control switch may be operated by HAND. After movement has cleared switch points the switch must be restored to its original position. Train Dispatcher must be notified of the communication failure immediately when communication is available.

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SPECIAL INSTRUCTIONS—Continued

Section 10.0 Track Occupancy Permits Within Train Order Territory and Within Signal Indication Territory Under U.C.O.R. Rules 251 - 257 or 261 - 262

10.1 A Track Occupancy Permit may be issued only on subdivisions or portions thereof designated in the Time Table or Special Instructions.

10.2 Before authorizing a Track Occupancy Permit, Train Dispatcher must first provide train order protection as follows:

(a) Form "Y" example (3) must be issued to all trains except work extras.

(b) Form "Y" example (4) must be issued to work extras.

Whenever the modification is added to Form "Y" examples (3) or (4) only the Track Occupancy Permit issued to the Foreman named in the train order may be in effect within the limits designated.

10.3 When the Foreman is required to authorize a train(s) to enter and/or pass through the Track Occupancy Permit limits, it will be so indicated on the Track Occupancy Permit. The Foreman must give way to all trains promptly and when practicable advise the Train Dispatcher of trains that have entered and/or passed through the limits.

10.4 Track Occupancy Permits must be recorded on the Train Dispatcher's train sheet, unless otherwise directed.

10.5 After Track Occupancy Permit has been issued, protection by train order must be maintained until the Track Occupancy Permit is cancelled, even if time limits have expired.

Section 11.0 Operation Within Yard Limits

11.1 On subdivisions designated in the Time Table, track units may operate under the provision of U.C.O.R. Rule 93.

11.2 On subdivisions designated in the Time Table, track units must not occupy the main track within yard limits before the Foreman ascertains from the Train Dispatcher or by visual identification the arrival and departure of first and second class trains. Track units must give way to third class, fourth class, extra trains and engines promptly.

11.3 On subdivisions designated in the Time Table, in the application of U.C.O.R. Rule 93, the words "KNOWN TO BE CLEAR" are defined as known to be clear of trains, engines, cars and track units, and the NOTE IN U.C.O.R. RULE 93 relating to ABS territory does not apply.

11.4 Track Occupancy Permits must not be issued within Yard Limits when there are trains or engines operated at that location that cannot be controlled by the Train Dispatcher.

11.5 Maintenance work must not be performed under the provision of U.C.O.R. Rule 93.

Train Order Protection

On subdivisions or portions thereof designated in the Time Table or Special Instructions, after Form "Y" example (3) or (4), train order protection, has been provided, a Track Occupancy Permit may be issued. U.C.O.R. Rule 40 is modified accordingly.

Form Y, example 3

_____ trains wait at _____ and
(direction)

_____ trains wait at _____
(direction)

A train holding this example must not proceed beyond the designated point.

This may be modified by adding:

..... until authorized to proceed by Foreman _____
(name)

either by telephone, radio or personal contact.

The train must not proceed beyond the designated point until instructions have been received from the Foreman named in the order.

Form Y, example 4

Work Extra _____
(Engine Number)

Clears _____ track(s)

between _____ and _____

after _____
(time)

A work extra holding this example must clear the track(s) specified between the points designated before the time stated.

This may be modified by adding:

..... until authorized to proceed by Foreman _____
(name)

either by telephone, radio or personal contact.

The work extra must clear the track(s) specified between the points designated before the time stated unless otherwise authorized by the Foreman named in the order.

When the modification is added to Example (3) or (4), the train order must only be used to protect one Track Occupancy Permit within the limits designated.

When Form "Y" Example (3) or (4) is used in two or more Track Territory, the track direction or track number must be specified.

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Track Occupancy Permit

CP Rail

1.

Permit No. _____ Date _____

Foreman _____ Track Unit or Gang _____
(Name)

At _____
(Location)

This is Authority To Occupy

_____
(Track or Tracks)

Between _____ And _____
(Location) (Location)

From _____ Until _____
(Time) (Time)

2. Within C.T.C., or Interlockings

Joint Authority Granted with _____
(Train or Engine)

You may instruct this train or engine to enter the limits of your Track Occupancy Permit.

3. Within Train Order Territory

You may instruct _____
(Train(s) or Engine(s)

To enter and/or pass through the limits of your Track Occupancy Permit.

4. Call Train Dispatcher before

_____
(Time)

5. Repeated and O.k.'d at

_____ (Train Dispatcher's Initials) _____
(Time)

6.

This is Authority to Extend Time in Permit No. _____

Until _____ Repeated and O.K.'d at _____
(Time) (Time)

(Train Dispatcher's Initials)

7. Track Occupancy Permit No. _____ is Cancelled at _____ By _____
(Time) (Train Dispatcher's Initials)

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SPECIAL INSTRUCTIONS—Continued

MANUAL BLOCK SYSTEM (MBS) SPECIAL INSTRUCTIONS

The following special instructions are supplemental to Rule 323 and only apply on subdivisions or portions thereof specified in the time table or by special instructions.

Wherever the words "Train Dispatcher" or "Foreman" appear herein, they apply to the employee performing the duties.

Wherever the word "Conductor" appears herein, it also applies to a Yard Foreman.

Whenever the train dispatcher is required to write information in the book provided for the purpose, or check and underscore each written word and figure each time it is repeated, such information may be recorded in a recording device and will constitute compliance with these Special Instructions.

323.1

(a) The movement of trains will be authorized by MBS Clearances which supersede the superiority of trains for both opposing and following movements on the same track.

(b) Trains and Engines may use the main track within Yard Limits as prescribed by Rule 93 and in accordance with Instruction 323.5.

(c) Track units as listed in the time table Special Instruction "N", when accompanied by a Conductor, Yard Foreman or operating officer, may use the main track within yard limits as prescribed by Rule 93 and in accordance with Instruction 323.5 and time table Special Instruction "N".

(d) Train and Engine movements authorized by MBS Clearance must be recorded on the Train Sheet.

(e) Trains and Engines will be designated as:

Extra 234 East
Psgr Extra 234 East
Plow Extra 234 East
Work Extra 234
Work Extra 234 snow plow
No 10 Eng 234
Eng 234 (Within Yard Limits)

Notes: (i) Track Unit No. will be used as engine when operated as a train.
(ii) A Track Unit may be designated as a train or engine when accompanied by a Conductor, Yard Foreman or Operating Officer.

(f) Engines of other railways will be designated by their initials and numbers as: Eng ABC 234, Extra ABC 234 East, etc.

323.2

(a) The Train Dispatcher will issue MBS Clearances, MBS Bulletins and Track Occupancy Permits. Radio may be used for this purpose.

(b) The Train Dispatcher must not issue an MBS Clearance until protection has been provided against conflicting movements and conflicting Track Occupancy Permits.

(c) Where two or more trains or engines are affected, MBS Clearance must first be issued to the train or engine being restricted.

(d) After an MBS Clearance has been correctly repeated, the Train Dispatcher will respond with a "Complete" time and his initials which must be recorded on the MBS Clearance and in the book provided for the purpose in the Train Dispatcher's office.

(e) An MBS Clearance does not become effective until the "Complete" time has been given by the Train Dispatcher and is "Acknowledged" by the receiving employee who will repeat the "Complete" time and the Dispatcher's initials. Should the acknowledgement not be received by the Train Dispatcher, the MBS Clearance must be treated as though acknowledgement had been received but must not be otherwise acted on by the Train Dispatcher until acknowledgement is received.

(f) Additions must not be made to an MBS Clearance after the "Complete" time has been given by the Train Dispatcher except "Call Train Dispatcher" time, if applicable, may be changed.

323.3

(a) MBS Clearances and Track Occupancy Permits will be numbered consecutively each day, beginning at midnight. MBS Clearances once in effect continue so until fulfilled or cancelled. Track Occupancy Permits once in effect continue so until cancelled.

(b) When transmitting each MBS Clearance and Track Occupancy Permit, the Train Dispatcher must write the required information in a book provided for the purpose, reading aloud all applicable written and preprinted portions.

(c) Employees copying an MBS Clearance or Track Occupancy Permit must repeat all applicable preprinted and written portions. The Train Dispatcher must check and underscore each written word and figure each time it is repeated.

323.4

(a) An MBS Clearance which restricts the movement of the train or engine addressed must be sent direct to the Conductor and Engineman of such train or engine. An MBS Clearance which does not restrict the movement of the train or engine addressed, may be sent to another employee. When an MBS Clearance is copied by another employee, it must be delivered to the Conductor and Engineman.

(b) When an MBS Clearance is issued to the Conductor only, he must make a copy for the Engineman. When an MBS Clearance is issued to the Engineman only, he must make a copy for the Conductor.

(c) When an MBS Clearance is sent direct to the Conductor and Engineman, as required in paragraph (a), it must be copied by both parties and transmitted simultaneously to them when practicable. If the Train Dispatcher is unable to hear the repeat from the Conductor, the Conductor must repeat the contents to the Engineman who must then repeat to the Train Dispatcher and will confirm that the Conductor has repeated correctly. The Train Dispatcher may then issue the "Complete" time.

(d) Conductors and Enginemen must require members of their crew to read aloud and have a definite and proper understanding of the requirements of MBS Clearances and Bulletins as soon as practicable after they have been received. Members of the crew are required to read and have a definite and proper understanding of the requirements of MBS Clearances and Bulletins and, if necessary, remind conductors and enginemen of their contents.

(e) When instructed to "Call Train Dispatcher", the Train Dispatcher must be contacted before the time specified on the MBS Clearance. This time may be changed by the Train Dispatcher as circumstances require. A line must be drawn through the previous time when a new time is shown.

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SPECIAL INSTRUCTIONS—Continued

323.5 (a) When authorized by MBS Clearance, movements may be made on the main track within Yard Limits on the time of First and Second Class Trains.

(b) When necessary to ascertain whether all First and Second Class Trains have arrived or left, such information will be received from the Train Dispatcher and must be in writing and repeated to ensure correct understanding. The Train Dispatcher must make a record in the book provided for the purpose.

323.6 (a) MBS Bulletins will be issued as required, to give notice of track or other conditions using the procedure prescribed by Instruction 323.2, and must be numbered consecutively, using a separate series of numbers, and re-issued if continuing in effect for a period of two weeks.

(b) An MBS Bulletin will be issued in the application of Rules 4A, 42 and 43.

(c) MBS Bulletins once in effect continue so until cancelled.

(d) Each MBS Clearance issued must show current MBS Bulletin numbers that affect the train or engine addressed. Conductors and Enginemen are responsible for being in possession of each MBS Bulletin. If no MBS Bulletins are in effect the word "Nil" must be shown.

323.7 (a) When transmitting each MBS Bulletin, the Train Dispatcher must write it in a book provided for the purpose and must check and underscore each word and figure each time it is repeated.

(b) An MBS Bulletin to be sent to two or more employees must be transmitted simultaneously to as many of them as practicable. Employees copying MBS Bulletins must, when practicable, check the other repeats for correctness.

323.8 When an MBS Bulletin cannot be transmitted simultaneously to all, or if the repeat from any employee is delayed or is again required, the Train Dispatcher must, when practicable, require an employee who has already repeated to check the correctness of each subsequent repeat. The Train Dispatcher must make a proper record of such repeats. If for any reason an MBS Bulletin is to be rewritten, additional copies must be made from one previously repeated, and repeat to the Train Dispatcher from the new copy each time additional copies are made.

323.9 Flag protection as prescribed by Rule 99 is not required by trains authorized to operate by MBS Clearance, between the points designated, except as provided by Instruction 323.13.

323.10 (a) When stations are used to designate the limits of an MBS Clearance, such authority does not permit the use of the main track between the switches of the siding at either of the stations named unless the MBS Clearance authorizes "Hold main track at _____" or the track is included within the limits of a "Work Between" MBS Clearance.

(b) At stations where no siding is designated, the limits extend to the station name board unless otherwise provided by other special instructions.

(c) When a train stops at the point to which it was last authorized, stop must be made so as not to obstruct an opposing train from using the siding or other designated track.

323.11 (a) A train authorized by MBS Clearance to "PROCEED" from one point to another, MUST MOVE IN THE DIRECTION SPECIFIED ONLY. The Train Dispatcher must be promptly notified when:

— the entire train has cleared the limits specified in the MBS Clearance.

— requested to do so by the Train Dispatcher.

— the entire train has passed points designated in the Time Table or by other Special Instruction.

(b) Within the limits of an MBS Clearance which authorizes a train to "PROCEED" from one point to another the Train Dispatcher will consider the main track CLEAR up to and including the point at which the train was last reported to have passed.

323.12 A train authorized by MBS Clearance to "Work Between" two points may move in either direction between the points named until the MBS Clearance is cancelled.

323.13 (a) Two or more trains may be authorized to "Work between" two points protecting against each other and when so authorized the MBS Clearance must so specify. If protection other than that prescribed by Rule 99 is to be provided, Conductors and Enginemen involved must first have a thorough understanding as to the movements of each other and the protection to be provided. These arrangements must be in writing and repeated to ensure proper understanding.

(b) When a train which is authorized to "Proceed" is instructed to "Protect against" a "Work Extra" such train must not enter the limits specified until instructions have been received in writing from the Conductor and Engineman of the work extra and repeated for correct understanding.

(c) When provision is made for two trains to "Proceed" within the same limits, both the preceding train and the following train must be instructed to "Protect against" each other. Rule 91 applies and if protection other than that prescribed by Rule 99 is to be provided, Conductors and Enginemen involved must first have a thorough understanding as to the movements of each other and the protection to be provided. These arrangements must be in writing and repeated to ensure proper understanding.

(d) In the application of paragraphs (a), (b) and (c), Conductors and Enginemen are responsible to ensure that all members of the crew have a proper understanding of such arrangements before any movement is made.

Should communication fail between the trains involved, no movement is to be made other than that which was last arranged except under the protection of Rule 99.

(e) A snow plow train must be given exclusive occupancy of limits granted except within ABS territory.

323.14 **RESTRICTIONS ON MBS CLEARANCES WILL BE ISSUED:**

— To make provision for a train to move through the limits of a work extra.

— To make provision for two or more trains to "Work between" the same limits.

— To make provision for a following train to "Proceed" within the limits of a preceding train.

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SPECIAL INSTRUCTIONS—Continued

323.15 Should it become necessary to move a train into limits protected by a Track Occupancy Permit, TO ASSIST IN WORK ACTIVITIES, joint authorization between the Foreman in charge and the train must be issued as follows:

(a) All other Track Occupancy Permits within the limits must be cancelled.

(b) The Track Occupancy Permit to the Foreman must contain the words: "Joint authority granted with ____(Train)____."
The Foreman only may authorize this train to enter the protected limits.

(c) The MBS Clearance to the train must contain the words: "Joint authority granted with Foreman ____(name)____ between ____(location)____ and ____(location)____. ____(Train)____ must not proceed until instructions have been received from Foreman ____(name)____."
Telephone, radio or personal contact may be used.

(d) Other Track Occupancy Permits must not be issued within the limits after)oint authority is issued.

(e) Joint authority must not be granted to a train until it has been brought to a stop at the entrance to the limits.

323.16 Before an MBS Clearance is cancelled, a train or engine must be:

— Issued a new MBS Clearance
or
— Stopped within Yard Limits
or
— Clear of the main track
or
— Protected as prescribed by Rule 99.

Cancellation must be sent to and acknowledged by the Conductor and Engineman, who will state the time of cancellation along with their occupation and name, which must be recorded by the Train Dispatcher. The acknowledgement from the Conductor may be relayed to the Train Dispatcher by the Engineman. The Conductor and Engineman must so advise other members of the crew and immediately destroy their copy of the cancelled MBS Clearance.

323.17 When a Train Dispatcher is relieved he must make a transfer of all MBS Clearances, MBS Bulletins and Track Occupancy Permits in effect using procedure outlined in Rule 220, paragraph 4.

323.18 (a) Where MBS Special Instructions are authorized, track units may occupy and/or maintenance work may be carried out on the main track when the Foreman has been issued a Track Occupancy Permit.

(b) Track Occupancy Permits must not be issued within Yard Limits where there are trains or engines operated at that location that cannot be controlled by the Train Dispatcher.

(c) A Track Occupancy Permit does not become effective until the "Repeated" time has been given by the Train Dispatcher and is "Acknowledged" by the Foreman, who will state the "Repeated" time and the Train Dispatcher's initials. Should this acknowledgement not be received by the Train Dispatcher, the Track Occupancy Permit must be treated as though acknowledgement had been received but must not be otherwise acted on by the Train Dispatcher until acknowledgement is received.

(d) Additions must not be made to a Track Occupancy Permit after the "Repeated" time has been given by the Train Dispatcher except "Call Train Dispatcher" time, if applicable, may be changed.

(e) The Foreman must read aloud all Track Occupancy Permits to at least one accompanying employee, when practicable, and ensure clear understanding. Such employee(s) must then be given the opportunity to read and initial the permit.

(f) All Track Occupancy Permits remain in effect until cancelled and, while in effect, protection as prescribed by Rules 40, 41 and 42 is not required between the points designated.

(g) When instructed to "Call Train Dispatcher", the Train Dispatcher must be contacted before the time specified on the Track Occupancy Permit. This time may be changed by the Train Dispatcher as circumstances require. A line must be drawn through the previous time when a new time is shown.

(h) When a Track Occupancy Permit is issued, the Foreman's name, track unit number if any, and the designated limits must be recorded on the train sheet.

(i) More than one Track Occupancy Permit may be issued within the same or overlapping limits. They do not provide protection against other track units or other work activities. Movements must be made at all times in accordance with Maintenance of Way Rules and Instructions Form 568.

(j) Cancellation of a Track Occupancy Permit must be sent to and acknowledged by the Foreman, who will state the time of cancellation along with his occupation and name, which must be recorded by the Train Dispatcher. The Foreman must advise other accompanying employees, who have been made aware of the contents, of such cancellation.

(k) After a Track Occupancy Permit has been cancelled the foreman shall draw an 'X' across the permit to avoid further use of the permit. Where an accident or irregularity occurs that in the opinion of the foreman relates to a Track Occupancy Permit, the foreman shall retain his copy of the Track Occupancy Permit until the accident or irregularity has been investigated.

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CP Rail

Manual Block System Clearance

1. M.B.S. Clearance Number _____ **Date** _____ **19** ____

To _____ (Train or Engine No.) **At** _____ (Location)

2. M.B.S. Clearance _____ (Number or N/A) **is Cancelled**

3. M.B.S. Bulletins in Effect _____ (Numbers or Nil)

_____

4.

Do not leave _____ (Location or N/A) **Before** _____ (Time)

After _____ (Train or N/A)

arrive(s) at _____ (Location)

5. This is Authority to: Proceed

From _____ (Location)

To _____ (Location)

_____ (Take siding, other designated track, hold main track or N/A)

This is Authority to: Work Between

_____ (Location) **And**

_____ (Location)

Until M.B.S. Clearance is Cancelled

6. Restrictions _____ (as below or nil)

1. **Protect Against** _____ (Train or Engine) **Between** _____ (Location) **And** _____ (Location)
2. **Protect Against** _____ (Train or Engine) **Between** _____ (Location) **And** _____ (Location)
3. **Protect Against** _____ (Train or Engine) **Between** _____ (Location) **And** _____ (Location)
4. **Protect Against** _____ (Train or Engine) **Between** _____ (Location) **And** _____ (Location)
5. **Protect Against** _____ (Train or Engine) **Between** _____ (Location) **And** _____ (Location)

7.

Joint Authority granted with Foreman _____ (Name

Between _____ (Location) **And** _____ (Location)

_____ (Train or Engine No.)

Must not proceed until instructions have been received from Foreman _____ (Name)

8. Call Train Dispatcher _____ (Before Time or at or N/A)

9.

Completed at _____ (Time) (Train Dispatcher)

Acknowledged by

_____ (Occupation and name) **at** _____ (Time)

_____ (Occupation and name) **at** _____ (Time)

10. Cancellation

This M.B.S. Clearance Number _____

Is cancelled at _____

Acknowledged by

_____ (Occupation and name) **at** _____ (Time)

_____ (Occupation and name) **at** _____ (Time)

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CP Rail

Manual Block System Track Occupancy Permit

1.

Permit No. _____ Date _____ 19 _____

Foreman _____ (Name) Track Unit or Gang _____

At _____ (Location)

Track Occupancy Permit No. _____ is Cancelled

This is Authority To Occupy _____ (Track or Tracks)

Between _____ (Location) And _____ (Location)

2.

Joint Authority Granted with _____ (Train or Engine)

You may instruct this train or engine to enter the limits of your Track Occupancy Permit.

3. Call Train Dispatcher before

(Time) _____

4. Repeated at

Time _____ _____ (Train Dispatcher's Initials)

Acknowledged by Foreman _____ (Name) At _____ (Time)

5. This Track Occupancy

Permit No. _____ is Cancelled at _____ (Time) (T.D. Initials)

Acknowledged by _____ (Occupation/Name) At _____ (Time)

Note: This permit affords no protection against other track units or maintenance work.

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Manual Block System Bulletin

CP Rail

Bulletin No. _____ Date _____

To:

Made Complete at _____ (Time) Train Dispatcher's Initials _____

Acknowledged by _____ (Name) _____ (Occupation) _____ (Time)

This M.B.S. Bulletin No. _____

Cancelled at _____ (Time) By _____ (Train Dispatcher's Initials)

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OPERATING INSTRUCTIONS FOR USE OF TRACKSIDE RADIO SYSTEM

GENERAL DESCRIPTION

The point-to-train system is designed so that trains, maintenance of way and supervisory personnel can communicate with the Dispatcher or Divisional Headquarters.

Revelstoke Division System has fixed base stations at Ottertail, Leanchoil, Golden, Rogers, Glacier, Albert Canyon, Revelstoke, Taft, Sicamous, Notch Hill, Monte Creek, Armstrong.

Kootenay Division System has fixed base stations at Skookumchuck, Windermere, Parson, Fort Steele, Elko, Sparwood, Crowsnest, Clode, Cranbrook, Moyie, Yahk, McConnell, Boswell, Nelson, Castlegar, Farron, Greenwood.

Vancouver Division System has fixed base stations at Savona, Ashcroft, Spences Bridge, Lytton, North Bend, Yale, Agassiz, Matsqui, Granville Square.

E & N Division System has fixed base stations at Mt. Cokely, Mt. Breton, Mt. Butchard.

GENERAL INSTRUCTIONS

Legend: CP. 1, CP 2, CP 3, CP 4, CP 5, CP 6, CP 7 and CP 8.

The Dispatcher will call you on designated End-to-End channel.

The provisions of Section 3, C.S. 44, apply.

To call the Dispatcher — Refer to Subdivision listed below, note the Point-to-Train frequency and follow the instructions listed below the Subdivision name.

Note: Point-to-Train CP 2
Mountain Subdivision
Thompson Subdivision

Point-to-Train CP 3
Shuswap Subdivision
Okanagan Subdivision
Cascade Subdivision

Point-to-Train CP 6
Windermere Subdivision

To call the Dispatcher — Switch your radio to the Point-to-Train Channel and operate the push-to-talk button 3 times. These pulses must be made within 4 seconds. An "answer-back" tone will be heard indicating that your call has reached the Dispatcher. Switch back to the appropriate end-to-end channel (depending on Subdivision) **to wait for the Dispatcher to answer.** In emergency, after "answer-back" tone ceases (on point-to-train channel) depress push-to-talk button and voice call Dispatcher. This must be done within 10 seconds. Then switch back to the appropriate end-to-end channel.

Note: Point-to-Train CP 8
Fording River Subdivision
Cranbrook Subdivision

To call the Dispatcher — Switch your radio to the Point-to-Train Channel and operate the push-to-talk button 4 times. These pulses must be made within 4 seconds. An "answer-back" tone will be heard indicating that your call has reached the Dispatcher. Switch back to the appropriate end-to-end channel (depending on Subdivision) **to wait for the Dispatcher to answer.** In emergency, after "answer-back" tone ceases (on point-to-train channel) depress push-to-talk button and voice call Dispatcher. This must be done within 10 seconds. Then switch back to the appropriate end-to-end channel.

Note: Point-to-Train CP 3
Kimberley Subdivision
Kingsgate Subdivision
Nelson Subdivision
Boundary Subdivision
Rossland Subdivision

To call the Dispatcher — Switch your radio to the Point-to-Train Channel and operate the push-to-talk button 5 times. These pulses must be made within 5 seconds. An "answer-back" tone will be heard indicating that your call has reached the Dispatcher. Switch back to the appropriate end-to-end channel (depending on Subdivision) **to wait for the Dispatcher to answer.** In emergency, after "answer-back" tone ceases (on point-to-train channel) depress push-to-talk button and voice call Dispatcher. This must be done within 10 seconds. Then switch back to the appropriate end-to-end channel.

OKANAGAN SUBDIVISION

All End-to-End and Point-to-Train radio communication on the CP Okanagan Subdivision is now conducted on CP 4. The Point-to-Train Dispatcher call channel will remain CP 3, but the push-to-talk button must be released 4 times. These pulses must be made within 4 seconds to call the Dispatcher.

E & N DIVISION

Point-to-Train CP 3 Mt. Cokely (North) and Mt. Butchard (South) and dial 899.

Point-to-Train CP 2 Mt. Breton (Centre) and dial 899.

Windermere, Cranbrook and Fording River Subdivisions Utility System Instructions.

Tower repeaters are working continuously. To use Mobile-to-Mobile communication, turn to the Base Station Channel and voice call the other Mobile.

To call the Dispatcher or any other office on the System:

1. Switch radio to the Channel of the nearest radio site to you on that Subdivision.
2. Using the touch pad on your radio, dial the number of that location.
3. After hearing the "answer-back" tone, dial the office number. Again an "answer-back" tone will be heard, this indicates the office is called.

Windermere Subdivision — Utility

Base Station	Channel	Code Number
Parson	CP 20	901
Windermere	CP 18	902
Skookumchuck	CP 20	903

Office	Code Number
Dispatcher	099
Division Engineer	190
Roadmaster, Windermere	191
Roadmaster, Golden	192
Crew Clerk, Cranbrook	185
Radio Shop, Cranbrook	023

Cranbrook and Fording River Subdivisions — Utility

Base Station	Channel	Code Number
Fort Steele	CP 17	701
Elko	CP 15	702
Sparwood	CP 17	703
Clode	CP 15	704

Office	Code Number
Dispatcher	099
Division Engineer	590
Roadmaster, Sparwood	591
Crew Clerk, Cranbrook	585
Radio Shop, Cranbrook	023

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OPERATING INSTRUCTIONS FOR USE OF TRACKSIDE RADIO SYSTEM — Continued

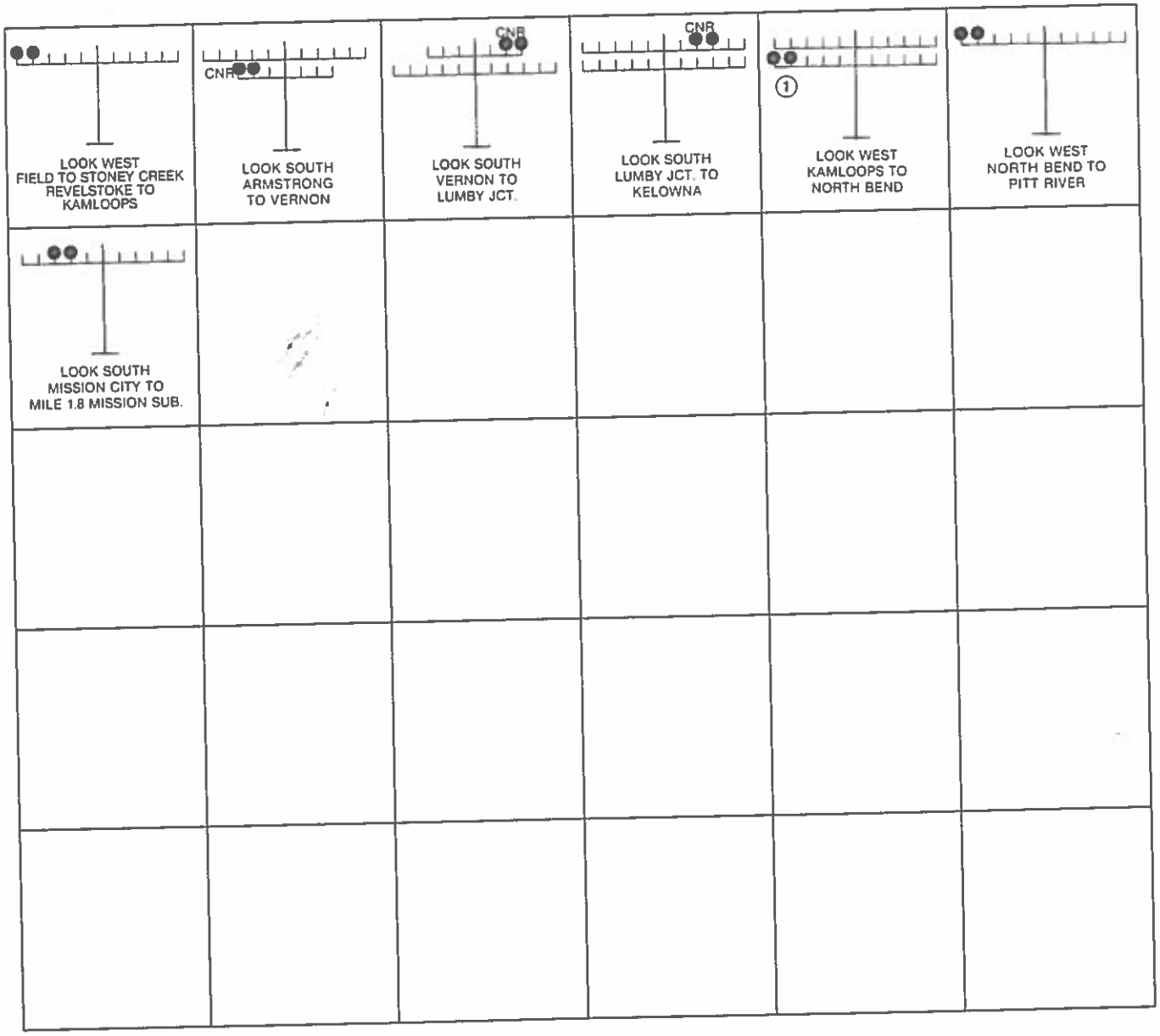
Location of Radio Base Station	Radio Frequency Channel	Users and Hours of Operation
Cranbrook Subdivision		
Sparwood	CP 4 End-to-End	Operator Continuous
Cranbrook	CP 4 End-to-End	Yardmaster-Operator Continuous
	CP 1 End-to-End	Yardmaster-Operator Continuous
Fording Subdivision		
Sparwood	CP 4 End-to-End	Operator Continuous
Nelson Subdivision		
Cranbrook	CP 1 End-to-End	Yardmaster-Operator Continuous
	CP 4 End-to-End	Operator-Yardmaster Continuous
Nelson	CP 1 End-to-End	Yardmaster-Clerk Continuous
	CP 4 End-to-End	Yardmaster-Clerk Continuous
Kimberley Subdivision		
Cranbrook	CP 4 End-to-End	Yardmaster-Operator Continuous
	CP 1 End-to-End	Yardmaster-Operator Continuous
Kingsgate Subdivision		
Eastport	CP 1 End-to-End	Operator Continuous 0600-1600
Boundary Subdivision		
Nelson	CP 1 End-to-End	Yardmaster-Clerk Continuous
Rossland Subdivision		
Trail	CP 1 End-to-End	Yardmaster Continuous
Windermere Subdivision		
Golden	CP 1 End-to-End	Operator Continuous
Mountain Subdivision		
Field	CP 1 End-to-End	Operator Continuous
Golden	CP 1 End-to-End	Operator Continuous
Revelstoke	CP 4 End-to-End	Yardmaster Continuous
Shuswap Subdivision		
Revelstoke	CP 4 End-to-End	Yardmaster Continuous
Kamloops	CP 1 End-to-End	Operator-Yardmaster Continuous
Okanagan Subdivision		
Vernon	CP 4 End-to-End	Operator Continuous 0001 Mon.-0800 Sat.
Kelowna	CP 4 End-to-End	Mobile Supervisor 0530-2100 Mon.-Fri.
Thompson Subdivision		
Kamloops	CP 1 End-to-End	Operator-Yardmaster Continuous
North Bend	CP 1 End-to-End	Operator Continuous
Princeton Subdivision		
Merritt	CP 1 End-to-End	Operator 0700-1500 Mon.-Fri.
Cascade Subdivision		
North Bend	CP 1 End-to-End	Operator Continuous
Harrison River Bridge (Mileage 68.2)	CP 1 End-to-End	Bridge Tender 0800-1600
Mission	CP 1 End-to-End	Operator 0700-1600
Pitt River Bridge (Mile 108.4)	CP 1 End-to-End	Bridge Tender Continuous
Coquitlam	CP 1 End-to-End	Operator-Yardmaster Continuous
Vancouver Terminals	CP 1 End-to-End	Yardmaster Continuous except 2300-Sat. 0700-Sun.
Mission Subdivision		
Mission	CP 1 End-to-End	Operator 0700-1600
Roberts Bank	CP 1 End-to-End	B.C. Rail Supervisor Continuous
E & N Division		
Victoria Subdivision		
Victoria	CP 1 End-to-End	Operator 0700-1600 Mon.-Fri.
Wellcox	CP 1 End-to-End	Operator 0500-1300 Mon.-Fri.

NOTE: Emergency call will be given first on CP 1 and then the Dispatcher contacted on Point-to-train radio CP 2, CP 3 or CP 4.

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES

FACE IN THE DIRECTION NAMED — COUNT CROSS ARMS FROM TOP DOWN

In some sections there are additional cross arms below those shown but train phone wires are on the cross arm indicated counting from the top down.



Power wires on signal crossarms carrying electricity at 110 volts or higher are usually on the two outer pins on either end of the crossarms and are identified by being installed on non-transparent coloured insulators and/or identification markers attached to the side of the crossarm below the power wires.

Care must be exercised to ensure that no attempt is made to connect a telephone to these power wires.

① Connections for dispatchers phone are located at each Mile board.

SPEED TABLE

Time Per Mile				Miles Per Hour
0	Min.	40	Sec.	90
0	"	42	"	85
0	"	45	"	80
0	"	48	"	75
0	"	51	"	70

Time Per Mile				Miles Per Hour
0	Min.	55	Sec.	65
1	"	0	"	60
1	"	5	"	55
1	"	12	"	50
1	"	20	"	45

Time Per Mile				Miles Per Hour
1	Min.	30	Sec.	40
1	"	43	"	35
2	"	0	"	30
2	"	24	"	25
3	"	0	"	20

Time Per Mile				Miles Per Hour
4	Min.	0	Sec.	15
6	"	0	"	10
12	"	0	"	5

FOLLOWING TIMES FOR INFORMATION ONLY

	KCN	981	979	67	407	401	449	481	3	1		4	2	404	406	482	984	980	KCS	940
				0540 0500	0235 0150	1935 1850	1930 1845	1325 1240		1705 1620	MT FIELD MT PT PT		0900 0745	2315 2200	0445 0330	1035 0920				1745 1630
			1600 1530								MT CROWSNEST MT PT PT						1045 0930	0300 0100		
	1300	0030	2100 0400								CRANBROOK						0500 0330	2000 1730	2100	
	2130 0030									1730	GOLDEN		0630						1100 0850	
			0730								KINGSGATE							1400		
		0715 1030									NELSON						2030 1630			
		1230									TRAIL						1400			
	0600 0750			1200 1600	0745 0820	0040 0120	0105 0205	1835 1940		2030 2100	REVELSTOKE		0320 0250	1635 1605	2130 2020	0330 0245			0350 0120	1115 1000
	1330 1445			2330 1330	1340 1355	0635 0650	0705 0720	0100 0115		0055 0110	KAMLOOPS		2240 2225	1135 1120	1545 1530	2215 2200			1930 1815	0400 0230
	1945 2000			1940 2100	1855 1905	1150 1205	1220 1235	0615 0630		0455 0510	NORTH BEND		1825 1810	0720 0705	1130 1115	1800 1745			1315 1300	2120 2105
									1110		RIVERSIDE	1440								
	0015			0100	2320	1605	1700	1030	1204 1220	0825 0835	COQUITLAM	1345 1335	1500 1450	0310	0600	1230			0900	1700
									1240	0855	SAPPERTON	1315	1430							
									1310	0925	VANCOUVER	1245	1400							

E & N DIVISION
Ref.
No. SUBDIVISION

2 Port Alberni
3 Victoria

VANCOUVER DIVISION
Ref.
No. SUBDIVISION
5 Cascade
6 Mission
7 Princeton
8 Thompson
9 Westminster

REVELSTOKE DIVISION
Ref.
No. SUBDIVISION
10 Mountain
11 Okanagan
12 Shuswap

KOOTENAY DIVISION
Ref.
No. SUBDIVISION
14 Boundary
15 Cranbrook
16 Fording River
17 Kaslo
18 Kimberley
19 Kingsgate
20 Nelson
21 Rossland
22 Slocan
23 Windermere

SPUR TRACKS
a Wellcox
b Crofton
c Ioco
d Byron Creek Collieries
e Okanagan Falls
f Carson
g Warfield
h Carmi

. . . . Joint Track C.N. Rys.