

SPEED TABLE

Where SPEED LIMIT is indicated as -	MINIMUM TIME for any one mile is -
5 miles per hour.....	12 mins. 0 secs.
10 miles per hour.....	6 mins. 0 secs.
15 miles per hour.....	4 mins. 0 secs.
18 miles per hour.....	3 mins. 20 secs.
20 miles per hour.....	3 mins. 0 secs.
25 miles per hour.....	2 mins. 24 secs.
30 miles per hour.....	2 mins. 0 secs.
35 miles per hour.....	1 min. 43 secs.
40 miles per hour.....	1 min. 30 secs.
45 miles per hour.....	1 min. 20 secs.
50 miles per hour.....	1 min. 12 secs.
55 miles per hour.....	1 min. 05 secs.

SAFETY is of the first importance in the discharge of duty.

OBEDIENCE to the rules is essential to **SAFETY**.

BRITISH COLUMBIA HARBOURS BOARD RAILWAY



TIME TABLE

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TAKING EFFECT AT 0001

SUNDAY, APRIL 24th. 1977

GOVERNED BY PACIFIC STANDARD TIME

**FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY**

Board Members:

J. Davis, Chairman
M. C. Norris
J. D. King

Time Table 5 - April 24th. 1977

MANAGEMENT OF THE BRITISH COLUMBIA HARBOURS BOARD RAILWAY

CONTRACTED TO THE BRITISH COLUMBIA RAILWAY COMPANY

M. C. Norris, Vice President

N. A. McPherson, Operations Manager

	Miles	Km
Port Subdivision - Pratt to Roberts Bank	23.3	37.5

R. J. Nielsen, Superintendent - North Vancouver

A. T. Shannon, Chief of Transportation - North Vancouver

TRAIN DISPATCHING OFFICE

K. J. Shirley - Chief Train Dispatcher

J. Vredik - Chief Train Dispatcher

P. D. Roy - Night Chief Train Dispatcher

M. G. Brown - Night Chief Train Dispatcher

DISPATCHERS

K. R. Houchen

D. J. Griffin

D. G. Murrell

J. D. Flanagan

L. W. Moreau

D. J. Klitch

G. D. Lee

P. W. Mercer

B. G. Williamson

K. B. McCutcheon

C. B. Watson

J. B. Harmer

J. W. Urquhart

G. D. Taylor

W. O. Noon

WESTWARD TRAINS INFERIOR DIRECTION	Km from PRATT	Miles from PRATT	TIME TABLE 5 April 24th, 1977 PORT SUBDIVISION	Car capacity of siding	EASTWARD TRAINS SUPERIOR DIRECTION
			STATIONS		
	0.00	0.0	CTC { PRATT JCT. BCH & PA. 12" MUD BAY JCT. B.N. RLY. 2"	155	
	11.27	7.0		155	
		0.8			

The Main Track between Mile 7.0 (Km 11.27 and Mile 7.8 (Km 12.55) is under the ownership of the B.N. Rly. CTC in this area is controlled by the B.C. Rly. Train Dispatcher in North Vancouver. B.N. Rly. Main Track switches leading to the B.N. Rly. siding (Colebrook) opposite Mud Bay siding are equipped with electric locks. Rule 104C applies. The exception to Rule 514 will not apply.

	12.55	7.8	CTC { ...JCT. B.N. RLY.... 19" GULF..... 9" ...ROBERTS BANK..k	150	
	29.61	18.4		150	
	37.50	23.3			

PORT SUBDIVISION FOOTNOTES

RAILWAY SPEED SIGNS are in effect on the Port Subdivision. See Special Instruction No. 8 Page 5. Maximum speed 35 MPH (56.3 KMH). Movements through all sidings and turnouts must not exceed 25 MPH (40.2 KMH).

Conductors are authorized to take train orders by radio-telephone. These orders will be relayed to the Engineman via radio-telephone.

AT PRATT - Siding is located immediately north of main track and extends from east switch Mile 0.1 (Km .16) to west switch Mile 1.6 (Km 2.57).

AT MUD BAY - Siding is located immediately north of main track and extends from east switch Mile 6.3 (Km 10.14) to west switch Mile 7.8 (Km 12.55).

Main Track ends and commences at end of CTC Mile 21.1 (Km 33.95).

AT ROBERTS BANK - Derail is located on return end of loop, 670 feet (204M) west of main track switch. Derail sign installed.

Trains may leave Roberts Bank, Mud Bay and Pratt without clearance.

Eastward trains must approach Signal 210 at end of Main Track Mile 21.1 (Km 33.95) prepared to stop and there be governed by the indication displayed.

Rules 263 to 273 apply between Signal 210 at Roberts Bank and Signal 143 at Pratt. Exception to Rule 514 does not apply. Switches at Gulf, Mud Bay and Pratt are Dual Control Switches.

Following signals located to the left of direction of movement:
 Westward Signal 15, Eastward Dwarf Signal 02..... Pratt
 Westward Signal 69, Eastward Dwarf Signal 64..... Mud Bay
 Westward Dwarf Signal 193, Eastward Signal 180..... Gulf

Time Table 5 - April 24th. 1977

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SPECIAL INSTRUCTIONS

1. MINIMUM STATION INTERVAL - One or more freight units with or without cars must not be moved between mileages indicated in time table in less than the "Minimum Station Interval." The time for observance of Minimum Station Interval is to be taken as the time of movement of the engine between mileages indicated regardless of length of train. Minimum Station Intervals appear in the "Station" Column in the Schedule Page.
2. SIDING CAPACITIES - Car Capacity of sidings as shown in the time table are based on 50 ft. per car. It should be remembered that the overall length of a freight car is approximately 4 feet longer than the length normally referred to. (Example: 60 foot woodchip car is 64 feet to the pulling surface of the couplers.)
3. Coupling Speeds during yard and road switching must not exceed 4 MPH.
4. In event of a crossing mishap, engine bell should be kept ringing after the train has stopped, until attention of outside witnesses as well as employees is called to the fact that regulation has been complied with.
5. If a highway crossing signal fails to operate, or operates continuously, a flagman shall be placed at such crossing at once, whose duty it shall be to protect properly the same until such highway crossing signal is repaired. Notice of such non-repair shall be given at once to the station agent and (or) Dispatcher nearest to such highway crossing signal, whose duty it shall be to report the matter at once to the Department having charge of the operation and repair of such highway crossing signals. If automatic crossing signal operates continuously due to a train or engine being foul of the bonded track and this movement will not occupy the crossing, a flagman shall be placed at the crossing to keep vehicular and pedestrian traffic moving, until the signal is cleared. In the event of accident, fatal or serious, information must be telegraphed to the office of the Vice-President and General Manager and Chief Train Dispatcher without delay and must be followed by a detailed written report.
6. RADIO TELEPHONE RULES -
Wherever the word "Telephone" appears it shall also mean and include "Radio-Telephone."

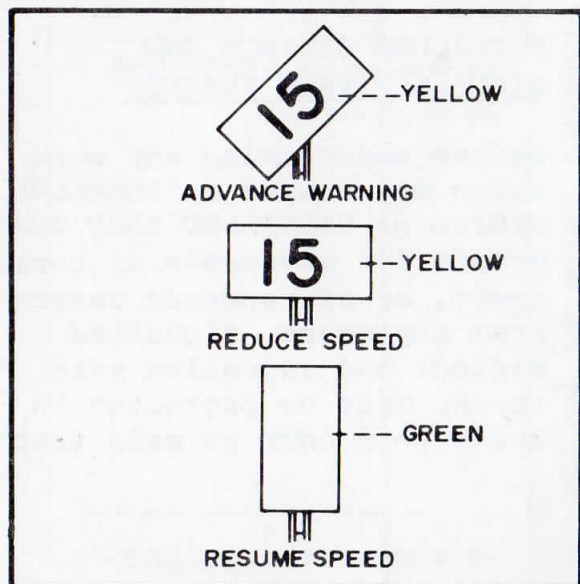
During switching operations, specific instructions as to movement required must be given. For example: "Eng 590 back up 5 car lengths" rather than "Back up." The engineman will move the distance and then stop un-

SPECIAL INSTRUCTIONS

less further instructions are received.

7. Radio-Telephone Special Instructions

Employees authorized to use radio-telephone will identify whom they are calling and then identify themselves. During radio-telephone conversations the names of employees must not be used to identify trains or engines.

8. **RAILWAY SPEED SIGNS**

On portions of the railway so specified in the time table or by special instructions, Speed Limits will be governed by RAILWAY SPEED SIGNS.

Reduce speed limits are designated by advance-warning signs (diagonally upwards), Reduce Speed Signs (Horizontal) and Resume Speed Signs (Vertical).

Except as otherwise provided in the special instructions, advance-warning signs are, as far as feasible, located approximately 3000 feet in advance of the reduce speed signs.

The numerals on both signs indicate in miles per hour the maximum speed permitted from the reduce speed sign to another reduce speed limit, or to a sign indicating a higher speed or to a resume speed sign.

If speeds authorized by zones or by reduce speed signs, are greater than that prescribed in special instructions for certain trains or engines, such trains or engines must not exceed the prescribed speeds.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in Special Instructions.

Speed signs may be located on left hand side of the main track when conditions prevent location on the right hand side.

9. White flags and white lights will be displayed in CTC.
10. Burro Cranes, Sperry Detector Cars and Other Similar Machines. Equipment, such as Burro Cranes, Sperry Detector Cars and other similar machines, because of their short wheel base and light weight cannot be depended on to

SPECIAL INSTRUCTIONS

operate signal systems, and such machines should be operated and protected in the following manner:

(a) In CTC territory the provisions of Rule 266 may apply. Dispatchers must not unlock levers controlling signals until machine is reported clear of the track or tracks specified regardless of the time limit provided. Flag protection, when required, must be provided in accordance with Rule 99 OUTSIDE ABS TERRITORY.

(b) Over Power Operated Switches Movement must not exceed 4 miles per hour.

(c) Over Public Crossing at Grade protected by Automatic Signals or Automatic Gates - Crossing is to be protected by a member of the crew unless it is known that the automatic protection has been operating for TWENTY SECONDS or the gates are horizontal, when the crossing is reached.

11. In CTC territory, when the "Employee Call" located on most signal bungalows is operating either by a steady or flashing light or sounding horn, or both, it is an indication for any employee in the vicinity, except crews on moving trains, to answer the Dispatcher's phone at that location.

12. RULE 99 WITHIN CTC TERRITORY.

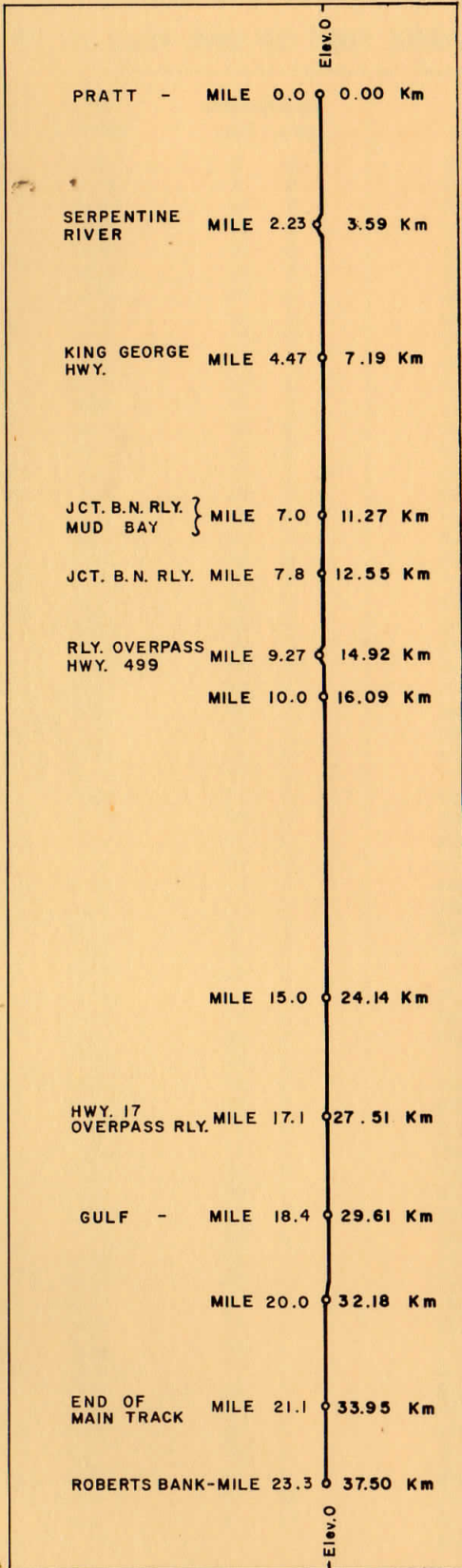
Within CTC, protection against following trains or engines on the same track is not required except when signals are declared inoperative.

13. If necessary to set out cars in a siding, equipment must be left clear of bond, to prevent crossing signals being actuated.

14. SIGNALLED SIDINGS AND SIGNALLED YARD TRACKS.

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, signalled sidings and signalled yard tracks must be protected in the same manner as main tracks.

PROFILE OF PORT SUBDIVISION



PLAN OF PORT SUBDIVISION

