3600 feet from the defective or working point, if there is no down grade towards the obstruction.

5400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.

(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal;

(d) Between sunset and sunrise and during stormy, foggy or smoky weather conditions, flagman must be placed instead of the outer signals referred to in Clause (b).

4. Trains stopped by flagman as per rule 2 and rule 3 (d) shall be governed by his instructions and proceed to the working point, or working point signal, as the case may be. and there be governed by signal or instructions of the foreman in charge.

5. Trains stopped by red signal as per Rule 3(b) shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

6. In the event of train order protection being provided, the defective or working point must be marked by signals placed in both directions, as follows:

Yellow flags by day and, in addition, yellow lights by night, 3600 feet from the defective or working point; red flags by day and, in addition, red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train, except on double track, where trains run to the left, in which case signals shall be placed to the left hand side as seen by an engineer of an approaching train, and there is a clear view of at least 1200 feet.

7. When weather or other conditions obscure day signals, night signals must be used in addition.

8. "Frequent service" shall mean nine or more trains a day, and "fast train service" shall mean a service at a speed of thirty-five miles or more an hour.

9. That a signal of a serviceable type, consisting of a bunting flag, 22x28 inches, five feet above rail level, supported by any satisfactory device which will securely maintain such flag in proper position, be used to display the signals directed to be provided under Rules 3 (b) (red signal) and 6 (yellow signal) of this Order and Rule 35 (yellow signal) of the Uniform Code of Operating Rules.

10. Flagmen must each be equipped for day time with a red flag and four torpedoes, and for night time, and when weather or other conditions obscure day signals, with a red light, a white light, four torpedoes, three red fusees and a supply of matches.

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White Pass & Yukon Route

Pacific & Arctic Railway and Navigation Co.
British Columbia Yukon Railway Co.
British Yukon Railway Co.

Boundary between Alaska and British Columbia at White Pass

Boundary between British Columbia and Yukon Territory 52 6-10 miles North of Skagway

TIME TABLE

No. 99

Effective 12:01 a. m. Sunday, Oct. 30, 1949

For the Government and Information of Employees Only

Chief Dispatcher	C. F. ABRAMS Superintendent	K. B. HANNAN General Manager

PRINTED IN U.S.A.

TIME TABLE No. 99, WHITE PASS & YUKON ROUTE

North Bound No. 1 Mixed Passenger & Freight 1st Class 2 Days Per Week Note (x)	Station Nos.	Capacity of Sidings	STATIONS	Telegraph Offices	Coal, Water, Turntable Wyes, Loop and Scales	Distance from Skagway	South Bound No. 2 Mixed Passenger & Freight 1st Class 2 Days Per Week Note (x)
De. 8:15 a.m.	0	.....	.....SKAGWAY.... RN 1:9	D	.....	.....	**Ar.** 2:30 p.m.
S 8:25.....	2	Yard	.....**SHOPS**..... DI 6.6		CWTLO	1.9	..S...2:20
F 9:00.....	8	29	.....CLIFTON.....	....	.....	8.5	..F...1:45
F 9:30.....	14	45	.....GLACIER..... 5.6 6.3	....	CW	14.1	..F...1:20
S 10:00.....	20	30	.....**WHITE PASS**..... 4.9	....	CW	20.4	..S..12:50
10:15.....	25	15	.....MEADOWS..... 2.4	....	.....	25.3	.....
10:25.....	28	43	.....FRASER..... 5.0	....	CWL	27.7	.....12:30
10:40.....	33	20	.....LOG CABIN..... 7.9	....	C	32.7	..F..12:10
S 11:35.....	41	Yard	.....**BENNETT**..... 5.8	....	CWYL	40.6	..S..11:40
11:50.....	46	20	.....PAVEY..... 5.2	....	.....	46.4	.....10:55
F 12:05.P.M.	52	24	.....PENNINGTON..... 7.8	....	C	51.6	..F..10:40
12:25.....	59	52	.....WATSON..... 8.1	....	.....	59.4	.....10:20
S 12:50.....	67	Yard	.....**CARCROSS**.... C 7.4	D	CWY	67.5	..S..9:55
1:10.....	75	19	.....LANDSDOWNE..... 4.5	....	.....	74.9	.....9:35
1:20.....	79	26	.....LORNE..... 9.5	....	.....	79.4	.....9:20
1:45.....	89	47	.....ROBINSON..... 6.2	....	.....	88.9	.....8:55
F 2:05.....	95	44	.....COWLEY..... 8.4	....	CW	95.1	..S...8:40
2:25.....	104	110	.....MACRAE..... 7.2	....	.....	104.0	.....8:20
Ar. 2:45p.m.	111	Yard	....**WHITEHORSE**... K	D	CWY	110.7	**De.** 8:00 a. m.

STANDARD CLOCKS, SKAGWAY AND WHITEHORSE
BULLETIN STATIONS, SKAGWAY AND WHITEHORSE
("C" Coal; "W" Water; "Y" Wye; "L" Loop; "T" Turntable; "O" Scales; "S" Regular Stop: "D" Day Telegraph Office; **"F" Flag Station)**

NOTE (x): As far as practicable, trains No. 1 and 2 will be operated between Skagway and Whitehorse on days that Canadian steamers arrive and depart Skagway and on the second day following: and trains will be operated to give a freight connection northbound with U. S. steamers arriving Skagway.

SPECIAL INSTRUCTIONS

1. North bound trains are superior to trains of the same class in the opposite direction.
2. MAXIMUM SPEED:
   Passenger Trains..... 30 MPH
   Freight Trains ..... 30 MPH
3. PERMANENT SPEED RESTRICTIONS:
   White Pass to Shops..... 15 MPH
   Shops to White Pass..... 20 MPH
   East Fork Bridge, MP-5.8..... 6 MPH
   Bridge Seven C MP-7.5..... 6 MPH
   Glacier Bridge, MP-14.2..... 6 MPH
   Steel Bridge, MP-18.3..... 6 MPH
   Guard Rail Curve, MP-43-6..... 6 MPH
4. STANDARD TIME:
   Yukon Time (135th Meridian) 1 hour earlier than Pacific Time, will be used in train operation.
5. TRAIN REGISTERS:
   Skagway.....(Shops) Yard Office
   Bennett .....Telegraph Office
   Whitehorse.....Telegraph Office
6. All Trains stop at Bennett and White Pass. Southbound trains stop at Cowley. All report arriving and departing time to Dispatcher.
7. YARD LIMITS:
   Skagway Fraser Bennett
   Whitehorse Carcross
8. HELPER AND PUSHER SERVICE:
   Helper engine must not occupy main track until after train to be helped has been stopped. Helper engine will be coupled into train as directed by Chief Dispatcher. Train line will be coupled, and test of train brakes made to know that brakes are operated by brake valve of lead engine.
   Pusher engines will not be used at rear of trains handling passenger equipment or trains where the caboose does not have steel center sills.
9. AIR BRAKES:
   The automatic air brakes must be tested before leaving terminals, and White Pass. Brakes must be tested in the presence of Inspector at Shops.
   Conductors will be held responsible for the observance of this rule.
   The air hose must be uncoupled before cars are uncoupled, and air hose, when not in use, must be in chain provided for that purpose.
   Retainers of the air brakes must be used on all cars and all trains in descending White Pass to Boulder and from Log Cabin to Bennett, also on any other grades upon which it is thought advisable by the engineer and conductor. When light and level grades are reached the retainers must be released.
   If necessary to handle cars with defective or inoperative air brakes, they will be handled on rear of train and securely chained.
10. OPERATING ROTARY SNOW PLOWS:
    When stormy or foggy weather is encountered rotary must wait and couple in with following train and remain coupled together until storm or foggy section of line is passed, except while bucking out slides or drifts when proper protection must be afforded.
11. All employees must strictly adhere to the requirements of the Canadian Railway Commission's General Order No. 548; requiring extinguishing forest fires, reporting same and handling locomotive dampers, etc., in the manner prescribed, details of which are bulletined at stations and copies furnished section foremen.

THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

General Order No. 690 Prescribing Rules for Maintenance of Way Flagging

1. Before undertaking any work which will render the main track impassible, or if rendered impassible from any cause or defect, trackmen, bridgemen, or other employees of the company shall protect the same as follows:

2. (a). On double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent or fast train service—

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

1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.

3,600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5,400 feet if there is a down grade towards the obstruction within one mile.

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

3. On other lines—

(a) By day place a red flag and, in addition, by night, a red light on the same side of the track as the engineer of an approaching train, at a point 600 feet from the defective or working point, with two torpedoes placed on the rail, opposite each other, so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:

(b) By day place a red flag and, in addition, by night, a red light, on the same side of the track as the engineer of an approaching train so that it will be clearly in his view at least—