

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.

PACIFIC GREAT EASTERN RAILWAY CO.

TIME TABLE

88

**TAKING EFFECT AT 24.01 OCLOCK
SUNDAY, JUNE 7th, 1964**

GOVERNED BY PACIFIC STANDARD TIME

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

J. S. BROADBENT,
VICE-PRESIDENT AND GENERAL MANAGER

TIME TABLE 88—JUNE 7th, 1964

Page	SUBDIVISION		MILES
4	Squamish	North Vancouver to Lillooet.....	157.7
6	Lillooet	Lillooet to Williams Lake.....	156.3
8	Prince George	Williams Lake to Prince George.....	151.9
10	Fort St. John	Prince George to Fort St. John.....	262.5
12	Dawson Creek	Dawson Creek to Jct. Fort St. John Sub.....	61.1
			Total <u>789.5</u>

I. H. NICHOLS	Superintendent of Operations	Vancouver
R. K. REBAGLIATI	Assistant Superintendent	Chetwynd
E. L. McNAMEE	Assistant Superintendent	North Vancouver
R. W. SWEET	Road Foreman Engines and Rules Instructor	North Vancouver
H. S. SHANNON	Superintendent of Transportation	Vancouver

TRAIN DISPATCHING OFFICE, VANCOUVER, B.C.

N. A. McPHERSON	Chief Train Dispatcher
A. T. SHANNON	Assistant Chief Train Dispatcher
K. J. SHIRLEY	} Train Dispatchers
J. W. MOSSOP	
J. VREDIK	
B. G. METZ	
G. F. POTTER	
L. F. BEAULIEU	
P. J. SHARPE	
J. L. McPHEE	
R. J. KARMAZENUK	

MEDICAL OFFICERS

Name	Residence	Phone No.	
DR. T. R. OSLER Chief Medical Officer	Vancouver, B.C.	{ Phone O. MU 4-8734 R. 731-1649 }	} Rm. 219, Medical Dental Bldg., 925 W. Georgia Street
DR. W. J. CORBETT	North Vancouver, B.C.	{ Phone O. YU 8-5291 R. YU 7-1681 }	} 1146 Marine Drive
DR. L. C. KINDREE	Squamish, B.C.	{ Phone O. 892-5151 R. 892-3868 }	} Medical Clinic
DR. N. W. CLARK	Lillooet, B.C.	{ Phone O. 62 R. 47R }	
DR. H. K. ATWOOD	Williams Lake, B.C.	{ Phone O. 392-4451 R. 392-4234 }	} 112 North 3rd Avenue
DR. J. W. TOMPKINS	Quesnel, B.C.	{ Phone O. 992-2171 R. 992-2545 }	} Avery Clinic 644 Front Street
DR. J. G. McKENZIE	Prince George, B.C.	{ Phone O. 564-5131 R. 564-7117 }	} 575 Quebec Street
DR. G. G. WESTOVER	Fort St. John, B.C.	{ Phone O. 785-6675 R. 785-2495 }	} 9901-101st Avenue
DR. G. W. K. THORKELSON	Dawson Creek, B.C.	{ Phone O. 782-4848 R. 782-2406 }	} 816-103rd Avenue

WATCH INSPECTORS

FERGUSON & STEPHENSON	521 Seymour Street	Vancouver, B.C.
J. BISHOP	1540 Lonsdale Ave.	North Vancouver, B.C.
FENTON JEWELLERS LTD.	3231 Cleveland Ave.	Squamish, B.C.
G. E. SPEER	Main Street	Lillooet, B.C.
E. G. WOODLAND & SON	83 Oliver Street	Williams Lake, B.C.
T. V. CHEAVINS	254 Reid Street	Quesnel, B.C.
NORTHLAND JEWELLER	433 George Street	Prince George, B.C.
C. S. HOOK & SONS	10215 - 13th Street	Dawson Creek, B.C.
P. MARQUARDT	9962 - 101st Avenue	Fort St. John, B.C.

ADDITIONAL TRACKAGE

MILE	LESSEE	CAPACITY	CONNECTED DERAIL	MILE	LESSEE	CAPACITY	CONNECTED DERAIL
S 1.27	Evans, Coleman & Evans	21	North End	260.2	Weldwood of Canada	15	Both Ends 2
S 1.27	Horne Bros. Shingle Co	6	South End	260.2	Canim Lake Sawmill	11	Both Ends
S 0.88	Home Oil Distributors	4	South End	260.4	Canim Lake Sawmill	7	Both Ends 2
S 0.77	Northern Const. & J.W. Stewart		North End	265.3	R. M. Monical & Sons	8	South End
S 0.67	Fullerton Lumber	21	North End	265.6	Tatton Lumber Co. Ltd.	22	Both Ends
S C.40	Lions Gate Lumber	3	South End	273.5	Company	34	Both Ends 1
S 0.20	Canada Creosoting Co. Ltd.		South End	283.3	Northern Studs	11	Both Ends
0.0	McKeen & Wilson	70	South End	283.4	Company	49	Both Ends
0.0	Deeks-McBride	12	South End	294.0	Cariboo Enterprise Lumber	9	North End
0.2	Island Tug & Barge - Barge Slip		Tail Wye	298.4	Johnson Lumber & Bldg. Supplies	6	North End
0.4	Industrial Interchange		North End	305.3	Company	10	Both Ends
25.8	Company	18	N. End off Siding	312.9	Y Building Supplies	4	Tail Wye
30.6	Company	19	Both Ends	313.1	Jacobson Bros. & Lignum Ltd.	19	S. End off Lead 1
39.2	Canadian Collieries	50	North End	313.1	Jacobson Bros. Forest Prod.	16	S. End off Lead 1
39.2	Shell Oil	3	North End	313.1	Lignum Ltd.	21	S. End off Lead 1
39.2	Weldwood of Canada	27	Both Ends	313.1	Bell Pole Co. (1951) Ltd.	8	S. End off Lead 1
39.2	Fleetwood Logging	81	South End	313.7	M. K. Kahl	4	South End 1
39.7	Anglo Canadian Timber Prod.	43	Both Ends	315.3	West Fraser Timber Co. Ltd.	11	Both Ends 2
49.4	Company	18	Both Ends	316.2	Chilcotin Lumber Ltd.	6	Both Ends 2
59.5	Company	4	North End	316.4	A. Knoll	2	South End 1
61.2	Company	12	Both Ends	316.8	Pinette & Therrien Sawmill	20	N. End off Lead 1
65.2	Company	10	Both Ends	316.8	Merrill Gardner	19	N. End off Lead 1
71.4	Anglo Canadian Timber Prod.	15	Both Ends	344.7	Netherlands Overseas Mills	32	Both Ends
71.6	Anglo Canadian Timber Prod.	11	South End	348.7	Company	9	Both Ends 2
72.6	Anglo Canadian Timber Prod.	33	South End	364.9	Company	3	North End
74.4	Company	7	South End	371.7	Company	10	Both Ends 1
76.5	Company	27	Both Ends	374.2	Company	26	Both Ends 1
77.1	L & K Lumber	4	South End	381.5	Weldwood of Canada	37	North End 1
79.5	L & K Lumber	46	Both Ends	383.7	A. L. Patchett & Son	15	South End
80.1	Soo Valley Lumber	14	Both Ends	384.1	Imperial Oil	4	North End
90.3	Canadian Collieries	26	Both Ends	384.7	Brownmiller Bros.	7	Tail Wye
94.4	Imperial Oil	3	South End	385.9	B. C. Hydro	17	South End 1
94.6	Company	35	Both Ends	386.0	Brownmiller Bros.	10	South End 1
94.6	L. Talbot	4	South End	386.1	Brownmiller Bros.	28	South End
94.7	B. A. Oil	2	North End	386.1	Company	64	Both Ends 3
94.9	Anglo Canadian Timber Prod.	23	North End	386.2	Weldwood of Canada	29	South End
95.0	Richmond Plywood	19	North End	387.2	Beaver Planing Mills	17	North End
97.4	Oeser Cedar	9	Both Ends	387.3	Tubafour Planing Mill	15	North End
99.3	Fleetwood Logging (incl. B.C.H.)	60	North End	413.8	Company	14	Both Ends
99.8	Company	20	Both Ends	413.8	Dunkley's Sawmill	9	North End 1
104.6	Company	2	North End	423.2	Wilson Sawmill	5	Both Ends 2
105.6	Company	30	Both Ends	423.4	Green Lake Lumber	5	Both Ends 2
120.5	Regal Timber Ltd.	28	Both Ends	426.8	Swanson Lumber	7	Both Ends 2
123.3	Company	28	Both Ends	457.5	Carrier Lumber	17	Both Ends 2
138.4	Company	6	South End	461.0	Dominion Tar & Chemical	56	South End
138.8	Tatton Lumber	11	Both Ends	497.0	Company	30	Both Ends 1
141.0	B. C. Hydro (S. Power House)	18	North End	505.6	Hart Highway Planing Mill Ltd.	15	Both Ends 1
141.0	B. C. Hydro (S. Transformer)	5	North End	513.0	Company	15	Both Ends
141.3	B. C. Hydro (N. Power House)	15	South End	513.0	Nielsen's Sawmill	45	North End
141.4	B. C. Hydro (N. Transformer)	9	South End	513.8	Nielsen's Sawmill	10	Both Ends 1
141.7	Imperial Oil & Home Oil	6	North End	513.8	Central B. C. Planers	17	Both Ends 2
142.6	Company Ramp	5	South End	516.6	Company	18	Both Ends
157.7	Imperial Oil	5	North End	522.5	Company	40	Both Ends
159.2	Moha Planing Mills Ltd.	15	Both Ends	539.7	Pas Lumber Co.	19	Both Ends 2
178.2	Company	8	South End	548.3	Sentinel Mountain Spruce	8	North End 1
192.2	Company	24	Both Ends	568.4	Company	15	S. End off Lead
192.2	J. D. Watt	1	Tail Wye	568.4	Company	19	S. End off Siding
200.0	Imperial Metal	6	Both Ends	568.4	Company	17	N. End off Siding
201.1	Westside Planing Co. Ltd.	19	Both Ends	568.4	Company	14	N. End off Siding
203.0	Company	4	Both Ends	610.4	Fort St. John Lumber Co. Ltd.	15	Both Ends 2
213.3	Metropolitan Trading Co.	16	Both Ends	616.4	McTavish	5	Both Ends 2
215.8	Clinton Sawmill	6	Both Ends	642.0	Company	7	North End 1
218.5	Company	27	Both Ends	644.2	Company	10	Both Ends 1
222.0	Company	19	Both Ends	653.1	Company	10	Both Ends 1
223.9	Komori Lumber Co. Ltd.	11	Both Ends	659.6	Fort St. John Lumber Co. Ltd.	41	North End
243.2	McMillan Contractors Ltd.	16	Both Ends	686.8	Good Seed Farms - Company	6	Both Ends
244.3	P. G. Borsler (B.C.) Ltd.	5	Both Ends	689.6	Company	1	South End
246.3	Company	14	Both Ends	705.6	Company	60	Both Ends 1
258.6	Ainsworth Lumber Co. Ltd.	25	Both Ends	717.5	Industrial Interchange		South End
259.4	Company	42	Both Ends	717.5	Trans. Prairie Pipe Line	40	Both Ends
259.8	Imperial Oil	4	Both Ends	727.8	Swanson Lumber	34	North End
259.8	Standard Oil	2	North End	728.4	Millwhite Mud Sales	6	South End
260.0	Netherlands Overseas Ltd.	9	Both Ends	728.4	Gibbs Oilfield Transport	12	South End
260.0	Canim Lake Sawmill	14	Both Ends		Dawson Creek Gibbs Constr.	23	Tail Wye

NORTHWARD TRAINS
 Inferior Direction

 TIME TABLE 88
 JUNE 7th, 1964

SOUTHWARD TRAINS
 Superior Direction

	NORTHWARD TRAINS Inferior Direction			Miles From North Vancouver	STATIONS	Car Capacity of Sidings	SOUTHWARD TRAINS Superior Direction			
	FOURTH CLASS	THIRD CLASS	FIRST CLASS				FIRST CLASS	FOURTH CLASS		
	43 Freight Tue. Fri.	15 Freight Daily	1 Psgr. Daily				2 Psgr. Daily	44 Freight Wed. Sat.	16 Freight Daily	18 Freight Daily
				8.00	0.0	NORTH VANCOUVER Z-K-Y-C		21.40		
		22.00		1.2	3.3	SW	Yard		16.55	1.25
				4.5	6.2	WEST BAY		21.30		
		22.29	f 8.22	10.7	19"	HORSESHOE BAY	20	f 21.15	16.26	24.55
				8.5	19.2	BRUNSWICK	34	f 20.56	16.05	24.34
		23.07	f 8.51	25.9	17"	PORTEAU	60	f 20.42	15.48	24.17
				10.2	36.1	SHANNON		20.22		
	9.45	23.42	s 9.19	37	9"	SQUAMISH Z-K-Y-C-T	160	s 20.16	12.05	23.42
	10.02	23.59	f 9.34	39.8	17"	CHEAKAMUS	58	f 19.56	11.45	14.56
				9.5	49.3	MILE 51.0				
	10.32	24.29	f 9.54	51.0	3"	GARIBALDI	52	f 19.34	11.15	14.26
	10.56	24.53	f 10.12	59.2	27"	MCGUIRE		f 19.13	10.51	14.02
	11.19	1.16	s 10.28	79	24"	ALTA LAKE	50	s 18.55	10.28	13.39
	11.25	1.22	f 10.32	73	23"	MONS	100	f 18.49	10.18	13.33
				2.8	77.2	PARKHURST		f 18.45	10.13	13.28
	11.30	1.27	f 10.36	79.5	5"	GREEN RIVER		f 18.34	9.56	13.11
	11.47	1.44	f 10.47	84.8	17"	TISDALL	45	f 18.23	9.39	12.54
	12.04	2.01	f 10.58	90.3	15"	PEMBERTON Z-Y-T	40	s 18.15	9.24	12.39
	12.39	2.16	s 11.11	94.6	9"	MOUNT CURRIE R-Z		f 18.07	9.15	12.30
	12.48		f 11.19	99.1	22"	CREEKSIDE	100	f 17.54	8.53	12.08
	13.10	2.47	f 11.31	106.0	24"	BIRKEN	40	f 17.39	8.29	11.44
	13.34	3.11	f 11.44	113.6	22"	DEVINE		f 17.27	8.07	
	13.56		f 11.56	120.3	8"	DARCY	100	f 17.22	7.59	11.14
	14.04	3.41	f 12.02	122.8	20"	MARNE	35	f 17.06	7.39	10.54
	14.24	4.01	f 12.19	130.4	21"	SETON	49	f 16.48	7.18	10.33
	14.45	4.22	f 12.37	138.9	11"	SHALALH	31	f 16.41	7.07	10.22
	14.56	4.33	f 12.46	142.3	17"	RETASKIT	50	f 16.27	6.50	10.05
	15.13	4.50	f 13.00	148.9	5.8	CRAIG				
				13.12	154.7					
	15.35	5.10		156.6	1.1	LILLOOET Z-K-Y-C	Yard	16.10	6.30	9.45
				157.7	5"					
	Freight Tue. Fri.	Freight Daily	Psgr. Daily			Rules 41 and 44 Apply		Psgr. Daily	Freight Wed. Sat.	Freight Daily
	43	15	1				2	44	16	18

SQUAMISH SUBDIVISION FOOTNOTES

<u>SPEED LIMIT</u> between:	<u>Miles Per Hour</u>	
	<u>RDC</u> <u>UNITS</u>	<u>FREIGHT</u> <u>UNITS</u>
North Vancouver & Squamish ...	40	25
Squamish & Mile 51.0	40	35
Mile 51.0 & Lillooet	40	30

EXCEPT between the following "SLOW" signs:

Mile 1.2 & Mile 10.7	30	20
Mile 19.2 & Mile 24.5	25*	
Mile 28.9 & Mile 29.0	15*	15*
Mile 30.7 & Mile 31.2	20	20
Mile 39.02 - Public Crossing at grade - Cleveland Ave. - Approaching within 300 feet & until occupied:		
MAIN TRACK - Southward Only ...	5	5
OTHER TRACK - Southward and Northward	5	5
Mile 51.0 & Mile 59.2	30	20
Mile 59.2 & Mile 74.4	35	20
Mile 78.0 & Mile 79.5	35	
Mile 79.5 & Mile 91.3	35	20
Mile 91.3 & Mile 91.7	25	20
Mile 91.7 & Mile 94.6	35	20
Mile 99.8 & Mile 122.8	35	20
Mile 125.3 & Mile 125.8	15*	15*
Mile 127.3 & Mile 127.7	25	20
Mile 134.9 & Mile 135.2	30	20
Mile 136.2 & Mile 137.4	25*	20*
Mile 140.0 & Mile 141.8	20	15
Mile 146.8 & Mile 147.6	25*	20*
Mile 150.0 & Mile 150.8	25*	20*
Mile 152.0 & Mile 152.1	25*	20*
Mile 154.5 & Mile 154.6	25*	20*

* Unless track is seen to be clear.

<u>DERAILS ON SIDINGS & WYES:</u>		<u>TUNNELS:</u>	
Garibaldi	South End	Mile 20.1	Mile 53.2
Tisdall	North End	Mile 28.6	Mile 55.1
Pemberton	Tail of Wye	Mile 29.6	Mile 55.2
Darcy	North End	Mile 31.9	Mile 125.3
Shalalth	North End	Mile 32.8	Mile 140.8

AT NORTH VANCOUVER - Main track ends at switch Mile 0.24

Public crossings at grade in North Vancouver Yard must be left unobstructed.

Number 1 depressed track has close side clearance on platform side.

The sounding of engine whistle is prohibited in respect to public crossings at grade situated in the area between Capilano River Bridge Mile 1.43 and Nelson Creek Bridge Mile 9.39.

AT SQUAMISH - Siding located between south main track switch Mile 39.1 and north main track switch Mile 40.7.

Squamish is register station for Trains No.1, No.2, and trains originating or terminating only.

MOUNT CURRIE is register station for trains originating or terminating only.

Trains will report to train dispatcher by Radiotelephone when passing:

Horseshoe Bay	Garibaldi	Mons
Creekside		Seton

All stations are flag stops for trains handling working express or L.C.L. cars.

ADDITIONAL FLAG STATIONS:

Mile 18.0 Lions Bay	Mile 101.7 Owl Creek
Mile 31.0 Britannia	Mile 104.2 Spetch
Mile 62.5 Water Tank	Mile 109.0 Gramsons
Mile 65.4 Brandywine	Mile 117.7 Gates
Mile 71.3 Van West	Mile 127.7 Ponderosa
Mile 73.6 Jordan Lodge	Mile 128.8 McGillivray
Mile 75.3 Rainbow	Mile 133.8 Curries
Mile 80.1 Soo Valley	Mile 141.4 South Shalalth
Mile 82.2 Rethel	Mile 153.3 Coopers

NORTHWARD TRAINS
 Inferior Direction

 TIME TABLE 88
 JUNE 7th, 1964

SOUTHWARD TRAINS
 Superior Direction

			THIRD CLASS	FIRST CLASS	Miles From North Vancouver	LILLOOET SUBDIVISION		Car Capacity of Sidings	FIRST CLASS	FOURTH CLASS	
			15	1					2	16	18
			Freight Daily	Psgr. Daily					Psgr. Daily	Freight Daily	Freight Daily
				13.30	157.7	LILLOOET	Z-K-Y-C	} Yard	16.00		
		5.35			0.1		SW			9.15	15.40
					157.8	8"					
					2.6	POLLEY			15.54		
		5.55	f 13.44		160.4	12"					
					4.9	FOUNTAIN		34	f 15.43	8.53	15.18
					165.3	4"					
					1.7	MILE 167.0					
					167.0	20"					
		6.19	f 13.59		6.0	GLENFRASER		21	f 15.26	8.29	14.54
					5.0	16"					
		6.35	f 14.10		178.0	PAVILION		17	f 15.15	8.13	14.38
					5.2	17"					
		6.52	f 14.21		183.2	MORAN		23	f 15.04	7.56	14.21
					9.5	32"					
		7.24	s 14.43		192.7	KELLY LAKE	Y	127	s 14.43	7.24	13.36
					10.4	19"					
		7.43	s 14.58		203.1	CLINTON	T	45	s 14.20	6.59	13.17
					8.7	18"					
		8.01	15.11		211.8	FILL			14.07	6.41	12.59
					7.0	15"					
		8.16	f 15.21		218.8	KOSTER		124	f 13.57	6.26	12.44
					11.8	21"					
		8.37	f 15.38		230.6	GRAHAM		42	f 13.40	6.02	12.23
					5.8	10"					
		8.47	f 15.47		236.4	FLYING-U			f 13.31	5.49	12.13
					10.3	18"					
		9.05	f 16.02		246.7	LONE BUTTE		64	f 13.18	5.28	11.55
					5.9	11"					
		9.16	f 16.10		252.6	CANIM			f 13.09	5.06	11.44
					7.6	14"					
		9.30	s 16.21		260.2	EXETER	Z-T	55	s 12.58	4.38	11.30
					5.4	10"					
		9.40	f 16.30		265.6	TATTON			f 12.42	4.21	11.20
					7.9	14"					
		9.54	f 16.43		273.5	LAC LA HACHE		55	f 12.30	4.00	11.06
					4.5	8"					
		10.02	f 16.51		278.0	CANAMA			f 12.23	3.51	10.58
					5.2	9"					
		10.11	f 17.00		283.2	WRIGHT			f 12.15	3.42	10.49
					10.6	19"					
		10.30	f 17.17		293.8	ENTERPRISE		40	f 11.59	3.22	10.30
					4.6	8"					
		10.38	17.25		298.4	JOHNSON			11.53	3.05	10.19
					7.6	14"					
		10.52	f 17.38		306.0	ONWARD		120	f 11.40	2.46	10.05
					5.0	11"					
			17.47		311.0	PIT					
					1.3	4"					
		11.10			312.3		SW	} Yard		2.30	9.50
					1.7						
					314.0	WILLIAMS LAKE	Z-K-Y-C		11.28		
			Freight Daily	Psgr. Daily		Rules 41 and 44 Apply			Psgr. Daily	Freight Daily	Freight Daily
			15	1					2	16	18

LILLOOET SUBDIVISION FOOTNOTES

<u>SPEED LIMIT</u> between:	<u>Miles Per Hour</u>	
	<u>RDC</u> <u>UNITS</u>	<u>FREIGHT</u> <u>UNITS</u>
Lillooet & Mile 167.0	35	30
Mile 167.0 & Mile 192.7	30	20
Mile 192.7 & Williams Lake ..	50	35

EXCEPT between the following
"SLOW" signs:

Mile 160.1 & Mile 160.4	25	15
Mile 206.0 & Mile 206.3	30	20
Mile 211.7 & Mile 212.0	25	15
Mile 306.8 & Mile 307.2	20	15
Mile 310.0 & Mile 313.4	30	20

ADDITIONAL FLAG STATIONS:

Mile 214.7	Chasm
Mile 222.0	70-Mile
Mile 232.8	Gravel Pit
Mile 238.8	Gratton Guest Ranch
Mile 303.1	Cariboo Indian School

TUNNELS:

Mile 168.4
Mile 186.5
Mile 186.7

AT LONE BUTTE - Point of clearance of siding at south end is located 363 feet north of south switch.

AT EXETER - Siding located immediately west of main track and extends from south switch Mile 260.0 to north switch Mile 260.5.

AT MILE 265.3 - Additional trackage - Protected with gate and switch lock. Gate must be closed and locked except during switching operations.

Trains will report to train dispatcher by Radiotelephone when passing:

Pavilion	Kelly Lake	Lone Butte
Lac La Hache		Onward

All stations are flag stops for trains handling working express or L.C.L. cars.

DERAILS ON SIDINGS & WYES:

Fountain	South End
Glenfraser	South End
Pavilion	South End
Moran	South End
Kelly Lake	Tail of Wye
Lone Butte	North End

NORTHWARD TRAINS
 Inferior Direction

TIME TABLE 88
 JUNE 7th, 1964

SOUTHWARD TRAINS
 Superior Direction

		THIRD CLASS	FIRST CLASS	Miles From North Vancouver	STATIONS	Car Capacity of Sidings	FIRST CLASS	FOURTH CLASS		
		15 Freight Daily	1 Psgr. Daily				2 Psgr. Daily	16 Freight Daily		
			18.05	314.0	WILLIAMS LAKE . . . Z-K-C	Yard	11.18			
	11.50			317.1	4" SW			22.01		
			18.12	318.8	COMER		11.07			
	12.12	f 18.26		327.9	HARGREAVES	24	f 10.52	21.39		
			18.38	335.8	SODA CREEK	12	f 10.38	21.20		
	12.31	f 18.53		344.5	MACALISTER	41	f 10.25	21.02		
			18.59	348.7	MARGUERITE		f 10.19	20.55		
	12.49	f 19.12		358.2	ALEXANDRIA	20	f 10.06	20.40		
			19.12	364.9	AUSTRALIAN		f 9.57	20.29		
	13.22	f 19.33		374.5	DRAGON	97	f 9.45	20.14		
			19.45	381.5	WESTPLY		9.33			
	14.01	s 19.50		384.6	QUESNEL . . . Z-K-Y-T	81	s 9.28	19.50		
			20.01	387.3	BAKER		9.23			
	14.23	f 20.12		390.3	BARLOW		f 9.17	19.31		
			20.12	396.8	COTWOOD	12	f 9.04	19.11		
	15.09	f 20.23		404.5	GREENING	45	f 8.54	18.51		
			20.32	409.6	AHBAU	47	f 8.47	18.41		
	15.27	f 20.38		413.8	DUNKLEY		f 8.41	18.33		
			20.57	424.9	HIXON	12	f 8.25	18.13		
	15.58	f 21.07		431.1	WALKER		f 8.17	18.02		
			21.17	436.8	WOODPECKER		f 8.09	17.52		
	16.15	f 21.24		440.9	CRYSDALE	47	f 8.04	17.45		
			21.29	444.2	STONER		f 8.00	17.39		
	16.32	f 21.35		449.1	RED ROCK	12	f 7.53	17.28		
			21.46	457.5	TABOR		f 7.41	17.13		
	17.00		21.55	462.7	MILLER . . . Y		7.34			
			22.05	463.5	3" SW	Yard		17.00		
				465.9	PRINCE GEORGE . . . Z-K-C			7.30		
		Freight Daily	Psgr. Daily		Rules 41 and 44 Apply		Psgr. Daily	Freight Daily		
		15	1				2	16		

PRINCE GEORGE SUBDIVISION FOOTNOTES

SPEED LIMIT between:	Miles Per Hour	
	RDC	FREIGHT
	UNITS	UNITS
Williams Lake & Macalister ..	50	35
Macalister & Dragon	50	40
Dragon & Prince George	50	35

EXCEPT between the following
"SLOW" signs:

Mile 318.0 & Mile 321.0	30*	20*
Mile 331.3 & Mile 331.8	20	15
Mile 333.5 & Mile 333.6	25	15
Mile 340.8 & Mile 341.0	20*	15*
Mile 343.1 & Mile 343.3	20*	15*
Mile 379.0 & Mile 384.1	40	25
Mile 384.1 - Public crossing at grade - Cariboo Highway - Approaching within 300 feet and until occupied:		
Northward movements	10	10
Southward movements	5	5
Mile 384.6 & Mile 396.8	35	20
Mile 396.8 & Mile 400.7	45	25
Mile 400.7 & Mile 401.0	30	20
Mile 401.0 & Mile 401.8	45	25
Mile 401.8 & Mile 402.1	25	20
Mile 402.1 & Mile 407.0	45	25
Mile 428.6 & Mile 428.9	35	25
Mile 432.5 & Mile 432.7	40	25
Mile 444.0 & Mile 446.5	40*	25

* Unless track is seen to be clear.

ADDITIONAL FLAG STATIONS:

Mile 371.7	Kersley
Mile 419.4	Strathnaver
Mile 433.9	Buxton's Crossing

DERAILS ON SIDINGS:

Greening	Both Ends
Ahbau	North End
Hixon	North End
Red Rock	North End

AT QUESNEL - South yard limit located 1850 feet south of Westply switch.

North yard limit board at Quesnel located 1521 feet north of Baker.

Quesnel is register station for Trains No. 1 and No. 2 only.

Mile 384.1 - Public crossing at grade - Cariboo Highway - governed by automatic signal. See Permanent Slow Orders this page and Special Instructions No. 23 and No. 24.

AT DUNKLEY - Engines must not be operated on trestle in spur.

AT PRINCE GEORGE - South yard limit located at Mile 460.0.

Mile 466.0 - Public crossing at grade - movements must not be made over this crossing until a member of the crew has taken a position to warn approaching pedestrian and vehicular traffic.

Trains No. 1 and No. 2 will use station track.

Trains will report to train dispatcher by Radiotelephone when passing:

Macalister Dragon Cotwood Hixon Red Rock

All stations are flag stops for trains handling working express or L.C.L. cars.

NORTHWARD TRAINS
 Inferior Direction

THIRD CLASS
15
 Freight
 Daily Ex.
 Sat.

 Miles From
 North Vancouver

TIME TABLE 88
 JUNE 7th, 1964
FORT ST. JOHN
SUBDIVISION
STATIONS

 Car Capacity
 of Sidings

FOURTH CLASS
16
 Freight
 Daily Ex.
 Sun.

SOUTHWARD TRAINS
 Superior Direction

	465.9	PRINCE GEORGE	Z-K-C			
	2.1					
19.30	468.0			SW	Yard	14.05
	4.5	10"				
19.40	472.5	FRASERVIEW				13.54
	7.8	15"				
19.55	480.3	QUAW			48	13.39
	5.9	13"				
20.08	486.2	SALMON VALLEY			46	13.26
	9.6	19"				
20.27	495.8	ODELL	Y		124	13.07
	9.3	Jct. Stuart Lake Sub.				
	18"					
20.45	505.1	AVERIL				12.49
	3.7	8"				
20.53	508.8	MCEWAN			68	12.41
	7.8	13"				
21.06	516.6	DAVIE			56	12.28
	5.9	11"				
21.17	522.5	ANGUSMAC			48	12.17
	7.6	14"				
21.31	530.1	TACHEEDA				12.03
	9.8	18"				
21.49	539.9	ANZAC			69	11.45
	7.2	13"				
22.02	547.1	FIRTH			65	11.32
	5.6	10"				
22.12	552.7	HODDA			60	11.22
	8.6	17"				
22.29	561.3	CHINKA				11.05
	7.4	13"				
22.42	568.7	KENNEDY	Z-Y-T		74	10.52
	6.8	14"				
22.56	575.5	CASWELL			74	10.38
	5.2	10"				
23.06	580.7	BIJOUX				10.28
	11.4	25"				
23.31	592.1	AZOUZETTA			66	10.03
	9.9	22"				
23.53	602.0	GARBITT			67	9.41
	6.1	12"				
24.05	608.1	CALLAZON				9.29
	6.3	12"				
24.17	614.4	LEMORAY			45	9.17
	7.0	12"				
24.29	621.4	BICKFORD				9.05
	6.6	11"				
24.40	628.0	FALLS			61	8.54
	6.5	11"				
24.51	634.5	HULCROSS			64	8.43
	9.5	16"				
1.07	644.0	HASLER				8.27
	9.1	16"				
1.23	653.1	DOKIE				8.11
	6.2	11"				
1.35	659.3	CHETWYND	Z-K-C-T-Y		50	8.00
	11.7	Jct. Dawson Creek Sub.				
	22"					
	671.0	BOND			52	
	8.7	15"				
	679.7	WINDY				
	10.4	18"				
	690.1	MONIAS				
	7.3	12"				
	697.4	WORTH			30	
	8.2	14"				
	705.6	SEPTIMUS			65	
	8.2	28"				
	713.8	TEKO			79	
	3.7	13"				
	717.5	TAYLOR			52	
	5.2	18"				
	722.7	BALDONNEL				
	5.2	17"				
	727.9		SW			
	0.5		Yard			
	728.4	FORT ST. JOHN	Z-K-Y-C			

 Freight
 Daily Ex.
 Sun.
15

Rules 41 and 44 Apply

 Freight
 Daily Ex.
 Sun.
16

FORT ST. JOHN SUBDIVISION FOOTNOTES

SPEED LIMIT between:	Miles Per Hour	
	RDC UNITS	FREIGHT UNITS
Prince George & Odell	50	35
Odell & Kennedy	50	40
Kennedy & Lemoray	50	35
Lemoray & Septimus	50	40
Septimus & Fort St. John	30	20

EXCEPT between the following "SLOW" signs:

Mile 470.3 & Mile 470.6	40	25
Mile 554.3 & Mile 554.6	30	25
Mile 574.7 & Mile 575.5	20	15
Mile 579.3 & Mile 585.0	35	25
Mile 585.0 & Mile 601.2	40	30
Mile 601.2 & Mile 601.4	20	15
Mile 601.4 & Mile 602.0	40	30
Mile 605.3 & Mile 605.5	20	15
Mile 612.3 & Mile 612.5	25*	20*
Mile 619.7 & Mile 620.1	25*	20*
Mile 636.0 & Mile 636.4	25*	20*
Mile 638.1 & Mile 638.4	25*	20*
Mile 642.0 & Mile 642.8	25	15
Mile 667.5 & Mile 668.0	25	20
Mile 684.5 & Mile 684.6	30	20

* Unless track is seen to be clear.

DERAILS ON SIDINGS & WYES:

Salmon Valley	South End
Mile 605.6 Wye	Both Legs
Lemoray	South End
Hulcross	South End
Bond	North End
Septimus	North End
Teko	North End
Taylor	South End

TUNNEL:

Mile 598.5

WYE:

Located at Mile 605.6

AT MILE 466.0 - Public crossing at grade - movements must not be made over this crossing until a member of the crew has taken a position to warn pedestrian and vehicular traffic.

AT TAYLOR - Petrochemical plant protected with fence and gates. Employees are strictly prohibited from smoking within fenced area. Gates must be closed and locked except during switching operations. Restricted clearance signs have been erected on sulphur loading tracks.

Public crossing at Grade - Alaska Highway - on Taylor Spur. Movements must not be made over this crossing until a member of the crew has taken a position to warn pedestrian and vehicular traffic.

AT FORT ST. JOHN - South yard limit located 3000 feet south of Septimus south switch.

VP FREIGHT - due to arrive Fort St. John at 9.00K.

Trains will report to train dispatcher by Radiotelephone when passing:

Salmon Valley Anzac Azouzetta Lemoray
 Septimus

All stations are flag stops for trains handling working express or L.C.L. cars.

ADDITIONAL FLAG STATIONS:

Mile 538.5	Cariboo Lodge
Mile 543.0	Gravel Pit
Mile 548.3	Sentinel Mountain Spruce
Mile 613.3	Company Camp
Mile 666.0	Demean
Mile 686.8	Good Seed Farms

WESTWARD TRAINS
 Inferior Direction

FOURTH
CLASS
37
 Freight
 Daily Ex.
 Sun.

 Miles From
 Jct. Fort St. John Sub.

TIME TABLE 88
 JUNE 7th, 1964

DAWSON CREEK
SUBDIVISION
STATIONS

Car Capacity of Sidings

EASTWARD TRAINS
 Superior Direction

FOURTH
CLASS
36
 Freight
 Daily Ex.
 Sun.

WESTWARD TRAINS Inferior Direction				Miles From Jct. Fort St. John Sub.	TIME TABLE 88 JUNE 7th, 1964		Car Capacity of Sidings	EASTWARD TRAINS Superior Direction			
FOURTH CLASS					DAWSON CREEK SUBDIVISION			FOURTH CLASS			
37 Freight Daily Ex. Sun.				STATIONS		36 Freight Daily Ex. Sun.					
				61.1	DAWSON CREEK Z-K-Y	Yard					
				0.6	15" SW				4.45		
				7.30	URQUHART						
				6.2	12"			4.26			
				7.45	KISKATINAW						
				4.8	16"			4.14			
				7.57	PROGRESS	25		3.58			
				6.6	15"						
				8.13	TREMBLAY			3.43			
				8.28	11"						
				8.39	GROUND BIRCH	57		3.32			
				9.5	23"						
				9.02	FOSS	57		3.09			
				8.3	26"						
				9.28	SUNDANCE	46		2.43			
				6.5	19"						
				9.47	WABI	58		2.24			
				8.0	24"						
				10.15	CHETWYND Z-K-Y-C-T SW	Yard			2.00		
				0.0	Jct. Fort St. John Sub.						
				Freight Daily Ex. Sun.	37	Rules 41 and 44 Apply		Freight Daily Ex. Sun.	36		

DAWSON CREEK SUBDIVISION FOOTNOTES

SPEED LIMIT between:	Miles Per Hour	
	RDC UNITS	FREIGHT UNITS
Chetwynd & Dawson Creek	35	25
<u>EXCEPT</u> between the following "SLOW" signs:		
Mile 0.0 & Mile 5.0	25	20
Mile 11.0 & Mile 22.8	25	20
Mile 12.1 & Mile 13.4 - Cautious Running - Sand Cuts ..	--	--
Mile 19.0 & Mile 20.2	25	15

DERAILS ON SIDINGS & WYES:

Sundance	East End
Foss	West End
Dawson Creek	Tail of Wye

AT DAWSON CREEK - Public crossing at grade - Alaska Highway - Protected with automatic signals. See Special Instruction No. 24.

Open Gravel Hopper located under wye tail track 743 feet from tail switch. Trackage extends 410 feet beyond hopper. Engines must not proceed over open hopper. Movements must not exceed 5 M.P.H. at this location. Derail installed 250 feet from tail switch. Employees use caution at this point account open track, no walkways or side railings.

Switch at tail of wye Dawson Creek must be left lined for the east leg at all times when switch not in use.

Trains will report to train dispatcher by Radiotelephone when passing:

Foss Progress

All stations are flag stops for trains handling working express or L.C.L. cars.

SPECIAL INSTRUCTIONS

1. Definitions, Pages 5, 6, 7, 8, 9 and 10 of the Uniform Code of Operating Rules, Revision of 1962, are cancelled in their entirety and the following substituted therefor:

DEFINITIONS

NOTE: For the purposes of these rules, the following definitions apply:

ENGINE

ENGINE - A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service.

ENGINEMAN - The employee in charge of and responsible for the operation of an engine.

SIGNALS

SIGNAL INDICATION - The information conveyed by a fixed signal, cab signal or radio.

CAB SIGNAL - A signal located in engineman's compartment or cab, indicating a condition affecting the movement of a train or engine.

FIXED SIGNAL - A signal of fixed location indicating a condition affecting the movement of a train or engine.

TRAIN ORDER SIGNAL - A fixed signal used in connection with the delivery of train orders.

SPEED

MINIMUM STATION INTERVAL - The minimum time in minutes for movement between mileages indicated in time table and applicable to trains designated in special instructions.

RESTRICTED SPEED - A speed that will permit stopping within one-half the range of vision.

STATION

STATION - A place designated in the time table by name.

INITIAL STATION - The station at which a schedule is first timed on any subdivision is the initial station for that schedule, and for an extra train it is the station at which such train is created.

TERMINATING STATION - The station at which a schedule is last timed on any subdivision is the terminating station for that schedule, and for an extra train (except work extras) it is the station to which such train is authorized.

REGISTER STATION - A station at which a train register is located.

TRAIN REGISTER - A book or form used at designated stations for registering signals displayed, the time of arrival and departure of trains, and such other information as may be prescribed.

SIDING - A track auxiliary to the main track for meeting or passing trains. Sidings and their capacities will be designated in the time table or special instructions.

DEPOT - The designated location within a station where stop is made for traffic.

TERMINUS - The station at the end of a subdivision. North Vancouver, Lillooet, Williams Lake, Prince George, Fort St. John. Chetwynd on Dawson Creek Subdivision only.

TIME TABLE

TIME TABLE - The authority for the movement of regular trains subject to the rules. It contains classified schedules, also special instructions relating to the movement of trains and engines.

SCHEDULE - That part of a time table which prescribes class, direction, number and movement for a regular train.

SECTION - One of two or more trains running on the same time table schedule displaying signals or for which signals are displayed.

SUBDIVISION - A portion of the Railway designated by time table.

TRACK

MAIN TRACK - A track extending through yards and between stations, upon which trains are operated by time table or train order, or both, or other method of control.

SINGLE TRACK - A main track upon which trains are operated in both directions.

SPECIAL INSTRUCTIONS

TRAIN

TRAIN - An engine or more than one engine coupled, with or without cars, displaying markers.

EXTRA TRAIN - A train not authorized by a time table schedule.

REGULAR TRAIN - A train authorized by a time table schedule.

SUPERIOR TRAIN - A train having precedence over another train.

TRAIN OF SUPERIOR RIGHT - A train given precedence by train order.

TRAIN OF SUPERIOR CLASS - A train given precedence by time table.

TRAIN OF SUPERIOR DIRECTION - A train given precedence in the direction specified by time table as between opposing trains of the same class.

YARD

YARD - A system of tracks provided for the making up of trains, storing of cars and for other purposes, over which movements not authorized by time table or train order may be made, subject to prescribed signals, rules and special instructions.

YARD LIMITS - That portion of the main track within limits defined by yard limit signs.

2. RULE 5

Rule 5, Page 14, of the Uniform Code of Operating Rules, Revision of 1962, is cancelled in its entirety, and the following substituted therefor:

Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times.

See Special Instruction for where time applies.

Schedule meeting or passing stations are indicated by figures in full-faced type.

When trains are to be met or passed at a siding extending between two adjoining stations, the time at each station will be shown in full-faced type.

Where there are one or more trains to meet or pass a train between two times, or more than one train to meet a train at any station, attention is called to it by small figures showing the numbers of trains to be met or to pass.

3. WHERE TIME APPLIES (RULE 5)

LEAVING TIME - Leaving time applies at the siding switch where an opposing train clears; where there is no siding it applies at the depot. At a station at the beginning of a subdivision, the time for first class trains applies at the depot; for other trains, at the switch designated SW.

ARRIVING TIME - An arriving time will be shown only at the terminating station of a schedule and will indicate the point where the train's authority ceases. For a first class train it applies at the depot. For other trains, at the first siding switch; where there is no siding, at the depot; at the end of a subdivision, at the switch designated SW.

4. RULE 92

Rule 92, Page 44, of the Uniform Code of Operating Rules, Revision of 1962, is cancelled in its entirety, and the following substituted therefor:

A train must not leave a station in advance of its schedule leaving time.

A train carrying passengers should not leave the depot, where passengers may wish to entrain, in advance of the leaving time.

A train may arrive at a station in advance of its schedule arriving time.

5. Unless authorized by train order or special instruction, a train does not have the right to occupy the main track between the switches of the siding at its initial or terminating station, or within switches designated SW, without protection as prescribed by the rules.

SPECIAL INSTRUCTIONS

6. RULE 6

Rule 6, Page 15 of the Uniform Code of Operating Rules, Revision of 1962, is cancelled in its entirety, and the following substituted therefor:

The following symbols and abbreviations in the time table indicate.

*	See footnote.
A	Arrive.
B	Bulletins and train register.
C	Fuel.
F	Flag station.
K	Approved clock, bulletins and train register.
L	Leave.
R	Train Register.
S	Regular stop.
SW	Designated switch at a terminus.
T	Train order signal.
Y	Wye.
Z	Yard Limits.
	- - - - -
EX	Except.
Jct	Junction.
LCL	Less Than Carload.
MPH	Miles Per Hour.
Psg	Passenger.
RDC	Rail Diesel Car.
Sub	Subdivision.
Sun	Sunday.
Mon	Monday.
Tue	Tuesday.
Wed	Wednesday.
Thu	Thursday.
Fri	Friday.
Sat	Saturday.

7. Employees whose duties are in any way affected thereby must have a copy of Form 933, "Rules and Instructions for Train Handling, Operation, Maintenance, Inspection and Testing of Air Brake and Communicating Signal Equipment on Motive Power, Cars and Work Equipment" and Form 1086, "Radiotelephone Instructions" with them while on duty.

8. Time Signal will be transmitted daily by Radiotelephone from Vancouver as obtained from the Canadian Broadcasting Corporation indicating correct time.

9. Train dispatcher will transmit train line-up by Radiotelephone daily as follows:

Squamish and Lillooet Subdivisions at 7.00K, 10.45K and 15.15K.

Prince George, Fort St. John and Dawson Creek Subdivisions at 7.30K, 11.20K and 15.00K.

10. Engines must not be operated on or over track scale live rails. Engines may cross track scale on dead rails where provided.

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

12. When cars are left on main track under train order protection torpedoes must also be placed at a sufficient distance on each side of the obstruction as an additional warning to approaching trains, and should these torpedoes be exploded by other than the train clearing the obstruction torpedoes must be replaced.

SPECIAL INSTRUCTIONS

13. SPEED LIMITS:

(a) Descending Grades of 2% or over:
One or more freight units with or without cars descending the following grades of two percent or over must not make any one mile in less than three minutes; speed should be regulated between 15 and 20 miles per hour:

NORTHWARD

Mile 79.5 (Parkhurst) to Mile 94.6 (Pemberton)
Mile 113.6 (Birken) to Mile 122.8 (Darcy)
Mile 705.6 (Septimus) to Mile 715.4

SOUTHWARD

Mile 722.7 to Mile 715.4
Mile 396.8 (Cotwood) to Mile 384.6 (Quesnel)
Mile 192.7 (Kelly Lake) to Mile 167.0
Mile 113.6 (Birken) to Mile 99.8
Mile 74.4 (Alta Lake) to Mile 51.0

EASTWARD

Mile 11.0 to Mile 16.7

WESTWARD

Mile 22.8 (Foss) to Mile 16.7
Mile 5.0 to Mile 0.0 (Chetwynd)

When speed is restricted by train order reading: "Do not exceed 15 miles per hour between Mile _____ and Mile _____" speed must be regulated between 10 and 15 miles per hour without permitting speed to get below 10 miles per hour or over 15 miles per hour until entire train has passed the designated points.

- (b) R D C UNITS - Speed limits shown under heading "R D C Units" are applicable only to trains propelled by R D C Units.
- (c) Freight Units - Speed limits shown under heading "Freight Units" apply to one or more freight units, with or without cars, regardless of class of service.
- (d) 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." Minimum station intervals appear in the "Station" column on the schedule pages, and in cumulative form on pages 25, 26 and 27.
- (e) Between the stations indicated hereunder the following speed limits will apply to trains handling:

Auxiliary Cranes - Numbered 6071 or 6072

North Vancouver & Quesnel 20 M.P.H.
Quesnel & Septimus 25 M.P.H.
Chetwynd & Dawson Creek 20 M.P.H.

Auxiliary Crane - Numbered 6076:

Kelly Lake & Septimus 30 M.P.H.
Chetwynd & Dawson Creek 20 M.P.H.

Loaded Air Dump Cars:

North Vancouver & Septimus 30 M.P.H.
Chetwynd & Dawson Creek 20 M.P.H.

Trains handling logs loaded in pyramidal form on skeleton cars with side stakes must not exceed 20 M.P.H. and when meeting or passing passenger carrying trains must not exceed 10 M.P.H.

(f) Coupling speeds during yard and road switching must not exceed 4 M.P.H.

14. TRAIN MARSHALLING:

- (a) On descending grades Kelly Lake to Lillooet and Alta Lake to Cheakamus empty cars and flat cars with piggy-backs must be handled next to caboose on southward trains of two thousand or more equated tons, unless otherwise instructed.
- (b) Auxiliary cranes, cranes other than auxiliary, combination cranes, pile-drivers, shovels, etc.: When moved in freight trains direction of travel must be with the Boom or Leads trailing. Yard Offices and Agents must secure authority from Chief Train Dispatcher before moving these machines on trains.
- (c) When snow plows or spreaders are being handled deadhead, they must be marshalled at rear of train, next ahead of caboose, and run in the direction of travel.
- (d) When handling open loads on flat or gondola cars they should not be next to engine, caboose, occupied outfit or passenger cars if practicable.
- (e) Occupied outfit cars must be handled towards rear of train.
- (f) Freight cars 70 feet or over not to be handled in trains next to cars less than 40 feet in length. May be handled next to caboose.

SPECIAL INSTRUCTIONS

15. Freight cars 70 feet or over, whether loaded or empty, must be afforded extra care during coupling, handling at ramps and other switching to avoid damage to train line appertinances. These cars must not be loaded with shipments in excess of deck width. See special instruction # 14. (f).

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

17. Piggy-back flat cars when loaded must not be cut off while in motion nor coupled to with more force than is necessary to complete the coupling.

Employees must not walk on the roof of trailers on flat cars.

18. BAD ORDER CARS - When cars are set out between terminals "Bad Order", conductor will submit Wire Form 930. Agents and General Yardmasters will wire similar notification for cars "Bad Order" at their station.

19. Main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights.

20. Conductors of trains may command the services of work trains, trackmen and other employees in the vicinity when their assistance is required.

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

22. 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.

23. AUTOMATIC TRAFFIC SIGNAL AT CARIBOO HIGHWAY CROSSING, QUESNEL, MILE 384.1:

An employee must be on the leading end of movement over this crossing and must observe the signal lights located on east side of track 30 feet south of crossing and 40 feet north of crossing. Red light indicates signal mechanism has tripped. Green light indicates highway traffic signals operating. In the event of no green indication, crossing signals have failed to operate.

Switch for manual operation of the traffic signal is located in a box secured by switch lock on north end of control mechanism situated 20 feet north of crossing on west side of main track adjacent to south west corner of Shell Oil bulk plant. This switch can be turned off to render crossing signal inactive.

During switching movements clear of crossing but within the limits of the trip joints, or when train or engine is standing in this area, switch must be turned to manual operation to allow movement of highway traffic over crossing until switching operations are completed or train or engine is ready to proceed. The switch must then be turned on to automatic operation.

24. 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.

25. 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 Form 67 "Telegraphic Accident Report" and in addition Form 68 "Vehicle Crossing Report" when required. Form 68 must be completed by each member of train and engine crew involved.

SPECIAL INSTRUCTIONS

11. MARSHALLING EXPLOSIVES AND OTHER DANGEROUS ARTICLES

(a) Employees will be guided by specific instructions governing handling placarded car and or trailer on flat car as prescribed by CTC 5 "Regulations For The Transportation of Dangerous Commodities by Rail" which is maintained on file at all Agencies.

This tariff is approved for adoption on the Pacific Great Eastern Railway by Certificate No. 1097 dated March 1st, 1963 by the Minister of Commercial Transport of British Columbia.

The following is section 74.589 of CTC 5,

HANDLING OF CARS PLACARDED "EXPLOSIVES", "DANGEROUS", "POISON GAS" AND "DANGEROUS CLASS D POISONS".

PLACARDS ON CARS

(b) **Placards on cars.** A car requiring car certificates and "Explosives," "Dangerous," "Dangerous—Radioactive Material," "Poison Gas," "Flammable Poison Gas," "Dangerous—Empty Flammable Poison Gas," "Dangerous—Empty Poison Gas" or "Caution—Residual Phosphorus" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required. Placards and car certificates lost in transit shall be replaced at the next inspection point, and those not required shall be removed at the next terminal where the train is classified.

(1) At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

SWITCHING CARS CONTAINING EXPLOSIVES, POISON GAS, OR FLAMMABLE POISON GAS OR PLACARDED TRAILERS ON FLAT CARS

(c) Switching cars containing explosives, poison gas, or flammable poison gas or placarded trailers on flat cars. A car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous-Radioactive Material" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous-Radioactive Material," nor shall any such car be coupled into with more force than is necessary to complete the coupling.

(1) When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

(2) Closed cars placarded "Explosives" shall have doors closed before they are moved.

SWITCHING OF CARS CONTAINING DANGEROUS ARTICLES

(d) In switching operations where use of hand brakes is necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

(1) In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

PLACEMENT OF FREIGHT CARS CONTAINING EXPLOSIVES IN YARDS, ON SIDINGS, OR SIDETRACKS

(e) Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

SPECIAL INSTRUCTIONS

NOTICE TO CREWS OF CARS CONTAINING EXPLOSIVES IN FREIGHT TRAINS OR MIXED TRAINS

(f) At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives". A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

POSITION IN FREIGHT TRAIN OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES

(g) In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

(1) When the length of freight train or mixed train will not permit it to be so placed, it shall be placed near the middle of the train.

(2) When transported in a freight train made up in "blocks" or classifications, a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose.

(3) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in paragraph (L) of this section.

SEPARATING CARS PLACARDED "EXPLOSIVES" FROM OTHER CARS IN TRAINS

(h) In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to:

(1) Occupied passenger car; except as provided in paragraph (L) of this section.

(2) Occupied combination car; except as provided in paragraph (L) of this section.

(3) Any car placarded "Dangerous" or "Dangerous-Radioactive material".

(4) Engine.

(5) Any car placarded "Poison Gas" or "Flammable Poison Gas."

(6) Wooden underframe car (except on narrow gauge railroads).

(7) Loaded flat car, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulations in this chapter may be coupled to each other. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)

(8) Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(9) Car, with automatic refrigeration or heating apparatus in operation; car, with open-flame apparatus in service or with internal combustion engine in operation.

(10) Car containing lighted heaters, stoves, or lanterns.

(11) Car loaded with live animals or fowl, occupied by an attendant.

(12) Occupied caboose, except as provided in paragraph (L) of this section.

POSITION IN TRAIN OF LOADED PLACARDED TANK CAR

(i) In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in paragraph (j) of this section, a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

(1) When the length of the freight train or mixed train will not permit it to be so placed, it shall be not nearer than the second car from the engine, occupied caboose or passenger car.

(2) When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

SEPARATING LOADED TANK CARS PLACARDED "DANGEROUS" FROM OTHER CARS IN TRAINS

(j) In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

SPECIAL INSTRUCTIONS

(1) Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.

(2) Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.

(3) Any car placarded "Explosives".

(4) Engine or occupied caboose, (except when train consists only of placarded loaded tank cars).

(5) Any car placarded "Poison Gas" or "Flammable Poison Gas."

(6) Wooden under-frame car (except on narrow gauge railroads).

(7) Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)

(8) Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(9) Car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engines in operation.

(10) Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.

(11) Car loaded with live animals or fowl, occupied by an attendant.

POSITION IN FREIGHT TRAIN OR MIXED TRAIN OF CARS PLACARDED "POISON GAS," "FLAMMABLE POISON GAS," OR CONTAINING POISON LIQUIDS, CLASS A

(k) Position in freight train or mixed train of cars placarded "POISON GAS," "FLAMMABLE POISON GAS," or containing poison liquids, class A. In a freight train or mixed train either standing or during transportation thereof, a car placarded "POISON GAS," "FLAMMABLE POISON GAS" or containing poison liquids, class A, shall not be next to other freight cars placarded "EXPLOSIVES" or cars placarded "DANGEROUS."

(1) In a freight train or mixed train either standing or during transportation thereof, a loaded tank car placarded "POISON GAS," or "FLAMMABLE POISON GAS," must not be handled next to:

(i) Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.

(ii) Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.

(iii) Any car placarded "EXPLOSIVES."

(iv) Engine or occupied caboose.

(v) Any car placarded "DANGEROUS."

(vi) Wooden under-frame car (except on narrow gauge railroads).

(vii) Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (k) (1) (viii).)

(viii) Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(ix) Car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engines in operation.

(x) Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.

(xi) Car loaded with live animals or fowl, occupied by an attendant.

POSITION IN FREIGHT TRAIN OR MIXED TRAIN OF CARS PLACARDED "EXPLOSIVES" OR "POISON GAS," OR BOTH, AND CARS PLACARDED "FLAMMABLE POISON GAS" WHEN ACCOMPANIED BY CARS CARRYING GUARDS OR GAS HANDLING CREWS

(L) A car requiring "Explosives" or "Poison Gas" placards, or both, and a car requiring "Flammable Poison Gas" placards, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosives" placards.

SPECIAL INSTRUCTIONS**CARS CONTAINING EXPLOSIVES, POISON GAS, OR FLAMMABLE POISON GAS AND TANK CARS PLACARDED "DANGEROUS" IN PASSENGER OR MIXED TRAINS**

(m) Cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

(1) Cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains, except as provided in paragraph (L) of this section.

(2) When a car containing explosives, class B, or dangerous articles other than explosives requiring labels (not including class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employee of the carrier, placards must be applied to the car as required by this part.

POSITION IN TRAIN OF CARS CONTAINING CLASS D POISONS

(n) **Position in train of cars containing class D poisons.** In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous-Radioactive material" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

INSTRUCTIONS TO PASSENGER AND MIXED TRAIN CONDUCTORS AND TRAINMEN:

27 Conductors and trainmen assigned to passenger and mixed train service, when on duty are required to be neat and clean in their appearance.

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

Trainmen must announce the next station (when leaving station in advance) in each coach, saying - "Next Station _____", and again when coming into station, saying: "_____ Station, this way out." Coach seats must be turned in direction in which train is running when not in use. See that all coaches carrying passengers are supplied with drinking and washing water. Vestibules of coaches to be closed between stations Vestibule curtains to be closed and not uncoupled until train stops at terminal or whenever change is made in equipment, stepping boxes must be used when required; coach closets to be locked before arriving at terminals or important stations. Attention must be given to the heating, ventilating and lighting; the end to be attained is comfort, proper ventilation and even temperature. THE CARRIAGE OF OTHER THAN REASONABLE HAND BAGGAGE IN COACHES AND OBSTRUCTION OF CAR AISLES AND VESTIBULES MUST NOT BE PERMITTED. Doors and vestibules of passenger equipment being deadheaded must be kept closed.

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

TIME TABLE 88—JUNE 7th, 1964

DIESEL TONNAGE RATINGS

Car Factor	NORTHWARD or WESTWARD				"A" RATING TONNAGE in equated tons	SOUTHWARD or EASTWARD				Car Factor
	Class					Class				
	RS-6	S-10	RS-16	RS-18		RS-18	RS-16	S-10	RS-6	
					SQUAMISH SUBDIVISION					
					North Vancouver					
4	700	1190	1700	1910	Cheakamus	1910	1700	1190	900	4
2	300	440	640	720	Alta Lake	Down	Grade			
4	900	1190	1700	1910	Parkhurst	1910	1700	1190	900	4
			Down	Grade	Pemberton	830	730	510	300	2
4	900	1190	1700	1910	Mount Currie	1910	1700	1190	900	4
2	300	470	680	765	Birken	Down	Grade			
			Down	Grade	Darcy	830	730	510	300	2
4	900	1190	1700	1910	Lillooet	1910	1700	1190	900	4
					LILLOOET SUBDIVISION					
					Lillooet					
4	700	1120	1600	1800	Fountain	Down	Grade			
2	300	430	630	710	Kelly Lake	1910	1700	1260	800	4
4	700	1120	1600	1800	Mile 244.3	1800	1600	1120	700	4
			Down	Grade	Williams Lake					
					PRINCE GEORGE SUBDIVISION					
					Williams Lake					
4	800	1120	1600	1800	Quesnel	1910	1700	1260	800	4
2	300	630	900	1010	Cotwood	Down	Grade			
4	900	1330	1900	2130	Prince George	1800	1600	1120	700	4
					FORT ST. JOHN SUBDIVISION					
					Prince George					
4	700	1120	1600	1800	Garbitt	1800	1600	1120	700	4
			Down	Grade	Septimus	2150	2000	1340	905	4
2	300	600	850	950	Bridge Mile 715.4	840	750	490	300	2
					Taylor					
					Fort St. John	Down	Grade			
					DAWSON CREEK SUBDIVISION					
					Dawson Creek					
4	500	840	1200	1350	Foss	1350	1200	840	500	4
			Down	Grade	Bridge-Mile 16.7	840	750	490	300	2
2	300	490	750	840	Wabi	Down	Grade			
			Down	Grade	Chetwynd	840	750	490	300	2

NOTE: Chief Train Dispatcher may authorize tonnage in excess of A-Rating.

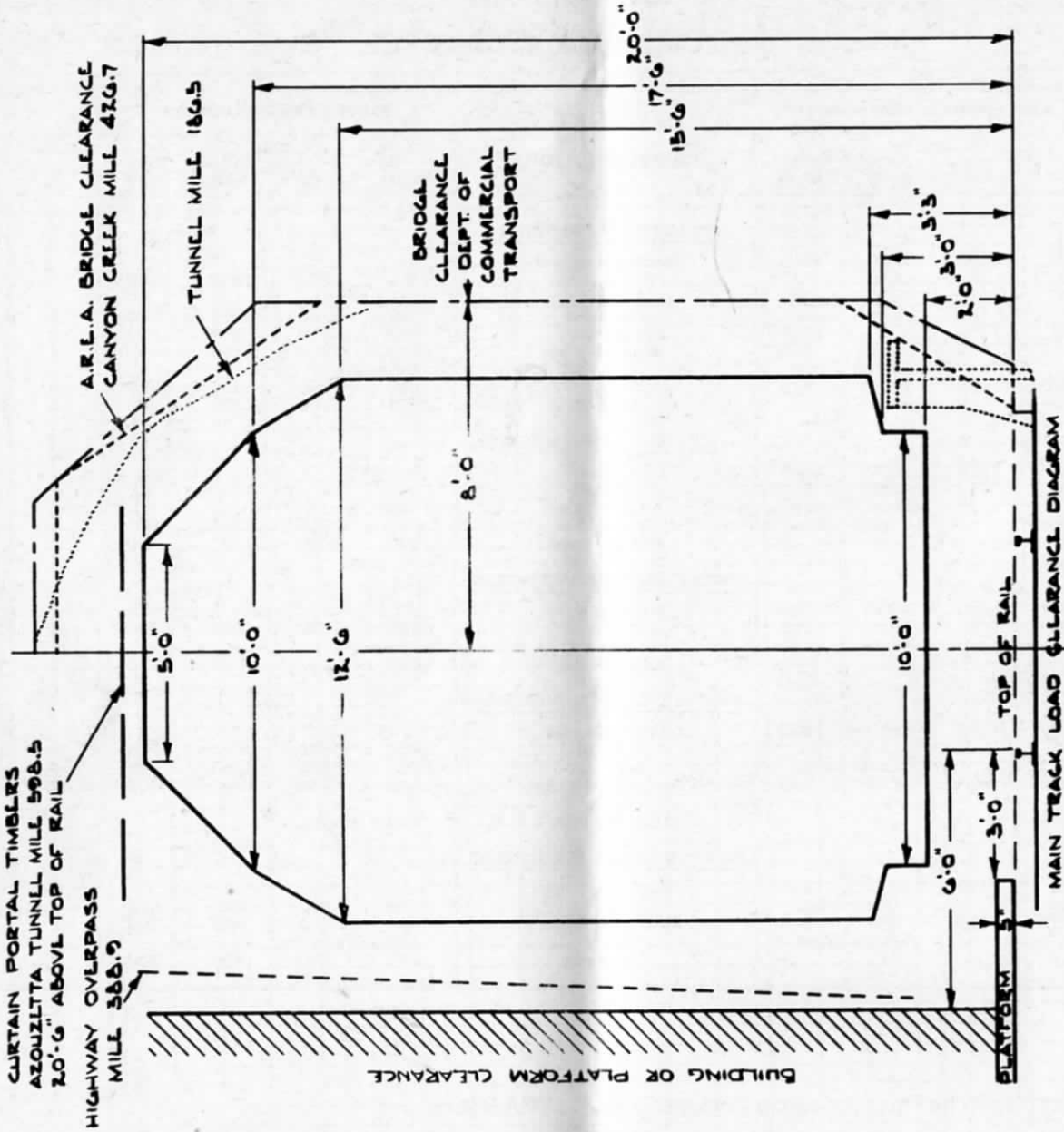
A-Ratings shown are for single units. The rating of multiple unit engine will be the sum of the rating of each unit.

AUTHORIZED REDUCTIONS

If one or more traction motors are cut out on a unit the Superintendent of Motive Power must authorize the rating for the unit.

TIME TABLE 88—JUNE 7th, 1964

RAILWAY LINE CLEARANCES



BASED ON MAXIMUM INSIDE CAR LENGTH 53'-0"

HEIGHTS ABOVE TOP OF RAIL	WIDTHS N. VANCOUVER TO FT. ST. JOHN	
	FT.	INS
20	5	0
19	5	6
19	6	0
19	6	6
19	7	0
18	7	6
18	8	0
18	8	6
18	9	0
17	9	6
17	10	0
17	10	6
17	10	11
16	10	11
16	11	3
16	11	6
16	11	10
15	12	2
15	12	6
15	12	6
14	12	6
14	12	6
13	12	6
12	12	6
12	12	6
11	12	6
11	12	6
10	12	6
10	12	6
9	12	6
9	12	6
8	12	6
7	12	6
6	12	6
5	12	6
4	12	6
3	12	6
3	10	0
3	10	6
2	10	0

MINIMUM STATION INTERVALS - SQUAMISH SUBDIVISION

N. VANCOUVER MILE 1.2		0-29	0-50	1-07	1-42	1-59	2-29	3-22	4-01	4-16	4-25	4-47	5-11	5-41	6-01	6-22	6-50	7-10														
HORSESHOE BAY		0-21	0-38	1-13	1-30	2-00	2-53	3-32	3-47	3-56	4-18	4-42	5-12	5-32	5-53	6-21	6-41															
BRUNSWICK			0-17	0-52	1-09	1-39	2-32	3-11	3-26	3-35	3-57	4-21	4-51	5-11	5-32	6-00	6-20															
PORTEAU				0-35	0-52	1-22	2-15	2-54	3-09	3-18	3-40	4-04	4-34	4-54	5-15	5-43	6-03															
SQUAMISH					0-17	0-47	1-40	2-19	2-34	2-43	3-05	3-29	3-59	4-19	4-40	5-08	5-28															
CHEAKAMUS						0-30	1-23	2-02	2-17	2-26	2-48	3-12	3-42	4-02	4-23	4-51	5-11															
GARIBALDI							0-53	1-32	1-47	1-56	2-18	2-42	3-12	3-32	3-53	4-21	4-41															
MONS								0-39	0-54	1-03	1-25	1-49	2-19	2-39	3-00	3-28	3-48															
TISDALL									0-15	0-24	0-46	1-10	1-40	2-00	2-21	2-49	3-09															
PEMBERTON										0-09	0-31	0-55	1-25	1-45	2-06	2-34	2-54															
MOUNT CURRIE											0-22	0-46	1-16	1-36	1-57	2-25	2-45															
CREEKSIDE												0-24	0-54	1-14	1-35	2-03	2-23															
BIRKEN													0-30	0-50	1-11	1-39	1-59															
DARCY														0-20	0-41	1-09	1-29															
MARNE															0-21	0-49	1-09															
SETON																0-28	0-48															
RETASKIT MILE 156.6 LILLOOET																	0-20															
KOSTER																																
GRAHAM																																
LONE BUTTE																																
CANIM																																
EXETER																																
LAC LA HACHE																																
WRIGHT																																
ENTERPRISE																																
ONWARD MILE 312.3 WILLIAMS LAKE																																
0-20	FOUNTAIN		GLENFRASER		PAVILION		MORAN		KELLY LAKE		CLINTON		FILL		KOSTER		GRAHAM															
0-44	0-24	GLENFRASER		PAVILION		MORAN		KELLY LAKE		CLINTON		FILL		KOSTER		GRAHAM		LONE BUTTE														
1-00	0-40	0-16	PAVILION		MORAN		KELLY LAKE		CLINTON		FILL		KOSTER		GRAHAM		LONE BUTTE		CANIM													
1-17	0-57	0-33	0-17	MORAN		KELLY LAKE		CLINTON		FILL		KOSTER		GRAHAM		LONE BUTTE		CANIM		EXETER												
1-49	1-29	1-05	0-49	0-32	KELLY LAKE		CLINTON		FILL		KOSTER		GRAHAM		LONE BUTTE		CANIM		EXETER		LAC LA HACHE											
2-08	1-48	1-24	1-08	0-51	0-19	CLINTON		FILL		KOSTER		GRAHAM		LONE BUTTE		CANIM		EXETER		LAC LA HACHE		WRIGHT										
2-26	2-06	1-42	1-26	1-09	0-37	0-18	FILL		KOSTER		GRAHAM		LONE BUTTE		CANIM		EXETER		LAC LA HACHE		WRIGHT		ENTERPRISE									
2-41	2-21	1-57	1-41	1-24	0-52	0-33	0-15	KOSTER		GRAHAM		LONE BUTTE		CANIM		EXETER		LAC LA HACHE		WRIGHT		ENTERPRISE		ONWARD								
3-02	2-42	2-18	2-02	1-45	1-13	0-54	0-36	0-21	LONE BUTTE		CANIM		EXETER		LAC LA HACHE		WRIGHT		ENTERPRISE		ONWARD		WILLIAMS LAKE									
3-30	3-10	2-46	2-30	2-13	1-41	1-22	1-04	0-49	0-28	LONE BUTTE		CANIM		EXETER		LAC LA HACHE		WRIGHT		ENTERPRISE		ONWARD		WILLIAMS LAKE								
3-41	3-21	2-57	2-41	2-24	1-52	1-33	1-15	1-00	0-39	0-11	LONE BUTTE		CANIM		EXETER		LAC LA HACHE		WRIGHT		ENTERPRISE		ONWARD		WILLIAMS LAKE							
3-55	3-35	3-11	2-55	2-38	2-06	1-47	1-29	1-14	0-53	0-25	0-14	LONE BUTTE		CANIM		EXETER		LAC LA HACHE		WRIGHT		ENTERPRISE		ONWARD		WILLIAMS LAKE						
4-19	3-59	3-35	3-19	3-02	2-30	2-11	1-53	1-38	1-17	0-49	0-38	0-24	LONE BUTTE		CANIM		EXETER		LAC LA HACHE		WRIGHT		ENTERPRISE		ONWARD		WILLIAMS LAKE					
4-36	4-16	3-52	3-36	3-19	2-47	2-28	2-10	1-55	1-34	1-06	0-55	0-41	0-17	LONE BUTTE		CANIM		EXETER		LAC LA HACHE		WRIGHT		ENTERPRISE		ONWARD		WILLIAMS LAKE				
4-55	4-35	4-11	3-55	3-38	3-06	2-47	2-29	2-14	1-53	1-25	1-14	1-00	0-36	0-19	LONE BUTTE		CANIM		EXETER		LAC LA HACHE		WRIGHT		ENTERPRISE		ONWARD		WILLIAMS LAKE			
5-17	4-57	4-33	4-17	4-00	3-28	3-09	2-51	2-36	2-15	1-47	1-36	1-22	0-58	0-41	0-22	LONE BUTTE		CANIM		EXETER		LAC LA HACHE		WRIGHT		ENTERPRISE		ONWARD		WILLIAMS LAKE		
5-32	5-12	4-48	4-32	4-15	3-43	3-24	3-06	2-51	2-30	2-02	1-51	1-37	1-13	0-56	0-37	0-15	LONE BUTTE		CANIM		EXETER		LAC LA HACHE		WRIGHT		ENTERPRISE		ONWARD		WILLIAMS LAKE	

MINIMUM STATION INTERVALS - LILLOOET SUBDIVISION

MINIMUM STATION INTERVALS - PRINCE GEORGE SUBDIVISION

WILLIAMS LAKE MILE 317.1	0-22	0-41	0-59	1-21	1-47	2-11	2-29	2-49	3-09	3-19	3-47	4-08	4-15	4-21	4-32	4-57	5-00
HARGREAVES	0-19	0-37	0-59	1-25	1-49	2-07	2-27	2-47	2-57	3-25	3-46	3-53	3-59	4-10	4-35	4-38	
SODA CREEK		0-18	0-40	1-06	1-30	1-48	2-08	2-28	2-38	3-06	3-27	3-34	3-40	3-51	4-16	4-19	
MACALISTER			0-22	0-48	1-12	1-30	1-50	2-10	2-20	2-48	3-09	3-16	3-22	3-33	3-58	4-01	
ALEXANDRIA				0-26	0-50	1-08	1-28	1-48	1-58	2-26	2-47	2-54	3-00	3-11	3-36	3-39	
DRAGON					0-24	0-42	1-02	1-22	1-32	2-00	2-21	2-28	2-34	2-45	3-10	3-13	
QUESNEL						0-18	0-38	0-58	1-08	1-36	1-57	2-04	2-10	2-21	2-46	2-49	
BARLOW							0-20	0-40	0-50	1-18	1-39	1-46	1-52	2-03	2-28	2-31	
COTWOOD								0-20	0-30	0-58	1-19	1-26	1-32	1-43	2-08	2-11	
GREENING									0-10	0-38	0-59	1-06	1-12	1-23	1-48	1-51	
AHBAU										0-28	0-49	0-56	1-02	1-13	1-38	1-41	
HIXON											0-21	0-28	0-34	0-45	1-10	1-13	
WOODPECKER												0-07	0-13	0-24	0-49	0-52	
CRYSDALE													0-06	0-17	0-42	0-45	
STONER														0-11	0-36	0-39	
RED ROCK															0-25	0-28	
MILLER																0-03	
MILE 463.5 PRINCE GEORGE																	
CHINKA																	
KENNEDY																	
BIJOUX																	
AZOUZETTA																	
GARBITT																	
LEMORAY																	
BICKFORD																	
HULCROSS																	
HASLER																	
DOKIE																	
CHETWYND																	
QUAW	0-25																
ODELL		0-32															
MCEWAN			0-26														
ANGUSMAC				0-24													
ANZAC					0-32												
HODDA						0-23											
CHINKA							0-17										
KENNEDY								0-13									
BIJOUX									0-13								
AZOUZETTA										0-24							
GARBITT											0-24						
LEMORAY												0-24					
BICKFORD													0-12				
HULCROSS														0-12			
HASLER															0-22		
DOKIE																0-22	
CHETWYND																	0-22
QUAW	0-25																
ODELL		0-32															
MCEWAN			0-26														
ANGUSMAC				0-24													
ANZAC					0-32												
HODDA						0-23											
CHINKA							0-17										
KENNEDY								0-13									
BIJOUX									0-13								
AZOUZETTA										0-24							
GARBITT											0-24						
LEMORAY												0-24					
BICKFORD													0-12				
HULCROSS														0-12			
HASLER															0-22		
DOKIE																0-22	
CHETWYND																	0-22

MINIMUM STATION INTERVALS - FORT ST. JOHN SUBDIVISION

TABLE SHOWING RATE OF SPEED TRAIN IS RUNNING WHERE TIME OF ONE MILE IS GIVEN

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
1	0	60.00	2	4	29.03	3	8	19.15
1	1	59.02	2	5	28.80	3	9	19.05
1	2	58.06	2	6	28.57	3	10	18.95
1	3	57.14	2	7	28.35	3	11	18.85
1	4	56.25	2	8	28.12	3	12	18.75
1	5	55.38	2	9	27.91	3	13	18.65
1	6	54.55	2	10	27.69	3	14	18.56
1	7	53.73	2	11	27.48	3	15	18.46
1	8	52.94	2	12	27.27	3	16	18.37
1	9	52.17	2	13	27.07	3	17	18.27
1	10	51.43	2	14	26.87	3	18	18.18
1	11	50.70	2	15	26.67	3	19	18.09
1	12	50.00	2	16	26.47	3	20	18.00
1	13	49.31	2	17	26.28	3	21	17.91
1	14	48.65	2	18	26.09	3	22	17.82
1	15	48.00	2	19	25.90	3	23	17.73
1	16	47.37	2	20	25.71	3	24	17.65
1	17	46.75	2	21	25.53	3	25	17.56
1	18	46.15	2	22	25.35	3	26	17.48
1	19	45.57	2	23	25.17	3	27	17.39
1	20	45.00	2	24	25.00	3	28	17.31
1	21	44.44	2	25	24.83	3	29	17.22
1	22	43.90	2	26	24.66	3	30	17.14
1	23	43.37	2	27	24.49	3	31	17.06
1	24	42.86	2	28	24.32	3	32	16.98
1	25	42.35	2	29	24.16	3	33	16.90
1	26	41.86	2	30	24.00	3	34	16.82
1	27	41.38	2	31	23.84	3	35	16.74
1	28	40.91	2	32	23.68	3	36	16.67
1	29	40.45	2	33	23.53	3	37	16.59
1	30	40.00	2	34	23.38	3	38	16.51
1	31	39.56	2	35	23.23	3	39	16.44
1	32	39.13	2	36	23.08	3	40	16.36
1	33	38.71	2	37	22.93	3	41	16.29
1	34	38.30	2	38	22.78	3	42	16.22
1	35	37.89	2	39	22.64	3	43	16.14
1	36	37.50	2	40	22.50	3	44	16.07
1	37	37.11	2	41	22.36	3	45	16.00
1	38	36.73	2	42	22.22	3	46	15.93
1	39	36.36	2	43	22.08	3	47	15.86
1	40	36.00	2	44	21.95	3	48	15.79
1	41	35.64	2	45	21.82	3	49	15.72
1	42	35.29	2	46	21.69	3	50	15.65
1	43	34.95	2	47	21.56	3	51	15.58
1	44	34.62	2	48	21.43	3	52	15.52
1	45	34.29	2	49	21.30	3	53	15.45
1	46	33.96	2	50	21.18	3	54	15.38
1	47	33.64	2	51	21.05	3	55	15.32
1	48	33.33	2	52	20.93	3	56	15.25
1	49	33.03	2	53	20.81	3	57	15.19
1	50	32.73	2	54	20.69	3	58	15.13
1	51	32.43	2	55	20.57	3	59	15.06
1	52	32.14	2	56	20.45	4	0	15.00
1	53	31.86	2	57	20.34	4	17	14.00
1	54	31.58	2	58	20.22	4	36	13.00
1	55	31.30	2	59	20.11	5	0	12.00
1	56	31.03	3	0	20.00	5	27	11.00
1	57	30.77	3	1	19.89	6	0	10.00
1	58	30.51	3	2	19.78	6	40	9.00
1	59	30.25	3	3	19.67	7	30	8.00
2	0	30.00	3	4	19.57	8	34	7.00
2	1	29.75	3	5	19.46	10	0	6.00
2	2	29.51	3	6	19.35	12	0	5.00
2	3	29.27	3	7	19.25			