

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

BRITISH COLUMBIA HYDRO  
AND POWER AUTHORITY

Time per Mile		Miles per Hour
1 min.	20 sec.	45.00
1	21	44.44
1	23	43.37
1	25	42.35
1	27	41.38
1	30	40.00
1	32	39.13
1	34	38.30
1	37	37.11
1	40	36.00
1	42	35.29
1	45	34.29
1	49	33.03
1	52	32.14
1	56	31.03
2	0	30.00
2	4	29.03
2	8	28.12
2	13	27.07
2	18	26.09
2	24	25.00
2	30	24.00
2	36	23.08
2	43	22.08
2	51	21.05
3	0	20.00
3	9	19.05
3	20	18.00
3	31	17.06
3	45	16.00
4	0	15.00
4	17	14.00
4	36	13.00
5	0	12.00
5	27	11.00
6	0	10.00
6	40	9.00
7	30	8.00
8	34	7.00
10	0	6.00
12	0	5.00



RAILWAY DIVISION

**TIMETABLE 85**

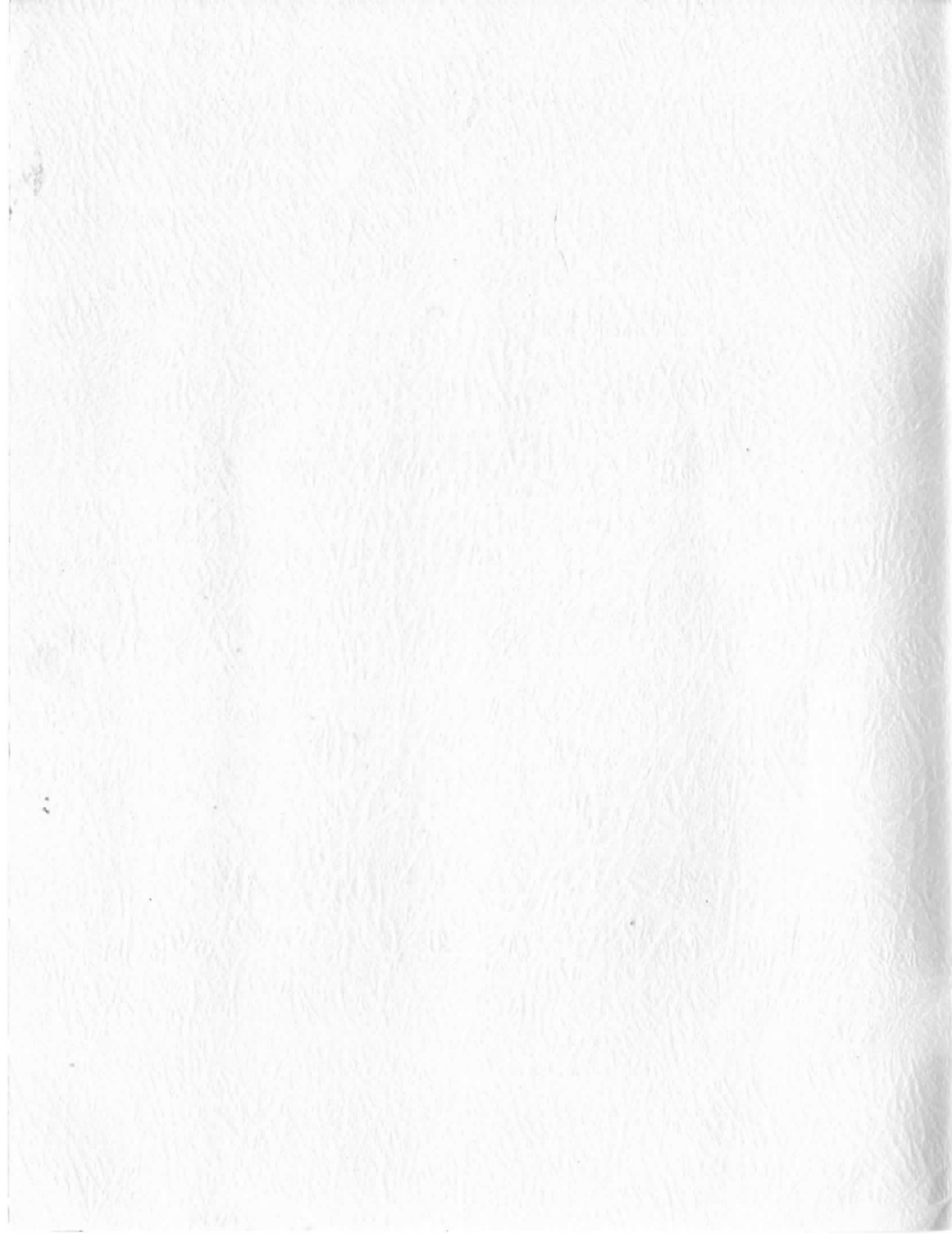
TAKING EFFECT AT 24.01 O'CLOCK

TIME TABLE 85 — OCTOBER 29, 1972

Governed by Pacific Standard Time  
or as bulletined.

For the information and guidance  
of employees only

P. BARCHARD  
DIVISION MANAGER.



**TIME TABLE 84 — OCTOBER 31, 1971**

<u>PAGE</u>	<u>SUBDIVISION</u>	<u>MILES</u>	<u>PHONE</u>
4	Central Park	7.30	
6	Vancouver	16.12	
8	Fraser Valley	63.53	
11	Steveston	7.20	
W.A. DUNCAN	Acting Railway Manager	New Westminster	521-1966
H.L. BERGSTROM	Railway Superintendent	New Westminster	521-1966
J.A. BEER	Assistant Superintendent	New Westminster	524-4438
G.W. BROWN	Assistant Superintendent	New Westminster	524-4438
C.W. WALMSLEY	Assistant Superintendent	Marpole	263-6433
N.E. TAIT	Chief Train Dispatcher	New Westminster	
L.W. COOMBS	} Train Dispatchers		
L.H. WINDERS			
M.J. MCGILL			
J. MAHOVLIC			
D.R. IRWIN			
	Crew Clerk — Trapp Yard Office —		524-4438

**Train Dispatch Office is closed from 24:01 Sunday until 8K Sunday.**

	<u>ADDRESS</u>	<u>PHONE</u>
MEDICAL OFFICER Dr. A.K. Young	970 Burrard Street, Vancouver, B.C.	683-8711
WATCH INSPECTORS Ferguson & Stephenson Cartwright Jewelers	521 Seymour Street, Vancouver, B.C. 630 - 6th Avenue, New Westminster, B.C.	

**SYMBOLS**

* See footnote		
B Bulletins and train register	V	Station protection signal. On both sides of station name indicates signals on both sides of station; when preceding station name, signal is east or south of that station; when following station name, signal is west or north of that station
C Fuel		
F Flag Stop to receive or discharge traffic		
K Standard clock, bulletins and train register	X	Crossover between main track
P Telephone	Y	Wye
R Train register	Z	Yard limits
S Regular Stop		

**GENERAL NOTICE**

Safety to trains is of the first importance. Speed must always be sacrificed for safety. In case of doubt adopt the safe course. It is far better to prevent an accident than to explain why it occurred.

Any employee having knowledge of danger to a train is first in authority, as well as responsibility, until the danger is past, or he has communicated his knowledge to his superior.

This time card is to be cared for and not mutilated.

Westward Trains Inferior Direction			Miles From New Westminster	CENTRAL PARK SUBDIVISION	Car Capacity Siding	Eastward Trains Superior Direction
Station Numbers	Symbols					
	100		.0	Z {	24	No Regular Trains ↑
			0.2			
			0.6	COLUMBIA SIDING Jct. Queensboro & Annacis Island Branch 0.4		
			2.6	Z {	16	
	108		3.0			
	110		4.2	Z {	15	
	116		4.6			
	120		5.1	Z {	16	
	126		5.5			
	128		6.3	Z {	30	
	132		6.63			BULLER Jct. Edmonds Branch 0.4
	134		7.3	ROYAL OAK 0.5		
	142			DOW ROAD 0.4		
				McKAY 0.8		
				CENTRAL PARK KINGSWAY 0.33		
				JOYCE ROAD 0.67		
				RUPERT		

Main track switches and yard limit signs are equipped with reflectorized targets.  
Rule 105A is not applicable on this subdivision.

## CENTRAL PARK SUBDIVISION

### QUEENSBORO BRIDGE

Non-Interlocked — Rule 98 Paragraph (1) and Paragraph (4) U.C.O.R. in effect. Maximum permissible speed over swing span is 10 M.P.H. Call for signals is four short blasts of Engine whistle. Radio may be used in lieu of whistle to call Bridge. Loads exceeding 131 tons gross weight must not be handled over bridge without special permission.

— Enginemen must not use sanders over the swing span nor within 10 feet of the approaches at either end of the swing span.

The normal position for Queensboro Railway Bridge is open for river traffic. Bridge Tender is on duty from approximately 17K until last train returns to New Westminster. Switches before 17K are by special arrangement.

1 — **SWITCHING ON GRADE** — Switching may be performed on grade after car reservoirs are fully charged. Cars set out on grade must have brakes set up with a full service reduction and at least one hand brake must be set up. A man must be left in charge to ensure cars are not tampered with. Multi-level cars must not be left on grade unattended.

2 — Trains and Engines will clear with Train Dispatcher before going to the CNR and BN Interchange, before returning to the Yard, and on arrival in the Yard.

3 — Trains and Engines will report immediately by radio to Train Dispatcher arrival and departure at Leeside if set out or switching performed; arrival only when passing Leeside, Royal Oak, Rupert; at end of runs.

All Bridges and Overpasses Mile 6.3 to Mile 7.3 Loads exceeding 110 tons gross weight must not be handled over the structures without special permission.

## CENTRAL PARK SUBDIVISION FOOTNOTES

### TRAINS AND ENGINES

Maximum Permissible Speeds      Mileage 0.00 to Mileage 7.30      20 M.P.H.

### NEW WESTMINSTER AREA:

Includes area known as Queensboro and Annacis Island. Queensboro/Annacis Jct. Switch may be left for either route, but must be properly secured. There is a wye in Queensboro at Queensboro Auto Unloading Facilities.

**ANNACIS AND QUEENSBORO**      Restricted speed in effect.

### EDMONDS BRANCH Station No. 500

TOTAL LENGTH 6265 feet — connected on west end at Buller, Mileage 4.2 includes Newell Sub. passing track, 510 feet. Two derails on main line, 788 feet east of Buller Ave. and 32 feet west of Salisbury Ave.

### PERMANENT STOPS LOCATED AT:

<u>Mile</u>	<u>Location</u>	<u>Direction</u>
0.60    **	13th Street Jct.	Junction with Yard Lead Eastward
6.27	Kingsway	Highway Crossing at Grade Both

### EDMONDS BRANCH

0.09	Buller Ave.	Highway Crossing at Grade	Both
0.34	Gilley Ave.	Highway Crossing at Grade	Both

### PERMANENT SLOW ORDERS

0.04	8th Street	CPR Railway Station	5 MPH	Both
0.60	13th St. Jct.		10 MPH	Westward

<u>Mile</u>	<u>Location</u>	<u>M.P.H.</u>	<u>Direction</u>
1.12	*5th Avenue	10	Highway Crossing at Grade Both
2.96	*Stride Avenue	6	Highway Crossing at Grade Eastward
		10	Westward
3.33	*Rumble	10	Highway Crossing at Grade Both
3.80	*Gilley Avenue	10	Highway Crossing at Grade Both
4.90	*Nelson Avenue	10	Highway Crossing at Grade Both
4.98	*Jubilee	10	Highway Crossing at Grade Both
5.39	*Telford	10	Highway Crossing at Grade Westward
5.55	*McKay Avenue	5	Highway Crossing at Grade Both
6.97	*Joyce Road	10	Highway Crossing at Grade Both
1.15	*Queensboro (Pembina St.)	10	Highway Crossing at Grade Both
1.31	*Queensboro	15	Highway Crossing at Grade Both
			(South End Queensboro Highway Bridge)

### AUTOMATIC HIGHWAY CROSSING SIGNALS

#### Mile

1.31 Queensboro, South End of Queensboro Bridge  
1.54 6th Ave.

To be reported daily on reverse side of Engine Report Card by the first train or engine after 2401K.

### RAILWAY CROSSING AT GRADE

Canadian National Railway —	Not interlocked	— 16th St. Yard to Rayonier Mill.
Canadian Pacific Railway —	" "	— Interchange Track to Stock Yard.
Canadian Pacific Railway —	" "	— Crossing to Queensboro.
Canadian National Railway —	" "	— South of CPR crossing to Queensboro.
Canadian Pacific Railway —	" "	— Front St. 330 ft. East of Mile 0.00
Canadian National Railway —	" "	— Front St. 400 ft. East of Mile 0.00
Canadian National Railway —	" "	— From Mile 0.5 Fraser Valley Sub.

\* Until crossing is fully occupied — after which normal speed may be resumed.

\*\* Switch is normal when lined for Vancouver Subdivision.

Westward Trains Inferior Direction		Miles from Vancouver	VANCOUVER SUBDIVISION	Car Capacity Sidings	Eastward Trains Superior Direction		
Station Number	Symbols				STATIONS		
No regular Trains ↓	9731 9732 9734 9736 9739 9740 9741 9742	CKP	16.12	Z {	13TH ST. Jct. Central Park Sub. .77	No Regular Trains ↑	
			15.35		16TH ST. 1.03		
			14.32		TRAPP YARD 1.50		YARD
			13.00		BYRNE RD. 1.66		12
			11.34		BOUNDARY .62		
			10.72		DOMINION MILLS 1.06		
			8.66		CROMPTON .48		17
			8.18		FRASER ST. GEORGE ST. MAIN		
			7.72		.25		
			7.47		ONTARIO 1.20		YARD
	6.27	MARPOLE JCT. Jct. Steveston Sub. .01	6				
	9744	KP		*MARPOLE 2.11			
	9762	4.15		49TH AVE. .25			
	9763			45TH AVE. .27	10		
	9764	3.63	41ST AVE. 2.35	7			
1.28	10TH AVE. 1.01						
	KPY	0.27	Z {	1ST AVE. Jct. South Shore 0.27			
9765	P	KITSILANO BRIDGE VANCOUVER Granville Yard		YARD			

Main track switches and yard limit signs are equipped with reflectorized targets.

Rule 105A is not applicable on this subdivision.

\*Marpole is a register for trains originating or terminating only.

### VANCOUVER SUBDIVISION

Trains and Engines will report immediately by radio to Train Dispatcher arrival or departure from Vancouver, Marpole and New Westminster, and passing 45th Ave., George St. and Dominion Mills.

**VANCOUVER IRON AND MACHINERY SPUR, MILE .58, SOUTH SHORE BRANCH** is not to be used for switching purposes beyond the east leg of the Craneway.

**MANUAL OPERATION OF HIGHWAY PROTECTION SIGNALS, 12TH AVE., MILE 1.44:** The three push button control boxes are located; one north of 11th Ave., between main line and passing track; one north of 12th Ave., on main control system; one north of 13th Ave., east of main line. Push the stop button in any of the boxes to stop the signals working. The start button **MUST** be pressed at the end of switching operations, otherwise the dwarf signals will remain red.

**NORTH ARM TRANSPORTATION SPUR, MILE 9.84** — Cars or engines are not to be dropped into this spur because of grade.

**MANUAL OPERATION OF HIGHWAY PROTECTION SIGNALS, 14TH STREET, MILE 15.96** — Push buttons marked "Stop" and "Start" are located in a box west of the road crossings. CPR and CNR Engines entering the circuit will override the BCH&PA signals when cut out. Signals will remain cut out after CPR and CNR engines have left the circuit. After BCH&PA trains or engines leave the cut out circuit, it will automatically revert to normal.

## VANCOUVER SUBDIVISION FOOTNOTES

Maximum Speed Permissible:

\*Between Mile 0.27 and Mile 1.70  
Between Mile 1.70 and Mile 6.26  
Between Mile 6.26 and Mile 15.35

10 MPH  
20 MPH  
30 MPH

### PERMANENT STOPS LOCATED AT:

Mile			Direction
0.50	4th Avenue —	Highway crossing at grade	— Both
1.25	Broadway —	Highway crossing at grade	— Both
6.16	Hudson Street —	Highway crossing at grade	— Both

### PERMANENT SLOW ORDERS LOCATED AT:

Mile			M.P.H.	Direction
0.24	Granville Street	— Highway crossing at grade. South Shore Spur	10	Both
*3.63	41st Avenue	— Highway crossing at grade.	10	Both
*4.15	49th Avenue	— Highway crossing at grade.	10	Both
*5.52	70th Avenue	— Highway crossing at grade.	15	Both
*5.82	Milton Street	— Highway crossing at grade.	10	Both
7.66	Main Street	— Turn out siding switch	10	Both
*8.18	Fraser Street	— Highway crossing at grade.	15	Both
*9.35	Victoria Road	— Highway crossing at grade.	20	Both
*15.35	16th Street	— Highway crossing at grade.	10	Both
*15.96	14th Street	— Highway crossing at grade.	10	Both

### AUTOMATIC HIGHWAY CROSSING SIGNALS LOCATED AT:

#### MILE

0.24 Granville Street. South Shore Spur  
0.80 Burrard Street  
1.44 12th Avenue  
1.70 16th Avenue  
2.10 King Edward  
2.81 33rd Avenue  
3.63 41st Avenue  
5.52 70th Avenue  
8.18 Fraser Street  
15.96 14th Street

To be reported daily on reverse side of Engine Report Card by first train or engine after 2401K.

#### STEVESTON SUBDIVISION

Junction switch, Mile 6.27, is normal when set for Vancouver Subdivision.

**KITSILANO BRIDGE** non-interlocked, Rule 98 Paragraph (1) and Paragraph (4) U.C.O.R. in effect. Call for signals is four short blasts on engine whistle, Radio may be used in lieu of whistle to call bridge. Trains or engines must not exceed a speed of 10 M.P.H. between approach signal and stop boards and must not exceed a speed of 6 M.P.H. over swing span.

G.M. 900 class engines may be operated in multiple unit. Cars up to 112 tons may be handled without restriction. Cars exceeding 112 tons but not exceeding 131 tons gross weight may be moved over the bridge provided.

(a) They are not coupled to 900 class locomotives.

(b) Idlers less than 85 tons gross weight are used on each end of such loads. Heavier cars may be handled with special permission.

**OAK STREET MILE 6.36** — No cars are to be left standing closer than seventy five feet from the edge of the road.

**SIXTEENTH STREET YARD MILE 15.35** — No cars are to be left standing closer than seventy five feet from the edge of the planking of either side of the crossing at 16th Street or from the edge of the blacktop at Fourth Ave.

**TRAPP YARD MILE 14.32** — East and West Main Line switches are normal when set for the yard leads, trains and engines will approach these switches at restricted speed.

\* Until crossing is fully occupied — after which normal speed may be resumed.

Westward Trains Inferior Direction		Miles From New Westminster	Symbols	FRASER VALLEY SUBDIVISION		Siding Capacity	Eastward Trains Superior Direction		
Station Numbers	STATIONS								
No Regular Trains ↓	398	63.53	CKPZ	<b>CHILLIWACK</b>	Joint Track CP-CN Rys.	YARD		↑ No Regular Trains	
		63.28		.25 <b>CHILLIWACK CROSSING</b> (CNR Interlocked Automatic)					
	388	59.03		4.25 <b>SOUTH SUMAS</b>					9
	380	55.34		3.69 <b>YARROW</b>					6
	371	50.64		4.70 <b>RECLAIM</b>					20
	362	42.86	PZ	7.78 <b>HUNTINGDON</b>					13
	360	41.89	Z	0.97 <b>VYE</b>					YARD
	356	39.35	Z	2.54 <b>ABBOTSFORD</b>					YARD
	352	37.07		2.28 <b>CLAYBURN</b> (CPR Interlocked)					
	348	33.96	Z	3.11 <b>GIFFORD</b>					40
	343	29.83		4.13 <b>BRADNER</b>					34
	334	23.24		6.59 <b>SPERLING</b>					26
	332	21.83		1.40 <b>LIVINGSTONE</b> (Jct. Rawlison Sub.)					
	329	19.29		2.54 <b>MILNER</b>					8
	326	17.24		2.05 <b>LANGLEY</b>					56
	322	14.35		3.03 <b>PRATT</b> (Jct. Port Subdivision)					
	320	13.50		0.85 <b>CLOVERDALE</b>					
	313	7.49		6.01 <b>NEWTON</b>					15
	311	6.79		.70 <b>BURKE ROAD</b>					25
	308	4.61	Z	2.18 <b>KENNEDY</b>					26
301	1.68	Z	2.87 <b>SHOPS</b>	8					
			1.68 <b>FRASER RIVER BRIDGE</b> (Interlocked)						
100	0.0	Z BCKP	<b>NEW WESTMINSTER</b> (Columbia & 8th St.)	YARD					

**MAIN TRACK SWITCHES AND YARD LIMIT SIGNS ARE EQUIPPED WITH REFLECTORIZED TARGETS**

C.T.C. between Westward signal 219 Livingstone and Eastward signal 142 Pratt

C.T.C. is controlled by Dispatcher, New Westminster.

\*Westward Engines and Trains call Train Dispatcher from Northend Fraser River Bridge for clearance to move to Yard and obtain track number to yard train.

Trains or engines will report immediately by radio to Train Dispatcher arrivals and departures from New Westminister, Huntingdon and Chilliwack, and when passing Kennedy, Pratt, Livingstone, Gifford and Yarrow.



Rules 263 to 273 apply between Westward signal 219 Livingstone and Eastward signal 142 Pratt. Exception to Rule 514 does not apply.

Special Instruction 37 applies at the following switches —

Mileage 15.89 54th Ave. Industrial Lead  
Mileage 17.07 Carvolth Rd. Industrial Lead  
Mileage 19.29 Milner East and West switches.

#### FRASER VALLEY SUBDIVISION FOOTNOTES

##### TRAINS

Maximum permissible speed; mileage 0:10 to mileage 63:53

35 M.P.H.

##### PERMANENT STOPS LOCATED AT:

4650 feet West of Mile 1.82 — Timberland Lead — C.N.R. Crossing — All Trains.  
(Eastward stop sign located on north side of track)

<u>Mile</u>	<u>Location</u>	<u>Direction</u>
13.50	Pacific Highway Crossing	Westward
37.07	Railway Crossing — C.P.R.	Both

##### PERMANENT SLOW ORDERS:

<u>Mile</u>	<u>Location</u>	<u>M.P.H.</u>	<u>Direction</u>
	Canadian Pacific Railway Station Area New Westminster	5	Both
.80 — 1.68	Fraser Bridge Interlocking Limits	10	Both — Applies to entire train
1.82	*Lower Scott Highway Crossing	15	Both
1.82 — 4.57	Kennedy — Curves and Grades	20	Both
4.94	*88th Ave.	30	Both
7.68	*72nd Ave.	20	Both
7.88	*King George Highway	15	Westward
	*King George Highway	20	Eastward
13.50	*Pacific Highway Crossing	10	Eastward
21.83 — 23.23	Harmsworth — Curves and Grades	20	Westward
31.40 — 33.10	Mount Lehman — Curves and Grades	20	Both
37.07	Approaching and within 500 Feet CPR Railway Crossing at grade Clayburn	15	Both
39.10	*Morey Road	20	Eastward
39.10	*Morey Road	10	Westward
39.35	*Essendene — Highway Crossing	10	Both
49.39 — 55.24	Vedder Mountain — Curves and falling rock	20	Both
60.70 — 61.50	Sardis — Curves	25	Both
63.28	Chilliwack — CNR Interlocking (Eastward home signal located on North side of track.)	15	Both
63.53	*Cheam Avenue	10	Westward

##### HIGHWAY PROTECTION SIGNALS LOCATED AT:

<u>Mile</u>	<u>Location</u>	<u>Mile</u>	<u>Location</u>
1.82	Lower Scott	16.25	New McClellan Road
3.51	Scott Rd. — 99th Ave.	16.95	Fraser Highway
4.57	Scott Rd. — 91st Ave.	17.13	Carvolth Road
7.88	King George Highway; Newton	18.13	Langley By-Pass Highway
12.04	Highway 10 (New McClelland Rd.)	20.45	Glover Rd.
14.64	Halls Prairie Rd.	21.75	Livingstone Rd.
15.61	Latimer Rd.	39.35	Essendene Ave.
		61.07	Vedder Road
		62.11	Trans Canada Highway

To be reported daily on reverse side of Engine Report Card by the first train or engine after 24.01K.

\* Until crossing is fully occupied, after which normal speed may be resumed.

**RAILWAY CROSSING AT GRADE**

Mile 0.35 Front Street, New Westminster —  
 4650 Feet West Mile 1.82 — Timberland Lead  
 Mile 37.07 — Clayburn  
 Mile 63.28 Chilliwack

**FRASER VALLEY SUBDIVISION**

**MANUAL OPERATION OF HIGHWAY SIGNALS, LOWER SCOTT ROAD, SHOPS, MILE 1.8** — When necessary to make a return movement over Scott Road Crossing, after train has pulled clear of the east side of the road, signal control on the south east side of Lower Scott Road Crossing may be used. To activate the automatic highway signals, open the box, pull out the two buttons marked "lights" and "bell". When lead car or engine passes over west side of crossing, close door and lock it. Signals will continue to function until the train has passed insulated rail joints on Timberland Lead, Shop Siding, or outside limits of main line signal service.

**MANUAL OPERATION OF HIGHWAY SIGNALS ABBOTSFORD MILE 39.35** — Manual control boxes are located on the signal masts on each side of Essendene Avenue, and one each at or near the entry to the tracks circuits 280 feet east and 250 feet west of Essendene Avenue. Control boxes contain two buttons marked "stop" and "start". When switching operations are to be performed within the track circuits, Trainmen must open boxes, depress the button marked "stop". This will cut out the flashing highway signals, and avoid unnecessary interference with highway traffic. Traffic through the crossing and within 15 feet of each side must be cleared before the signals will stop operating. When movement over the crossing is to be made, Trainmen must depress button marked "start", which will restore the operation of the signals to automatic. After waiting the approved time after signals have begun operating and the way is clear, movement may be made over the crossing.

Train dispatcher will broadcast train line up twice daily; at 8k and 14k on radio channel B.

Canadian National Railway — Not Interlocked  
 Canadian National Railway — Not Interlocked  
 Canadian Pacific Railway  
 Canadian National Railway


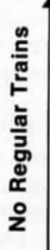
**FRASER RIVER BRIDGE**

Between Mile 0.82 and Mile 1.68 all train or engine movements will be governed by Interlocking Signals — Interlocking Rules apply — see instructions: Maximum permissible load 131 tons. Heavier cars may be handled with special permission.

- A** — Trains or Engines will sound one long, one short, one long, one short whistle nearing approach signals.
- B** — All clear signals must be acknowledged by 2 short Engine whistle signals.
- C** — When signals are inoperative, trains and engines must stop before passing them, and proceed only on receipt of written clearance issued by Department of Public Works employee.
- D** — Any object waved violently by anyone on or near the track is a signal to stop.
- E** — In addition to the approach and home signals Eastward Engines or Train are governed by the lower light of the 3 light assembly of route signal located at the southend of the bridge. Westward trains will be governed by the center light of the 3 light assembly of route signal at the northend of the bridge.
- F** — Maximum permissible speed of trains or engines is 10 M.P.H. within Interlocking Limits and approaching home signals.
- G** — The explosion of one torpedo within Interlocking Limits is a signal to stop and is to be acknowledged by engine whistle signal (14G).

**VEDDER RIVER BRIDGE, MILE 56.39** — Maximum permissible load 131 tons when coupled to cars 36 feet or longer. Heavier cars may be handled with special permission.

**MILE 17.24 LANGLEY (West Switch):** — Normal position of switches leading to spurs located on passing track — lined and locked for through movements.

Northward Trains Inferior Direction			Miles from Marpole	STEVESTON SUBDIVISION	Car Capacity Sidings	Southward Trains Superior Direction
	Station Numbers	Symbols				
 No Regular Trains	9745	Z	7.2	STEVESTON 0.5	16  YARD	 No Regular Trains
			6.7	EAST STEVESTON 3.6		
	9752		3.1	BRIGHOUSE (No. 2 Road) 1.9		
	9758		1.2	BRIDGEPORT (Sea Island Way) 0.6		
	9759	Z	0.6	TUCKS		
	9744	KPZ	0.0	MARPOLE JCT. (Jct. Vancouver Subdivision) *MARPOLE		

Main track switches and yard limit signs are equipped with reflectorized targets.  
Rule 105A is not applicable on this subdivision.  
\*Marpole is a register station for trains originating or terminating only.

### STEVESTON SUBDIVISION FOOTNOTES

#### TRAINS

Maximum speed permissible

Mileage 0.00 to mileage 4.27  
Mileage 4.27 to mileage 7.20

25 M.P.H.  
15 M.P.H.

#### PERMANENT STOPS LOCATED AT:

<u>Mile</u>	<u>Location</u>	<u>Direction</u>
0.01	Marpole Jct., Junction with Vancouver Subdivision	Northward
2.42	*Gilbert Road Highway crossing at grade	Both

\*Flag protection to be provided until Gilbert Road crossing fully occupied.

#### PERMANENT SLOW ORDERS

<u>Mile</u>	<u>Location</u>	<u>Direction</u>	<u>M.P.H.</u>
1.20	*Sea Island Way	Both	15
6.70	East Steveston	Both	20
7.10 - 7.16	Steveston - curve	Both	10
7.15	*Moncton St.	Both	10

Vancouver Subdivision — Switch is normal when set for the Vancouver Subdivision.

#### AUTOMATIC HIGHWAY SIGNALS LOCATED AT:

<u>Mile</u>
1.20 *Sea Island Way crossing
3.65 *Westminster Highway

To be reported daily on reverse side of Engine Report Card by the first train or engine after 2401K. \* Until crossing is fully occupied, after which normal speed may be resumed.

Trains and engines will report by radio to train dispatcher arrival or departure from Marpole and ends of runs.

**MARPOLE BRIDGE** — Mile 0.22 non-interlocked. Rule 98 Paragraph (1) and Paragraph (4) U.C.O.R. in effect. Call for signals is four short blasts on engine whistle. Radio may be used in lieu of engine whistle to call bridge. Maximum permissible speed over swing span is 15 M.P.H.

Maximum load permissible on Marpole Bridge: 131 tons.

Loads exceeding 131 tons gross weight must not be handled over the Bridge without special permission.

## RULES AND SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

### A. Rule 72A The Superior direction is East or South.

1. **IN THE ABSENCE OF AN OPERATOR** and when necessary for the Train Dispatcher to issue a train order to a train, the Conductor, Engineman or qualified employee copying the order must repeat it to the Train Dispatcher who will check for correctness. Conductor and Engineman will then read the train order aloud to each other either in person or by radio to check for correctness.

### 2. RADIO Construction Adjacent to the Railway:

Where construction or work of any nature is being carried out on or adjacent to the railway and wherever such work might endanger railway property or the safe passage of trains or rolling stock, the following rules shall apply:

- (a) Flag protection as prescribed by the Uniform Code of Operating Rules to be observed in its entirety by all parties concerned.
- (b) Audible signal systems approved by the Chief Inspector to be installed and operated by the party or parties doing the work.
- (c) Qualified flagman to be employed. In order to be qualified, flagman shall be examined and approved by the railway company on its flagging rules, and the costs of employing them shall be borne by the party or parties performing the work or construction.

"Where the words" "transmitted by telephone" appear in the uniform code of operating rules such words shall also mean and include radio telephone, and where radio telephone is used in lieu of telegraph or line telephone, the following additional rules shall also apply:

### RADIO SILENCE RULES

"On railway lines over which rolling stock equipped with radio telephone may pass and blasting powder is to be primed with electric detonators within one thousand feet of such lines, the person or persons performing the blasting shall immediately preceding cause "radio silence signs" to be placed on the righthand side of the track one thousand feet in each direction from the point where the blasting is to take place and when the powder has been detonated the signs shall be removed.

"It shall be the duty of every person placing "radio silence signs" adjacent to the track to notify the train dispatcher as to the exact mileage and location where such signs are to be placed or removed, and the train dispatcher may withhold permission for the placing of such signs until all trains in the area have been duly notified; notwithstanding however, no powder shall be primed with electrical detonators within the prescribed limits until approved signs have been placed.

Approved "radio silence signs" shall be three (3) feet wide by two (2) feet high, with six (6) inch white luminous letters on black nonluminous background. Approaching the silence area the board shall

read "RADIO SILENCE BEGINS" and the reverse side shall read "RADIO SILENCE ENDS". The centre of the sign shall be placed not less than three (3) feet and not more than six (6) feet from the level of the track ballast with the trackside edge of the sign six (6) feet from the gauge side of the nearest rail and with "RADIO SILENCE BEGINS" facing the right side with respect to approaching traffic.

"Where signs indicating radio silence are placed at the side of the track, trains or equipment with radio telephone shall observe radio silence by switching off the power from all radio telephones while such equipment is between all signs so placed".

### MAIN TRACK SWITCHES:

Under the heading "Main Track Switches" following Rule 103, a note reads "Where authorized by special instructions, main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights".

In territory subject to the jurisdiction of the Department of Commercial Transport for the Province of British Columbia, this note will not apply except as authorized by the Minister of Commercial Transport of the Province of British Columbia.

### Instructions governing the operation of Railway Radio Communication System.

- (1.) A Railway Radio Communication System is one employing radio for the transmission of information between selected stations. This facility is provided so that certain duties may be carried out with greater convenience, less delay and added safety.
- (2.) It is necessary for those using radio equipment to adhere strictly to the rules and instructions.
- (3.) These instructions do not modify or supersede any rule in the Uniform Code of Operating Rules, Time Table or Special Instructions.
- (4.) All failures of radio equipment must be reported promptly, but trains should not be unnecessarily delayed as a result of such equipment becoming inoperative; notwithstanding, no train movement shall be made in contravention of Rule 3 herein.
- (5.) No employee shall transmit any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language via radio.
- (6.) To initiate a conversation, employees will first identify themselves and then name the station they are calling, repeating call at appropriate intervals.

Example: (a) "Extra 904 West calling train dispatcher over". (b) "Sixteenth Street Yard calling Huntingdon over". In answering, the station being called will identify itself by giving its station designation.

Example (a) "Dispatcher over". (b) "Huntingdon over".

To terminate a conversation, stations will sign off by giving the numbers assigned to that station, and adding the word "clear".

- Example: (a) Huntingdon "X0129 clear".  
 (b) Chilliwack "X0128 clear".  
 (c) Eng. 901 "901 clear".  
 (d) RI "R1 clear".

- (7.) Radio may be used as outlined below.
- (a) For transmitting and receiving train orders. For communication pertaining to train movements and usual business with the dispatching office. All such communications will be on an assigned channel. For general communications between various office, maintenance of way forces, etc., to be handled on a separate assigned channel.
- (b) For checking train orders received and fulfillment of same.
- (c) For locating the position of train.
- (d) To verify that flagman has returned to his train.
- (e) To expedite testing of air brakes.
- (f) For information relative to train defects or to provide information that will in any way benefit train operations and assist in Yarding trains, improve safety or prevent accident.
- (g) For emergency conditions which shall be preceded by the word "EMERGENCY" repeated until possession of the line is secured, and the emergency condition can be reported to proper authority.
- (8.) When more convenient to do so, radio may be used in lieu of hand signals. During switching operations, when radio is being used, both the direction and the distance of the movement must be given. The engineman will move the approximate distance and then stop, unless he receives further instructions.

Example: "Engine 908 back up two car lengths,"  
 NOT "back up"  
 Stations will NOT be identified by the use of names of persons working at those locations, particularly in train or switching operations.

Example: "Engine 904 come ahead four car lengths"  
 NOT "O.K. George, 4 cars".

- (9.) Under normal conditions, information to be forwarded to road crews from other than the dispatch office will be relayed through the dispatch office.
- (10.) Only authorized employees are permitted to make adjustments to a radio unit.
- (11.) In speaking, the employee must use a clear, distinct tone. Speak directly into the mouthpiece in a NORMAL tone of voice. DO NOT SHOUT, or raise your voice as it causes distortion at the receiving station.
- (12.) Before transmitting by radio, employee must listen long enough to ensure that the circuit is not already in use and ask "Line Clear" before speaking. If an emergency arises, interruption is permitted, as in Rule 7(g).

#### OPERATION OF MOBILE UNITS ON LOCOMOTIVES

- (1.) Each engine equipped for radio communication will have an ON-OFF switch for the mobile unit.
- (2.) The Radio must be turned on and left on until

the trip is completed unless the equipment becomes unserviceable. Adjust volume as required by means of dial marked volume.

- (3.) Sufficient warm-up time must be allowed to silence the highstatic from the speaker and hand-set. Before starting shift, test call will be made to dispatcher.
- (4.) To transmit, depress the "talk" button on the handset. The transmit light will be lit when this is done. To receive, release the "talk" button on the handset.
- (5.) To change channels, turn the dial indicator to the desired channel. Remove the handset from the holder. Depress and release the channel control button. Transmit and receive as in Rule 4. When the handset is replaced in the holder, radio communication will revert to the original channel, regardless of the position of the dial indicator.

#### OPERATION OF SMALL PORTABLE RADIO UNIT

- (a) Each portable unit has an ON-OFF switch. To put unit in operation, put ON-OFF switch to ON. Set channel selecting indicator to the channel required, allow set to warm up, and adjust volume accordingly.
- (b) To transmit, a "talk" button must be pushed. To receive, this "talk" button must be released. On some sets the "talk" button will be located on the handset, on others where there is no handset, it will be located on the body of the instrument.
- (c) The radio should be turned on and left on until the shift is completed. If necessary to be out of radio contact for any reasonable time, the proper authority must be advised of this absence its approximate duration, and upon return to radio contact, the proper authority must be so advised.
- (d) At the end of the shift, turn the unit OFF and return all appliances to their proper position i.e. retract antenna, secure handset, etc. If the radio has the rechargeable type Cadmium batteries, the person in charge of the radio will arrange to have the battery serviced when radio is turned in at the end of his shift. These batteries must not be charged continuously for more than 24 hours, otherwise the unit may be burned out.

3. **POWER CAR E-60** — Will reduce speed to 5 M.P.H., 100 feet on both sides of Trans Canada Highway, Mile 62.11.

4. Unless otherwise provided on freight, mixed and work trains in motion between stations, Conductor and Enginemen will see that Trainmen are at the front and rear of train (in cupola of caboose where provided) in position to observe the safe operation of train and when practicable exchange signals when approaching and passing stations.

Regulations require Enginemen and Trainmen to look back at frequent intervals particularly on curves to check for dragging equipment, derailments, hot boxes, etc.

5. Conductors must give personal attention to the performance of switching at terminals and intermediate points, and as required at other times. Before making running switch, stop must be made, hand brake and switch tested. They must not be made with or onto occupied cars or cars containing explosives or other dangerous commodities.

Coupling speeds during Yard and Road Switching must not exceed 4 m.p.h.

6. No brake system can operate properly unless it is first adequately charged with air. Cars of today are predominantly AB equipped and as such require properly timed charging periods.

7. All conditions which may affect the safety of employees or train operations, must be reported IMMEDIATELY to the Train Dispatcher. Employees must not wait until the end of the shift to report any condition which may affect safety of employees or trains.

8. Only Authority personnel whose passes are over-stamped, "good on front end" or "good on all rolling stock" are permitted to ride freight trains. All other personnel must have a limitation of liability form properly executed or written authority from a railway official.

9. **TIME CHECK** — A time check will be broadcast daily from the train dispatch office between 9:59K to 10K on Channel A. There must be no interference with transmission at this time.

10. (a) **OPEN LOADS** on Flat or Gondola cars must not be next to Engine or Caboose or occupied outfit cars.

(b) **AUXILIARY CRANES**, cranes other than auxiliary, combination cranes, pile drivers, shovels, etc., when moved in freight trains, must have the boom or leads in trailing position. Yard Offices and Agents must secure authority from Chief Train Dispatcher before moving these machines in trains.

(c) **FREIGHT CARS 85 FEET** or over must not be handled in trains next to cars less than 40 feet in length. They may be handled next to the Caboose.

(d) **PIGGY BACK FLAT CARS, TRI-LEVEL, BI-LEVELS AND AUTO TRANSPORTERS** — whether loaded or empty must not be cut off while in motion, or coupled to with more force than is necessary to complete the coupling.

(e) Employees must not walk on the roof of trailers in piggy back service.

(f) **CARS 70 FEET OR LONGER**, that is Auto Transporters, Bi-Levels and Tri-Levels

whether loaded or empty must be afforded extra care during coupling, handling at ramps, and other switching movements to avoid damage to train line and safety appliances. These cars must not be loaded with shipments in excess of deck width.

(g) New Westminster 16th St. Yard; Cars 70 ft. or longer must not be handled in Track S-14.

(h) Vancouver Yard area; main line and passing track at Kitsilano Barn; Handbury Siding only are to be used for these cars prior to delivery to unloading area.

11. (a) **MARSHALLING OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES**

— The switch list of every Conductor handling an Explosive Placarded Car, shall be marked beside the number of the car, "Explosives".

(b) **EXPLOSIVES PLACARDED CARS** shall be placed not nearer than the 16th car from Engine or occupied Caboose except when length of train does not permit, they shall be placed near the middle of the train. If transported in trains made up in blocks. Explosives Placarded Cars shall be placed near the middle of the block, but not nearer than the 6th car from both Engine or occupied Caboose. Explosive Placarded Cars must be separated from engine or occupied caboose by Non-Placarded car in switching operations, and when handled in freight or mixed trains performing pick up and/or set out service.

Explosives Placarded Cars must not be next to occupied House Cars, cars placarded dangerous, dangerous radioactive material, poison gas, or flammable poison gas, Engine, occupied Caboose, cars loaded with animals or fowl when occupied by an attendant, cars containing lighted heaters, stoves or lanterns, cars equipped with automatic refrigeration, or heating equipment, or any apparatus utilizing open flame, lights or internal combustion engines, loaded flat cars and open top cars when lading extends above car ends.

(c) **LOADED PLACARDED TANK CARS** — shall when length of train permits, be not nearer than the 6th car from Engine or occupied Caboose. When length of trains do not permit and when engaged in pick up or set of service, such cars shall be not nearer than the 2nd car from Engine or occupied Caboose.

Loaded Placarded Tank Cars must not be handled in trains next to occupied House Cars, and cars placarded Explosives, poison gas, or flammable poison gas, Engine or occupied Caboose except when train consists only of Placarded Loaded Tank Cars, loaded Flat Cars and Open Top Cars when lading extends above car ends. Cars equipped with automatic refrigeration or any apparatus utilizing open flame lights, or Internal Combustion Engine, cars containing lighted heaters, stoves or lanterns.

(d) **LOADED PLACARDED CARS** — Cars

placarded "dangerous radioactive material", must not be handled next to cars placarded Explosives, or carload shipments of undeveloped film.

(e) **CARS PLACARDED EXPLOSIVES, POISON GAS OR FLAMMABLE POISON GAS**, or any Flat Car carrying a Trailer placarded Explosives, poison gas, flammable poison gas, dangerous radioactive material, shall not be cut off in motion nor shall any car move under its own momentum, be allowed to strike such placarded cars or Flat Cars carrying Trailers so placarded.

(f) When any placarded car, Trailers on Flat Car or Tank Cars are accompanied by authorized personnel for handling, see Section 74.589 of M.T.C. regulations for specific handling instructions.

Employees will be guided by specific instructions governing handling of any placarded car, Trailers on Flat Car or Tank Cars prescribed by B.T.C. regulations maintained on file at all agencies.

## 12. REPORTING PROCEDURE TO BE FOLLOWED WHEN SERIOUS ACCIDENTS OCCUR, —

(a) A serious accident is classified as one involving injury to a person or persons requiring ambulance and/or medical treatment; and major property damage, derailment or collision.

IF A SERIOUS ACCIDENT OCCURS, CONDUCTOR MUST NOTIFY TRAIN DISPATCHER IMMEDIATELY BY THE QUICKEST AVAILABLE MEANS OF COMMUNICATION. HE MUST TELL THE DISPATCHER IF ANYONE IS INJURED, HOW MANY PERSONS ARE INJURED, IF POLICE OR AMBULANCE ARE REQUIRED, AND THE LOCATION OF THE ACCIDENT.

He should arrange to care for the injured persons until the arrival of the ambulance. Get names and addresses of injured persons if possible.

GET NAMES AND ADDRESSES OF AS MANY WITNESSES AS POSSIBLE.

When another vehicle is involved, get the name of the driver, his licence number, the licence number of the vehicle, and Insurance Policy references.

(b) Submit a full written report on Form 20212. All members of the crew are to give statements, out-lining their location on the train, what they were doing, what they saw, and what they heard prior to and at the time of the accident. DO NOT DISCUSS THE ACCIDENT WITH ANY PERSON OTHER THAN COMPANY OFFICIALS FROM LEGAL OR TRANSPORTATION DEPARTMENT. THE CREW SHOULD NOT GIVE OR SIGN STATEMENTS OTHER THAN FOR AN OFFICER OF THE COMPANY. However, if requested by police to give statements, crews may state such general facts as their names and addresses, the number and direction of the

train, the place and time of the accident, the direction of approach of the person or vehicle, but under no circumstances should crews express opinion as to the cause of a mishap nor attempt to estimate speeds or distances.

(c) In case of accident, Conductors of trains may command the services of Work Trains, Trackmen, and other employees in the vicinity when their assistance is required.

(d) **IN THE EVENT OF A CROSSING MISHAP, ENGINE BELL MUST BE LEFT RINGING AFTER TRAIN IS STOPPED UNTIL ATTENTION OF OUTSIDE WITNESSES AS WELL AS EMPLOYEES IS CALLED TO THE FACT THE REGULATION HAS BEEN COMPLIED WITH.**

13. (a) **TO PREVENT FIRES ALONG THE RAILWAY RIGHT-OF-WAY**, cigarettes, matches, ashes or other combustible materials must not be thrown out from moving train. Care must be exercised when using fuses particularly near combustible materials and around industrial plants. Make sure that fuses are extinguished before discarding.

(b) If a crew becomes aware of a fire on the right-of-way which is endangering railway property they will immediately notify the Dispatcher. They will then go to the siding and lift any railway equipment from it if possible. If the fire can be controlled with available fire fighting equipment, crews will do their best to extinguish the fire. Do not interfere with local fire fighters nor endanger lives or equipment needlessly.

14. **WHEN CARS ARE SET OUT BETWEEN TERMINALS BAD ORDER**, Conductor will advise Train Dispatcher immediately. Cars will be set out at a suitable location on the siding to facilitate repairs by workmen, e.g. cars with hot boxes should be set out with the journal over a tie.

15. **CLOSE CLEARANCES** — On Granville Island there are 28 close clearances of which many are unmarked. On all subdivisions there are close clearances marked by tell-tales, warning board and standard close clearance warning signs (2 diamond shaped holes on yellow background). Crew members must familiarize themselves with such locations and must not ride sides of cars or on top of cars where these close clearances occur.

16. **FREIGHT CARS LEFT STANDING ON GRADE** — when cars are left unattended on tracks on grade, the following rules are to be observed:

1. A full service reduction to be made on the cars to be left.
2. Sufficient hand brakes to be set up to hold the number of cars left on grade.
3. Blocks to be placed under wheels of leading cars when possible.
4. Derail to be set in derailing position, and locked on.

5. Where it is suspected that unauthorized persons may tamper with cars left standing on grades during doubling operation, Conductor will delegate a member of the crew to stay with the cars left standing on grades.

**17. LOCOMOTIVE REVERSE KEY** — When leaving the locomotive unattended for any reason for any indefinite length of time, Engineman must remove the Locomotive Reverse Key and take it with him. At Kitsilano, leave the Reverse key in the Bull Pen; at Marpole, in the Caboose; at Chilliwack, in the Enginemen's trailer, Trapp Yard switching crew, at Dispatch Office; Trapp Yard Locomotive Shop, remove key from Controller and place in stand.

**18. 900 & 940 CLASS LOCOMOTIVES IN MULTIPLE UNIT** — When working 900 and 940 class locomotives in Multiple Unit, 900 class must always be the lead unit, except when switching at speeds of less than 10 m.p.h., the 940 class locomotive may take the lead.

19. (a) 940 class locomotives must have scraper type filters rotated at least once every 4 hours.

(b) Engines must be inspected while in service at not less than 5 hour intervals and more frequently when time permits.

**20. HAULING SHUT DOWN LOCOMOTIVES IN TRAIN SERVICE** — The shut down locomotive will be the last unit in multiple unit operation. Bus line will not be coupled between working unit and shut down unit unless specially authorized by qualified Barn personnel. Engineman will check the shut down locomotive for the following features:

- (a) Independent brake valve is in running position.
- (b) Automatic brake valve is in lap position.
- (c) Three position cut out cock is in number 2, or trailing position.
- (d) The three air hoses connecting the brake pipe, main reservoir pipe and equalizing pipe are connected.

**21. DIESEL ENGINES — RERAILING** — After notifying Train Dispatcher, Trainmen may rerail Diesel Engines if one pair of wheels or less of a truck are on the ground, or if two wheels or less on the same side of a truck are on the ground. If more wheels are off than as indicated, advise Dispatcher immediately who will contact Shop Maintenance men to arrange rerailing.

**22. (a) AUTOMATIC TRAFFIC SIGNALS** — Crews are to watch the operation of Highway Crossing Signals and report immediately if they are not working. Engineman will record performance on prescribed form and forward to Dispatcher at end of shift.

(b) **WHERE A HIGHWAY CROSSING SIGNAL FAILS TO OPERATE**, the train will be brought to a stop before crossing highway, a

flagman will protect the crossing until the train occupies the crossing.

**23. A TRAIN OR ENGINE HAVING SOUNDED ENGINE WHISTLE SIGNAL 14L** and brought to a stop before passing over a public crossing will, if the location of the train in relation to the crossing warrants, again sound the signal before proceeding over crossing.

**24. WHEN ENGINES ARE UNABLE TO HAUL THEIR RATINGS**, Enginemen must notify Train Dispatcher immediately. Such failures are to be marked up on Engine Cards.

**25. HEADLIGHT ON LEADING DIESEL UNIT USED IN ROAD SERVICE** is to be kept lighted on high beam during the day time as well as by night.

**26. DIESEL ELECTRIC UNITS MAY BE OPERATED THROUGH WATER** if depth is less than 3 in. above rail, but must not exceed a speed of 3 m.p.h. Should a Diesel Electric unit operate or be hauled through water above rail level, report must be made immediately to Train Dispatcher and on Engine Report Card when turned in.

**27. LAYING UP DIESEL ELECTRIC ENGINES TRAPP YARD LOCOMOTIVE SHOPS** — Unless otherwise instructed by the Dispatcher or Shop personnel on duty, Diesel Electric Locomotive when being laid up at end of the shift at the above locations will be left outside in the following condition:

- (a) When Shop personnel are on duty, the Engine will be left idling.
- (b) Leave independent brake valve in full application, and block the wheels if necessary. When no Shop personnel are on duty Engine will be shut down.
- (c) Remove Reverse Key as per Rule 17.
- (d) Complete Engine Report Card.

**28. LAYING UP OF DIESEL LOCOMOTIVES AWAY FROM SHOP LOCATIONS**

- (a) Make visual inspection of Diesel Engine.
- (b) Shut engine down, turn off all switches, pull main battery switch, and set hand brake. In freezing weather, leave engine running and notify Dispatcher.
- (c) If instructed to leave engine running, Locomotive is to be left outside of any buildings. Leave independent brake valve in full application and where necessary block the wheels. In addition all windows to be closed and doors locked.
- (d) Remove Reverse Key as per Rule 17.
- (e) Complete Engine Report Card.

**29. WINTER CARE OF DIESEL ENGINES WHEN TIED UP AWAY FROM HOME TERMINAL** — During freezing weather all Diesel Engines to be left idling when left unattended. If in doubt



Enginemen are to check with Train Dispatcher. Remove reverse key, lock windows and doors, hand brakes set, automatic brake service reduction of 20 lbs. made and brake valve left in lap position. Wheels should be blocked if on grade.

30. Where electrical plug in facilities are available, as at Chilliwack and Huntingdon, 940 class engines can be shut down when properly connected with plug in cable. If engine is left outside away from the engine house at Chilliwack, Engineman will advise Dispatcher, and record same on Engine Report Card.

31. **RADIO** — Enginemen will test radio by calling Train Dispatcher at the beginning of shift.

32. Track scale Abbotsford, New Westminster, Vancouver: **MAXIMUM** speed over any track scale is **10 M.P.H.** All train movements on the east end of Trapp Yard must use the bypass track except when weighing.

**BEFORE** weighing is begun, scale **MUST** be balanced and platform cleared of debris, snow, etc. All wheels must be fully on platform. Car must be at rest and couplings free at both ends.

**OVERLOADED CARS:** When cars are weighed and found to be overloaded, they are not to be forwarded to destination, but are to be held at the weighing station. The Conductor will report the overload to the proper authority. The car is not to be forwarded until the overload has been removed or permission has been received to move under special arrangements.

33. **WHEN FORM Y TRAIN ORDER PROTECTION** is provided as prescribed in Rule 42 of uniform code of operating rules, engineman will use channel B on the radio to call the man in charge at the work point. The call is to be made sufficiently in advance of arrival time at work limits (approximately 20 minutes) to permit track machines to clear and track made safe. When machines are clear and track is safe, man in charge at work point will signal train to proceed through work limits as authorized by rule.

34. **CREW MEMBERS MUST NOT** ride the top of freight cars not equipped with running boards.

35. **THE FOLLOWING CARS MUST NOT** be lifted from customers siding unless appliances are properly secured.

**FLATCARS, GONDOLAS:** Tiedown chains, wires or straps must be secured or removed.

**COVERED HOPPER GONS and DROP BOTTOM GONS:** Bottom doors must be closed shut.

**PLUG DOOR CARS:** Plug doors must be closed and **LOCKED** shut.

**COMPARTMENTALIZED CARS and D.F. LOADERS:** Bulkheads must be properly secured when made empty to prevent damage to them to transit.

**TRI-LEVEL, BI-LEVEL AND TRAILER FLAT CARS:** Bridge plates must be raised and secured.

Cars left on siding for any of the above reasons should be reported on conductors wheel report.

36. **CENTRALIZED TRAFFIC CONTROL Rule 269** — Within C.T.C. territory protection against following trains or engines on the same track is not required at any time unless signals are declared inoperative.

37. In territory where Rules 263 - 273 are effective, trains must not clear the main track at non-electrically locked hand operated switches at the location listed in the Subdivision footnotes of the 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.

38. In C.T.C. 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.

39. At public crossings at grade where automatic warning device is in service, except as provided in Rule 103, timetable footnotes, bulletins or train orders, track circuits are designed to activate the required protection for through movements.

(a) In CTC when authorized to pass a stop indication of a block or interlocking signal, movement must not obstruct any crossing within the block governed by that signal until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.

(b) In CTC, where this special instruction applies, movements stopped by a stop indication of a block or interlocking signal, must stop clear of the crossing and if authorized to pass the stop indication, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds, or until movement is protected by a flagman.

(c) Except as provided in 39(a) and 39(b), when on bonded track a movement is switching, has passed from one track to another or has turned a switch, crossing must not be obstructed until it is known that protection is and has been in operation for at least 25 seconds and where provided, gates are horizontal, or until movement is protected by a flagman. Where a stop sign is erected, after stopping, the crossing may be obstructed when protection is observed to have been in operation for 7 seconds.

Note: — Passing from one track to another includes movement from a siding or other track to main track when the switch is within the circuits of the crossing.

(d) Employees must observe and familiarize

themselves with the operation of protection and whenever possible, avoid its unnecessary operation. At crossings so equipped push buttons or other appliances must be used to activate or de-activate protection as required.

**40.** When switching is completed at industrial sites which are protected by fences and/or doors, unless otherwise instructed by an authority of the industry, gates and/or doors must be closed and where locks are provided, they must be left secure.

**41.** Long air hoses on cushioned underframe cars must be properly secured at all times during switching operations to prevent dragging and possible damage or derailment.

**42. SWITCHING 16TH STREET & TRAPP YARD;**

— A hand brake must be set on the first car on the West End of any track in Trapp Yard. In 16th Street yard it will refer to the East End car. After switching in any track care must be taken to see that couplings are made properly before pushing back into these tracks.

Freight trains entering the Yard need not apply a hand brake after setting out trains, unless specifically requested or train line bled off.

Coupling speeds must not exceed 4 m.p.h. Before coupling is made with or onto cars equipped with cushion underframe and/or long shank couplers, the drawbars must be checked to ensure that they are properly lined up. Whenever possible this type of car should be left on straight track for coupling. To prevent bypassed knuckles, cars must not be dropped onto stationary cars situated in curved portion of track or sidings.

**43. McPHERSON INDUSTRIAL LOADING TRACK** — During switching, the first car in must have a hand brake set up to prevent slack action damaging the ramp or stop blocks, and automatic air brake will be used in addition. Vehicles weighing over 3 tons must not be left for unloading over the ramp on the west end of track 3.

**44. CROSSOVER SWITCHES** — The normal position of switches for crossover movements on all subdivisions — when lined and locked for through movements.

**45. EQUIPMENT RESTRICTIONS:**

**1. ENGINE RESTRICTIONS:**

(a) Five S.W. 900 class units in consists with 20 motorized axles or three SD class units (2000 H.P.) may be used on the head end of trains.

(b) When S.W. 900 class units are operated in multiple with SD 38 class units, the consist must not exceed 22 motorized axles.

**2. BACK-UP AND FORWARD PUSHING MOVEMENTS (FREIGHT EQUIPMENT):**

To prevent jack-knifing of diesel units during these movements, the following limits are placed on the number of working units permitted whenever 20 or more cars are involved.

1000 H.P. or smaller	— 4 units
2000 H.P. or larger	— 2 units

The units allowed to work must be those leading in the direction of the movement (next to the cars) and the then trailing units, if any, must be isolated until the movement is completed.

Any dead or idling units located between the operating units and the cars must be set off before movement is started.

**3. COUPLING REGULATIONS:**

When coupling an engine consist of three or more units to a train, or cut of cars, a stop must first be made 6 to 12 feet from point of coupling. The coupling is then to be made as gently as is possible.

4. Before a coupling is made with or onto cars equipped with cushion underframe and/or long shank type couplers, the drawbars must be checked to ensure that they are properly lined up. Whenever possible this type of car should be left on straight track for coupling.

**BURRO CRANES AND OTHER SIMILAR MACHINES SPECIAL INSTRUCTION "A"**

Equipment, such as Burro Cranes and other similar machines, because of their short wheel base and light weight, cannot be depended on to operate signal systems, and such machines should be operated and protected in the following manner:

(a) When conditions permit the use of these machines without Form "H" train order authority, Rules 40, 41, 42 may be used.

(b) When train order authority is provided for the movement of these machines, flag protection, when required, must be provided in accordance with Rule 99 OUTSIDE ABS TERRITORY. Such protection must also be provided on the main track in yard and station limits within ABS Territory.

(c) In CTC territory the provisions of Rules 623, 625 and 266 may apply. Dispatchers must not unlock levers controlling signals until the 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.

(d) At Automatic Interlocking — Stop before passing the signal protecting the interlocking (whether or not the signal indicates PROCEED) and apply provisions of Rule 672 and special instructions relating thereto. A knife switch must not be closed or the box locked until the entire movement has passed the signal protecting the interlocking from the opposite direction.

(e) At Interlocking (Manual or Remotely Controlled) — Obtain authority from signalman who must block levers until the movement is reported clear of the signal protecting the interlocking from the opposite direction.

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

(g) 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.

**LIVINGSTONE JCT.**

PHONE LIGHT HORN

M. 19.29  
M. 19.48  
M. 21.05  
DUAL CONTROL SWITCH

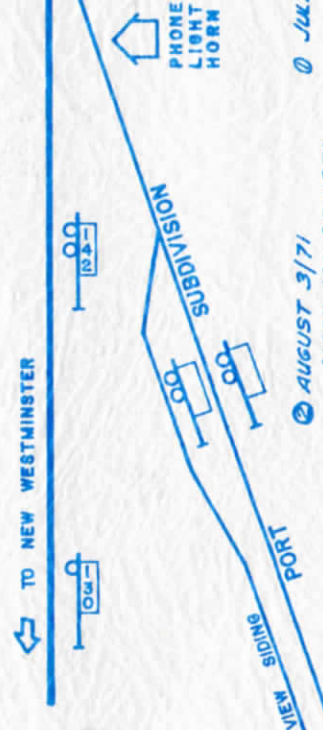


M. 17.07  
M. 17.24  
M. 17.81  
GARVOUTH INDUSTRIAL ROAD LEAD



**PRATT JCT.**

M. 15.88  
DUAL CONTROL SWITCH



**B. C. HYDRO AND POWER AUTHORITY**  
RAILWAY DEPARTMENT  
**SCHEMATIC DIAGRAM OF C.T.C. MILE 13.0**  
**TO MILE 23.5 FRASER VALLEY SUBDIVISION**  
NOT TO SCALE  
NEW WESTMINSTER, B.C. MAY 21, 1971.

- ① AUGUST 3/71 BLOCK 130 REVISED.
- ② JULY 22/71 BLOCKS 162 & 163 REVISED.
- ③ OCTOBER 29/71 BLOCKS 163 & 198 REVISED.

PLAN NO. RK-192  
MADE BY G.M. LEWIS

