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

2. The flagman must, after going to required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of the flag from an approaching train or, if possible, 150 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart) on the same side as the engineer of the approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3. On other lines—

(a) By day place a red flag and, in addition, by night a red light on the same side of the track as the engineer of an approaching train, 300 feet from the defective or working point, with two torpedoes placed on the rail, opposite each other, so as to cause but one explosion, 100 feet in advance of the red signal, and provide further protection as follows:

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

300 feet from defective or working point, if there is no down grade towards the obstruction; 400 feet if there is a down grade within one mile of the obstruction; or as much farther as may be necessary to insure full protection.

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

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

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

5. Trains stopped by red signal, as per rule 5 (b), shall replace the torpedo and proceed in the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal had been removed.

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

Yellow flags by day and in addition yellow flags by night, 300 feet from the defective or working point, red flag by day and, in addition red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train, except on double track, where trains run to the left, in which case signals shall be placed to the left hand side as seen by an engineer of an approaching train, and there is a clear view of at least 2000 feet.

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

8. That a signal of a serviceable type, consisting of a hoisting flag 22x28 inches, five feet above rail level, supported by any satisfactory device which will securely maintain such flag in proper position, be used to display the signal to be provided under Rules 3 (b).

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

10. The BOARD OF DIRECTORS that the said paragraphs 6 and 9 of Rule 95 be struck out and following substituted thereof, namely:

"If recalled before another train arrives, he must, in addition to the two torpedoes, leave a fusee burning red at the point he returns from, and while returning to his train when snow plows or flangers may be running, curvature, weather, or other conditions governing—a fusee burning red must be placed at such points or times as flagman may find necessary to ensure full protection.

"To maintain the proper interval between trains, a fusee burning red must be left by the protected train, at the point from which it moves.

"Flagmen must each be equipped for day time with a flag, 22x28 inches, at least six torpedoes and five red flares; and for night time, the same as for other conditions obscure day signals, a red light, a white light, with a supply of matches, at least six torpedoes and five red flares."

TIME TABLE
No. 69

Effective 8:00 a.m. Wednesday, June 1, 1932

For the Government and Information of Employees Only
# TIME TABLE No. 69, WHITE PASS & YUKON ROUTE

## NORTH BOUND

<table>
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<th>No.</th>
<th>Passage for Class</th>
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<th>Mixt. Passage for a Freight 1st Class</th>
<th>No. 2</th>
<th>Mixt. Passage for a Freight 1st Class</th>
<th>No. 3</th>
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**STATION**

1. L. Headway
2. White Pass
3. Bennett
4. Whitehorse

**SPECIAL RULES**

- All trains will stop at all stations, except at Whitehorse, where a stop may be made if required.
- All trains will stop at all stations, except at Whitehorse, where a stop may be made if required.
- All trains will stop at all stations, except at Whitehorse, where a stop may be made if required.
- All trains will stop at all stations, except at Whitehorse, where a stop may be made if required.

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**STANDARD TIME STATIONS - SORREY, WHITEFORD AND WHITEHORSE**

All trains will stop at all stations, except at Whitehorse, where a stop may be made if required.

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**SPECIAL RULES**

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