

**CANADIAN RAILWAY COMMISSION
UNIFORM MAINTENANCE OF WAY FLAGGING RULES**

General Order No. 188 as Amended by General Order No. 248

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

2. 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 him from an approaching train of, if possible, 1500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart) on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3. On other lines—

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

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

3600 feet from defective or working point, if there is no down grade towards the obstruction, 5400 feet if there is a down grade within one mile of the obstruction; or as much farther as may be necessary to insure full protection.

(c) Place two torpedoes (not more than 200 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 3 (d), shall be governed by his instructions and proceed to the working point or working point signal, as the case may be, and there be governed by signal or instructions of the foreman in charge.

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

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

Yellow flags by day and in addition yellow lights by night, 3000 feet from the defective or working point; red flags by day, and in addition red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train; except on double track, where trains run to the left, in which case signals shall be placed to the left hand side as soon by an engineer of an approaching train, and there is a clear view of at least 1200 feet.

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

8. 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 signals directed 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, and when weather or other conditions obscure day signals, with a red light, a white light, four torpedoes, three red fuses and a supply of matches.

**CANADIAN RAILWAY COMMISSION
GENERAL ORDER NO. 336**

The BOARD ORDERS that the said paragraphs 6 and 9 of RULE 99 be struck out and following substituted therefor, 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 point or times as flagman may find necessary to insure 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.

"Flagman must each be equipped for day time with a red flag, 22"x28", on a staff, at least six torpedoes and five red fusees; and for night time, and when weather or other conditions obscure day signals, a red light, a white light, with a supply of matches, at least six torpedoes and five red fusees."

White Pass & Yukon Route

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

*Boundary between Alaska and British
Columbia at White Pass*

*Boundary between British Columbia
and Yukon Territory 12 6-10
miles North of Skagway*

TIME TABLE No. 69

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

For the Government and Information
of Employees Only

W. J. MULVHILL,
Chief Dispatcher

V. L. HARR,
Superintendent

H. WHEELER,
President and
General Manager

TIME TABLE No. 69, WHITE PASS & YUKON ROUTE

NORTH BOUND				SOUTH BOUND						
No. 3 Passenger in Class Sunday Wednesday and Friday	No. 3 Mixed Passenger & Freight in Class Monday, Tuesday, Thursday, Saturday	No. 1 Mixed Passenger & Freight in Class Sunday Wednesday Friday	Station No.	STATION	Trains through	Coal, Wood, Grain, Wool, Hay and Stock	Deliveries through Stations	No. 2 Mixed Passenger & Freight in Class Sunday Wednesday Friday	No. 4 Mixed Passenger & Freight in Class Monday, Thursday, Saturday	No. 6 Passenger in Class Monday, Tuesday, Thursday Saturday
De. 8:30 a.m.	De. 8:55 a.m.	De. 10:00 a.m.	0	1. KEADWAY	D			Ar. 4:30 p.m.	Ar. 4:30 p.m.	Ar. 2:00 p.m.
8:45	8:55	10:15	1	2. SHOPS	D	CWYD	1.0	4:35	4:35	2:05
	8:55	10:20	2	3. PORTER	F		4.7	4:37	4:37	
	8:55	10:20	3	4. DENTED	F		5.3	4:42	4:42	
	8:55	10:40	4	5. FLOTTON	F		6.3	4:50	4:50	
	9:45	11:34	14	6. GLACIER	F	CW	14.3	5:05	5:05	1:05
	10:50	11:50	19	7. KNITTSBACK	F	Y	18.3			
	10:55	11:55	20	8. WHITE PASS	F	CW	18.4	5:15	5:00	1:20
	10:55	12:00 p.m.	25	9. MEADOWS	F		22.4	5:21	5:21	
	10:45	12:15	24	10. FRASER	F	CWL	27.1	5:24	5:24	
	11:00	12:30	28	11. LOG CREEK	F	C	32.2	5:34	5:28	12:00
	11:30 a.m.	1:00 a.m.	41	12. BENNETT	F	CWY	43.6	5:48 a.m.	5:45	12:20 a.m.
				13. KENNEDY	F			5:59	5:54	12:40 p.m.
	12:15	1:31	46	14. PAVY	F		48.4	6:11	6:04	
				15. PENNINGTON	F	C	51.6	6:24	6:25 a.m.	1:00
	12:35 a.m.	2:05	51	16. WATSON	F		58.4	6:30	6:30 p.m.	
	12:57	2:28	59	17. CARIBOES	F	D	67.5	6:40 a.m.	6:40	1:20 p.m.
	1:45	3:02	67	18. LAYDOWNNE	F	CWY	74.9	6:50 a.m.	6:50	1:35
	2:04	3:25	71	19. LORSE	F		78.4	7:00	7:00	
	2:20	3:34	79	20. LEWIS	F		81.3			
			81	21. DE WEPPE	F		84.9			
	2:46	4:01	89	22. ROBINSON	F		88.9	7:07	7:07	
	2:55	4:22	93	23. CONLEY	F	CW	95.1	7:13	7:13	2:25
	2:55	4:45	101	24. MACRAE	F	Y	102.3	7:27	7:27	
	2:59	4:49	105	25. WYCAN	F		104.0	7:43	7:43	
			106	26. CANYON	F		105.0			
			107	27. EAB LAKE	F		107.1			
				28. WHITEHORSE	F	D	115.7	De. 8:50 a.m.	De. 9:00 a.m.	De. 9:45 a.m.

No. 3 LEAVES FROM WHARF

No. 3 TAKE SIDING AT PENNINGTON

STANDARD CLOCK, SEAGWAY AND WHITEHORSE
BULLETIN STATIONS, SEAGWAY AND WHITEHORSE
(For Coal, Hay, Wool, etc. See "Time Table" of
"The Bulletin" of Seagway, White Horse, and
Whitehorse.)

SPECIAL RULES

1. North Bound Trains will have right of way over South Bound Trains of the same or inferior class.
2. All Trains will register their arrival at Seagway, White Pass, Bennett and White Horse, and report their arrival and departure to the Train Dispatcher by telephone from White Pass and Bennett.
3. All Trains must not exceed running time of 15 minutes per hour between Seagway and White Pass or 25 minutes per hour on other portions of the line without orders from the Superintendent or Chief Dispatcher, nor exceed 60 miles per hour on guard rail runs north of Mile Post 43 and passing over East Fork, River C, Glacier and 18 A Bridges.
4. Air Brakes - The automatic Air Brakes must be tested before leaving terminals, and the White Pass Brakes must be tested in the presence of Engineer or Shop. Conductors will be held responsible for failure to observe this rule. The air hose must be uncoupled before cars are uncoupled, and air hose, when not in use must be hung to drossing. In making up trains of air and non-air cars, the air cars must all be placed next to the leading engine. Retainers of air brakes must be used on all air cars on all trains in descending grades. Fuel burners working and where level and their grades are reached they must be released.
5. Seagway Yard extends from wharf to yard limit board at Mile Post 1.
6. Whitehorse Yard extends from north end of track to yard limit board south of wye. All trains must move within these limits. Trains prepared to drop within yards track is seen or known to be close.
7. All Trains will come to a full stop before crossing drawbridges at Carleton, (Trains to and from yard must not proceed until whistle is sounded (Train 100).
8. All employees must strictly adhere to the requirements of the Canadian Railway Commission's General Order No. 262, regarding extinguishing forest fires, reporting same and handling locomotive dampers, etc., details of which are published at stations and copies furnished section foremen.
9. When snow or foggy weather is encountered, trains must walk and couple in with following train and remain coupled together until snow or foggy weather of time is passed, except when backing out when in drossing.