CANADIAN PACIFIC RAILWAY

BRITISH COLUMBIA DISTRICT

TIME 70 TABLE

TAKING EFFECT AT 24.01 O'CLOCK SUNDAY, APRIL 28th, 1935

GOVERNED BY PACIFIC STANDARD TIME

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EAST OR SOUTH BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION.

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTIES ARE PRESCRIBED BY THE RULES, AND EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS, MUST HAVE A COPY OF THE RULES AND OF THE CURRENT TIME-TABLE ACCESSIBLE WHEN ON DUTY.

W. A. MATHER,
GENERAL MANAGER.

C. A. COTTERELL,
ASSISTANT GENERAL MANAGER.

REVELSTOKE DIVISION

Page	Subdivision		Miles
3	Mountain	Field to Revelstoke (including Field)	125.7
4	Shuswap	Revelstoke to Kamloops (not including Kamloops)	128.8
5	Okanagan	Sicamous to Okanagan Landing	51.0
5	Arrow Lake	Revelstoke to Arrowhead	27.5
5	Lake Windermere	Colvalli to Golden (including Colvalli)	166.7
			499.7

Dispatching Office at Revelstoke; Telegraph Call N.

J. J. HORN, Superintendent, Revelstoke.

J. H. ARMSTRONG, Chief Train Dispatcher.

A. A. SMITH, Asst. Superintendent, Revelstoke.

Train Dispatchers: J. A. MAXWELL, H. C. LAUGHLAN, J. F. HANEY, T. E. LITTLE, G. A. DAVIDSON, F. M. NICHOLLS, C. H. CHATFIELD, G. A. PHILLIPS, E. S. BEARCROFT, A. M. THOMPSON.

VANCOUVER DIVISION

Page	Subdivision		Miles
6	Thompson	Kamloops to North Bend (including Kamloops)	121.5
6	Mission	Mission to Huntingdon	10.1
6	Westminster	Coquitlam to Westminster	8.4
7	Cascade	North Bend to Vancouver	129.0
7	Cascade	Coquitlam Yard (including loco Spur)	28.5
7	Cascade	Vancouver Yard	65.7
			363.2

Dispatching Office at North Bend; Telegraph Call D.

J. M. MacARTHUR, Superintendent, Vancouver.

E. S. McCRACKEN, Asst. Superintendent, North Bend.

C. W. FISHER, Chief Train Dispatcher.

G. L. McCREA, Asst. Superintendent, Vancouver.

Train Dispatchers: E. C. KETCHAM, G. B. BENTZ, H. L. RUARK, H. CHESTER, V. ENGLISH, C. F. GRANT, J. W. MALONEY.

KOOTENAY DIVISION

Page	Subdivision		Miles
8	Cranbrook	Crowsnest to Cranbrook (including Crowsnest)	99.0
9	Nelson	Cranbrook to Nelson	137.7
9	Kimberley	North Star to Kimberley to End of Track	19.2
10	Boundary	Nelson to Midway (including Midway)	128.2
10	North Fork	Westend to Archibald	17.4
11	Rossland	Castlegar to Rossland	30.7
11	Slocan	South Slocan to Slocan City	31.3
11	Lardeau	Lardeau to Gerrard	33.1
11	Kaslo	Kaslo to Nakusp	66.1
			562.7

LAKE AND RIVER ROUTES

14	Okanagan Lake	Okanagan Landing to Penticton	63.0
14	Arrow Lakes	Arrowhead to Robson West	127.0
14	Slocan Lake	Rosebery to Slocan City	20.0
14	Kootenay Lake	Procter to Lardeau	43.0
14	Kootenay Lake	Procter to Crawford Bay	14.0
			267.0

Dispatching Office at Nelson; Telegraph Call H.

F. C. SHARPE, Superintendent, Nelson.

C. E. MANSFIELD, Chief Train Dispatcher.

A. J. IRONSIDE, Asst. Superintendent, Cranbrook.

Train Dispatchers: C. M. YOUNG, F. EWING, L. M. VARNER, W. A. COOPER, C. C. YOUNG.

KETTLE VALLEY DIVISION

Page	Subdivision		Miles
12	Carmi	Midway to Penticton (not including Midway)	135.4
12	Princeton	South Penticton to Brookmere	108.3
13	Coquihalla	Brookmere to Petain (not including Petain)	56.7
13	Copper Mountain	Princeton to Copper Mountain	14.0
13	Merritt	Spence's Bridge to Brodie (not including Spence's Bridge)	72.3
13	Osoyoos	South Penticton to Haynes to End of Track	27.0
			413.7

Dispatching Office at South Penticton; Telegraph Call S.

W. J. McLEAN, Superintendent, Penticton.

J. H. SCOTT, Chief Train Dispatcher.

G. PRATT, Asst. Superintendent, Penticton.

Train Dispatchers: J. A. YOUNG, E. G. DONER, J. F. GUIMONT, G. L. KEMERLING, M. V. FOLEY.

MEDICAL OFFICERS

NAME	RESIDENCE	TERRITORY
DR. A. L. LYNCH, Chief Medical Officer	Vancouver, Phone Trinity 1151.	
DR. S. BONNELL, Res. Phone, Bay. 7369 DR. G. A. PETRIE, Res. Phone, Fair. 703 DR. R. C. WELDON, Res. Phone, Bay. 5408	Vancouver, Office Phone Sey. 6704	Room 225 Medical & Dental Bldg., Georgia and Hornby Streets.
DR. W. J. MacKENZIE, Res. Phone, Sey. 2111,	Vancouver, Phone Trin. 4313	Room 1414 Medical & Dental Bldg., Georgia and Hornby Streets.
DR. H. H. PLANCHE, 4107 Albert Street	Vancouver, Phone High. 5	Vancouver East.
DR. R. V. McCARLEY, 84 Lonsdale Avenue	North Vancouver, Phone North 33	North Vancouver.
DR. W. H. SUTHERLAND	Vancouver, Phone Sey. 2111	Hotel Vancouver.
DR. R. G. LANGSTON	Coquitlam	Hastings to Hammond. Coquitlam to Fraser Mills.
DRS. W. A. CLARKE & D. A. CLARK	New Westminster	Westminster.
DR. W. H. McINTYRE	Mission	Haney to Deroche.
DR. J. McDIARMID	Abbotsford	Mission Subdivision.
DR. P. S. McCAFFREY	Agassiz	Harrison Mills to Chaumox.
DR. J. WHITBREAD,	Hope	Juliet to Petain.
DR. J. P. ELLIS	Lytton	Keefers to Drynoch.
DR. R. GIBSON	Ashcroft	Spence's Bridge to Semlin.
DRS. IRVING, WALLACE & IRELAND	Kamloops	Semlin to Chase.
DRS. BEECH & BEECH	Salmon Arm	Chase to Sicamous.
DR. O. MORRIS	Vernon	Sicamous to Okanagan Landing.
DR. J. A. SHOTTON	Armstrong	Realm to Mara.
DR. W. J. KNOX	Kelowna	Kelowna.
DRS. N. W. STRONG & A. L. JONES	Revelstoke	Solsqua to Rogers and Arrow Lake Subdivision.
DR. H. F. TYERMAN	Nakusp	Nakusp to Summit Lake.
DR. P. EWERT	Golden	Rogers to Glenogle. Spillimacheen to Golden.
DR. G. A. CHEESEMAN	Field	Field to Palliser.
DRS. R. B. WHITE & G. C. PAINE	Penticton	Lois to Thirsk. Penticton to Haynes.
DR. W. WOOD	Greenwood	Eholt to Carmi.
DR. R. J. WRIDE	Princeton	Osprey Lake to Spearing.
DRS. J. J. & A. F. GILLIS	Merritt	Spence's Bridge to Brookmere.
DRS. C. M. KINGSTON & W. TRUAX	Grand Forks	Farron to Fisherman.
DRS. J. B. THOM & W. A. COGHLIN DR. M. R. BASTED	Trail	Castlegar to Trail.
DR. E. E. TOPLIFF	Rossland	Tiger to Rossland.
DR. A. FRANCIS	New Denver	Summit Lake to Sandon and Slocan Lake Ports.
DRS. J. H. BENNETT & J. P. GUSSIN	Nelson	Tye to Farron. South Slocan to Slocan City. Kootenay Lake Steamers.
DR. D. J. BARCLAY	Kaslo	Kaslo to Parapet. Procter to Trout Lake.
DR. G. B. HENDERSON	Creston	Goatfell to Kootenay Landing.
DRS. GREEN & McKINNON DR. H. A. CHRISTIE	Cranbrook	Jaffray to Yahk. Yahk to Kingsgate. Colvalli to Canalflat.
DRS. J. F. HASZARD & D. W. DAVIS	Kimberley	North Star to Kimberley.
DR. F. E. COY	Invermere	Columbia Lake to Brisco.
DRS. D. CORSAN & B. ASSELSTINE	Fernie	Galloway to Sparwood.
DRS. J. H. BLAIR & G. F. YOUNG	Michel	Natal to Crowsnest.

INSTRUCTIONS GOVERNING MOUNTAIN SUBDIVISION

When class S-2 or R-3 engines used for assisting, trains must not exceed a speed of thirty miles per hour.

Automatic block signals control movements in both directions through Connaught Tunnel. All signals governing movement through the tunnel are absolute, as indicated by square end blade and vertical marker lights, and when in stop position must not be passed without train order authority. Signal poles are located at the left in the direction of current traffic. The arm is displayed to the right of the pole as seen from train approaching in the direction which it governs. Rule 99 will not be operative between absolute signals governing movement through Connaught Tunnel.

Passenger trains must not exceed a speed of thirty five miles per hour at any point between Field and Golden, Donald and Stoney Creek, and between Glacier and Revelstoke.

On sharp curves, not governed by slow boards, trains must not exceed a speed of twenty five miles per hour. Unless otherwise directed, speed must be reduced to fifteen miles per hour where slow boards are located.

In addition to other speed restrictions, freight trains descending grades of two per cent or over, between Leanchoil and Cloister, Rogers and Stoney Creek, and between Glacier and Albert Canyon, must not exceed a speed of one mile in three minutes at any point. See Rule 11 in Timetable Special Instructions, page 15.

First-class trains must not exceed a speed of thirty miles per hour at any point through Connaught Tunnel and twenty miles per hour through Laurie Tunnel.

Trains must not exceed a speed of ten miles per hour around curve at mileage 76.5.

The following instructions govern westbound movements at Revelstoke over the electrically operated switch:

The top arm of the two arm signal east of the switch will govern westbound trains over main line route. The bottom arm of same signal is a route signal and will govern trains to the yard. It will also govern trains to the main line providing the main line is occupied by another train.

The above also applies to the eastbound signal at the electrically operated switch at Glacier.

The following automatic block signals are also station protection signals: Signals numbers 631 and 882. These are located at mileage 63.1 and 88.1.

Train crews on westbound trains arriving Field will be held responsible for throwing East main track switch at Field for some track other than the track occupied by westbound passenger trains.

When passenger trains meet at Golden, south passing track west of station will be used.

At Sturdee all eastbound and at Glenogle and Flat Creek all westbound freight trains must stop and make thermal test in accordance with Rule 27c of the Rules for the Operation and Inspection of Air Brakes.

Eastbound trains may leave Connaught without a terminal clearance.

Eastbound freight trains must stop at Beavermouth for inspection.

Westbound freight trains must stop at Albert Canyon for inspection.

§ No. 13 will stop on signal at Golden to allow passengers for Kamloops and west to entrain.

§ No. 14 will stop on signal at Golden to allow passengers from Kamloops and west to detrain.

Enginemen must have headlight lighted and engine bell ringing when passing through Laurie Tunnel, Connaught Tunnel and all dark snow-sheds.

Double track extends between Connaught and Mileage 86.9. TRAINS MUST KEEP TO THE LEFT.

See "Regulations for Operating Freight and Ore Trains on grades of two per cent or over," page 15.

To comply with Rule 99, flagman must go out: 11 telegraph poles instead of 10 to equal 500 yards; 27 telegraph poles instead of 24 to equal 1200 yards; 40 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way Employees will provide manual flagging protection as per Rules 49 and 50—Maintenance of Way Rules and Instructions.

WESTBOUND TRAINS INFERIOR DIRECTION							MOUNTAIN SUBDIVISION				EASTBOUND TRAINS SUPERIOR DIRECTION								
		FIRST CLASS									FIRST CLASS			FOURTH CLASS					
		3 The Dominion Psgr. l Daily	13 The Mountain-eer Psgr. l Daily	1 Vancouver Psgr. l Daily	Miles from Field	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks		4 The Dominion Psgr. a Daily	14 The Mountain-eer Psgr. a Daily	2 Montreal Psgr. a Daily	80 Freight a Daily	82 Freight a Daily	84 Freight a Daily	86 Freight a Daily		
		12.50	11.50	3.15	.0	D N	FIELD (ABSOLUTE PERMISSIVE BLOCK, (See special instruction "O"))	ZK A C			10.45	13.15	18.40	8.30	15.10	22.25	3.50		
							4.1												
		13.00	12.00	3.24	4.1	T	EMERALD		69		10.29	13.00	18.24	8.10	14.50	22.05	3.24		
							4.1												
		13.09	12.09	3.33	8.2	T	OTTERTAIL		90		10.19	12.50	18.14	7.55	14.35	21.49	3.05		
							4.3												
		f 13.19	12.19	3.42	12.5	T	MISKO		83		10.09	12.40	f 18.04	7.40	14.23	21.37	2.50		
							4.5												
		f 13.29	12.30	3.51	17.0	D N	LEANCHOIL	Y C N	111		9.59	12.30	f 17.53	7.25	14.10	21.25	2.35		
							5.5												
		13.41	12.42	4.03	22.5	T	PALLISER	ZW	120		9.43	12.15	17.36	7.00	13.41	21.00	2.10		
							5.3												
		13.53	12.54	4.15	27.8	T	GLENOGLE	G O	81		9.28	12.00	17.21	6.40	12.54	20.40	1.50		
							3.9												
		14.03	13.04	4.25	31.7	T	CLOISTER		69		9.15	11.47	17.07	6.20	12.30	20.20	1.30		
							3.3												
		s 14.15	§ 13.15	s 4.35	35.0	D N	Z GOLDEN (Jct. Lake Windermere S. D.)	ZYWF G D	111		s 9.03	§ 11.35	s 16.55	6.05	12.15	20.05	1.15		
							6.5												
		f 14.28	13.28	4.47	41.5	T	MOBERLY		71		f 8.50	11.20	16.38	5.35	11.50	19.35	24.45		
							6.0												
		f 14.40	13.40	4.58	47.5	T	FORDE		88		f 8.39	11.08	16.24	5.20	11.36	19.20	24.30		
							4.0												
		f 14.48	13.48	5.06	51.5	T	DONALD		82		f 8.32	10.59	16.17	5.06	11.27	19.10	24.20		
							5.2												
		15.00	14.00	5.18	56.7	T	REDGRAVE		61		8.21	10.47	16.05	4.45	11.12	18.55	24.05		
							6.3												
		s 15.18	14.20	s 5.35	63.0	D N	Z BEAVERMOUTH	YWF V	131		f 8.07	10.32	s 15.50	4.25	10.52	18.35	23.45		
							4.8												
		f15.35	14.35	5.50	67.8	T	ROGERS		81		7.54	10.20	f15.35	4.05	10.20	18.15	23.25		
							2.6												
		15.46	14.45	6.00	70.4	T	GRIFFITH		72		7.48	10.14	15.24	3.55	10.00	18.05	23.15		
							3.0												
		15.56	14.55	6.10	73.4	D N	STURDEE	ZW C D	51		7.42	10.08	15.18	3.45	9.50	17.55	23.05		
							1.3												
		16.00	15.01	6.14	74.7	T	CUTBANK		40		7.39	10.04	15.14	3.32	9.37	17.42	22.52		
							2.1												
		16.06	15.10	6.19	76.8	T	Z STONEY CREEK	ZW	75		7.35	10.00	15.10	3.25	9.30	17.35	22.45		
							2.2												
		16.12	15.16	6.25	79.0	T	Double Track: Z ★ CONNAUGHT	ZXR			7.30	9.55	15.05	3.15	9.20	17.25	22.35		
							6.5												
		s 16.32	s 15.36	s 6.45	85.5	D N	Double Track: Z GLACIER	YXWR G	107		s 7.10	s 9.35	s 14.45	2.55	9.00	17.05	22.15		
							4.2												
		16.42	15.46	6.55	89.7	T	ROSS PEAK		137		6.55	9.22	14.30	2.30	8.40	16.42	21.50		
							3.5												
		16.51	15.56	7.03	93.2	T	FLAT CREEK		106		6.45	9.10	14.18	2.15	8.25	15.56	21.35		
							5.0												
		17.02	16.09	7.13	98.2	T	ILLECILLEWAET	W W G	101		6.31	8.56	14.03	1.55	8.05	15.30	21.15		
							4.0												
		17.10	16.17	7.21	102.2	T	DOWNIE		61		6.19	8.42	13.51	1.35	7.45	15.10	20.55		
							2.7												
		s 17.22	16.29	f 7.27	104.9	D N	Z ALBERT CANYON	ZYWF M U	97		6.10	8.27	s 13.38	1.20	7.27	14.55	20.40		
							5.2												
		17.33	16.40	7.37	110.1	T	LAURETTA		85		5.56	8.16	13.24	1.00	6.50	14.20	20.10		
							5.0												
		f 17.43	16.51	7.47	115.1	T	Z TWIN BUTTE	ZW B U	73		5.46	8.06	f 13.12	24.45	6.30	14.05	19.55		
							4.4												
		f 17.53	17.01	7.56	119.5	T	GREELY		89		5.36	7.56	f 13.01	24.30	6.10	13.45	19.40		
							6.2												
		18.10	17.15	8.15	125.7	D N	Z REVELSTOKE	K B Y			5.20	7.40	12.45	24.05	5.45	13.15	19.10		
		a Daily	a Daily	a Daily							l Daily	l Daily	l Daily	l Daily	l Daily	l Daily	l Daily		
		3	13	1			★ No passing track				4	14	2	80	82	84	86		

Stock Freight.....No. 955 due to leave Field..... 1.40 k, arrive Revelstoke..... 8.35 k, Saturday.

Coast Freight.....No. 951 due to leave Field.....16.00 k, arrive Revelstoke . 24.00 k, daily.

Seaboard Freight.....No. 952 due to leave Revelstoke.....24.01 k, arrive Field ..... 8.00 k, daily.

TIME TABLE No. 70, APRIL 28th, 1935

WESTBOUND TRAINS—INFERIOR DIRECTION									SHUSWAP SUBDIVISION			EASTBOUND TRAINS—SUPERIOR DIRECTION										
		SECOND CLASS	FIRST CLASS									FIRST CLASS			SECOND CLASS	FOURTH CLASS						
		CN 193	3	13	1	Miles from Revelstoke	Telegraph and Telephone Offices		STATIONS	Telegraph Calls	Car Capacity Passing Tracks	4	14	2	CN 194	80	82	84	86	88		
		Mixed l Daily ex. Sun.	The Dominion Psgr. l Daily	The Mountaineer Psgr. l Daily	Vancouver Psgr. l Daily							The Dominion Psgr. a Daily	The Mountaineer Psgr. a Daily	Montreal Psgr. a Daily	Mixed a Daily ex. Sun.	Freight a Daily	Freight a Daily	Freight a Daily	Freight a Daily	Freight a Daily		
			18.25	17.30	8.30	.0	D N		REVELSTOKE ZK	B Y		5.05	7.25	12.30		10.20	11.30	14.45	20.00	1.30		
			Gauntlet Track						Mileage 1.7			Gauntlet Track										
									8.5													
			18.50	17.53	8.52	8.5		Double Track	CLANWILLIAM X		157	4.44	7.05	12.09		9.55	11.05	14.20	19.35	1.05		
									6.1													
			f 19.03	18.05	9.03	14.6		Double Track	Z THREE VALLEY XW		87	4.28	6.53	f 11.52		9.35	10.50	14.05	19.20	24.45		
									9.6													
			f 19.23	18.25	9.21	24.2	D N	Double Track	TAFT ZYWR	A F	143	4.00	6.33	f 11.25		9.05	10.21	13.35	18.50	24.15		
									4.1													
			f 19.32	18.33	9.29	28.3			CRAIGELLACHIE ZW		120	3.52	6.25	f 11.16		8.50	10.12	13.20	18.33	24.00		
									4.3													
			f 19.41	18.41	9.37	32.6			MALAKWA		73	3.44	6.17	f 11.07		8.35	10.00	13.05	18.15	23.45		
									4.9													
			f 19.53	18.51	9.46	37.5			CAMBIE		75	3.35	6.09	f 10.55		8.20	9.46	12.50	18.00	23.30		
									3.6													
			f 20.00	18.57	9.53	41.1			SOLSQUA		63	3.28	6.02	f 10.48		8.10	9.33	12.40	17.50	23.20		
									3.6													
			s 20.10 20.20	s 19.10	s 10.00 10.07	44.7	D N	Z	SICAMOUS ZYWF Jct. Okanagan S. D.	R S	120	s 3.20 3.10	s 5.55	s 10.40 10.30		8.00	9.25	12.30	17.40	23.10		
									4.9													
			20.31	19.19	10.20	49.6			ANNIS		98	2.59	5.40	10.20		7.30		12.05	17.15	22.45		
									2.9													
			20.36	19.26	10.28	52.5			MOWITCH		61	2.52	5.33	10.13		7.20		11.55	17.05	22.35		
									4.8													
			f 20.45	19.35	s 10.37	57.3	D		CANOE Z	N U	87	2.44	5.24	s 10.03		7.05		11.40	16.50	22.20		
									6.1													
			s 21.00	19.49	s 10.51	63.4	D N		SALMON ARM Z	B N	75	s 2.31	5.12	s 9.50		6.50		11.25	16.35	22.05		
									7.2													
			21.15	20.04	f 11.05	70.6		Z	TAPPEN YW	F	118	2.16	4.58	f 9.34		6.30		11.05	16.20	21.50		
									4.7													
			21.35	20.21	f 11.21	75.3			CARLIN		63	2.05	4.49	f 9.24		6.15		10.40	16.05	21.35		
									4.5													
			s 21.55	20.38	s 11.38	79.8	D N	Z	NOTCH HILL ZYWF	A N	168	1.55	4.40	s 9.13		6.00		10.20	15.50	21.15		
									4.1													
			22.05	20.48	f 11.48	83.9			ELSON		70	1.38	4.23	f 8.53		5.28		9.50	15.25	20.48		
									3.9													
			22.13	20.56	f 11.56	87.8			SQUILAX		142	1.25	4.11	f 8.41		5.08		9.30	15.05	20.20		
									3.8													
			22.21	21.04	12.03	91.6			STORMONT		91	1.15	4.02	8.32		4.53		9.16	14.50	20.00		
									2.1													
			f 22.25	21.09	s 12.08	93.7	D N	Z ★	CHASE ZYW	C H		f 1.11	3.58	s 8.26		4.45		9.10	14.42	19.52		
									1.9													
			22.29	21.13	f 12.13	95.6			SHUSWAP Z		63	1.07	3.54	f 8.18		4.38		9.03	14.35	19.45		
									3.7													
			22.36	21.21	12.21	99.3			NESKAIN		86	1.00	3.46	8.12		4.28		8.53	14.25	19.35		
									5.3													
			22.48	21.33	s 12.32	104.6		Double Track	PRITCHARD ZXR		77	24.50	3.36	s 8.01		4.15		8.40	14.12	19.22		
									7.0													
			23.07	21.47	s 12.47	111.6		Double Track	MONTE CREEK XW		179	24.37	3.23	s 7.47		4.00		8.25	13.57	19.07		
									5.6													
		22.22	23.17	21.58	12.57	117.2	D	Double Track	★CAMPBELL CK. X Jct. C. N. Ry. — Joint Track C. N. Ry.	B O		24.29	3.14	7.39	2.54	3.40		8.10	13.45	18.55		
									11.6													
		22.44	23.40	22.20	13.20	128.8	D N	Z	KAMLOOPS — Joint Track C. N. Ry.	K A		24.10	2.55	7.20	2.35	3.15		7.40	13.20	18.30		
		a Daily ex. Sun.	a Daily	a Daily	a Daily				★No passing track			l Daily	l Daily	l Daily	l Daily ex. Sun.	l Daily	l Daily	l Daily	l Daily	l Daily		
		CN 193	3	13	1							4	14	2	CN 194	80	82	84	86	88		

Canadian National Railway Train

Coast Freight.....No. 951 due to leave Revelstoke..... 1.00 k, arrive Kamloops..... 8.25 k, daily.

Stock Freight.....No. 955 due to leave Revelstoke..... 8.50 k, arrive Kamloops.....15.00 k, Saturday.

Seaboard Freight.....No. 952 due to leave Kamloops.....15.00 k, arrive Revelstoke....23.00 k, daily.

INSTRUCTIONS GOVERNING SHUSWAP SUBDIVISION

When Class S-2 or R-3 engines used for assisting, trains must not exceed a speed of thirty miles per hour at any point.

Class S-2 engines must not exceed a speed of thirty miles per hour at any point, and in addition must not exceed a speed of twenty miles per hour between mileage 110 and Pritchard, on eastbound track, exercising special care on sharp curves.

On sharp curves, not governed by slow boards, trains must not exceed a speed of twenty five miles per hour. Unless otherwise directed, speed will be reduced to fifteen miles per hour where slow boards are located.

Passenger trains must not exceed a speed of one mile in one minute forty two seconds at any point between Sicamous and Salmon Arm, and between Tappen and Stormont.

The following Automatic Block Signals are also Station Protection Signals: Signals numbers 88, 1134, 1159, 1173, 1174, 1188, 1271 and 1279.

Canadian Pacific Railway rules and time table govern on joint track between Kamloops and Campbell Creek.

Gauntlet track on Columbia River Bridge, mileage 1.7, fouls four hundred feet each way from end of bridge.

The operation of trains over the gauntlet track on the Columbia River Bridge will be governed by automatic two-position upper quadrant signal and slow board located two thousand feet from signal. All trains must reduce speed passing slow board prepared to stop at signal, and trains must not pass this signal at "Stop" except under flag protection, unless authorized to do so by train order. Telephones are located on poles opposite signal masts both ends of bridge.

CN No. 193 may leave Campbell Creek without a terminal clearance.

Eastbound trains may leave Pritchard without a terminal clearance.

Trains must not exceed a speed of ten miles per hour over McKenzie Avenue Crossing, west end of Revelstoke yard.

Freight trains must not exceed a speed of twenty five miles per hour at any point descending grades between Chase and Tappen and between Taft and Revelstoke.

Unless otherwise directed by Train Dispatcher passing tracks west of Sicamous Station will be used for meeting or passing trains.

See "Regulations for Operating Freight and Ore Trains on Grades of two per cent or over," page 15.

Not less than thirty three per cent of air-brake retainers must be used on double freight trains descending grades Westbound, Three Valley to Taft and Notch Hill to Stormont and Eastbound, Notch Hill to Tappen and Clanwilliam to Mileage 2.0.

No. 3 will stop on signal between Sicamous and Kamloops to allow passengers from points East and South of Sicamous to detrain.

Operator at Taft will register first-class trains except when green signals are displayed by any section thereof, in which case Conductor must register.

To comply with Rule 99, flagman must go out: 11 telegraph poles instead of 10 to equal 500 yards; 27 telegraph poles instead of 24 to equal 1200 yards; 40 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way Employees will provide manual flagging protection as per Rules 49 and 50—Maintenance of Way Rules and Instructions.

TIME TABLE No. 70, APRIL 28th, 1935

OKANAGAN SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION					Miles from Sicamous	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION				
		FOURTH CLASS	SECOND CLASS							SECOND CLASS				
		79	CN 193	707						CN 194	708			
		Freight l Daily ex. Mon.	Mixed l Daily ex. Sun.	Okanagan Local Mixed l Daily ex. Sun.						Mixed a Daily ex. Sun.	Okanagan Local Mixed a Daily ex. Sun.			
				15.45			Joint Track C.N. Ry. — KELOWNA 33.4				14.45			
					51.0		OKANAGAN LDG. ZYR 4.8	K	100					
		7.00	19.25	s 17.15 18.00	46.2	D	Joint Track C. N. Ry. — Z VERNON Jct. C. N. Ry. ZR 8.0	N O	42	6.50	13.15 s 12.40			
		7.20	19.45	f 18.20	38.2		LARKIN 4.0		50	6.25	f 12.20			
		7.30	19.56	f 18.30	34.2	T	REALM 2.4		32	6.14	f 12.09			
		7.40	20.05	s 18.40	31.8	D	Z ARMSTRONG Jct. C. N. Ry. WR 5.0	M S	100	6.05	s 12.00			
				f 18.53	26.8		★ STEPNEY 3.8				f 11.47			
		8.00	Canadian National Railway Train	s 19.03	23.0	D	Z ENDERBY W 5.7	D	36	Canadian National Railway Train	s 11.38			
		8.15		s 19.15	17.3		GRINDROD Z 4.7		70		s 11.26			
		8.25		s 19.27	12.6		MARA 8.4		47		s 11.15			
		8.45		19.46	4.2		FOSSETT 4.2		22		10.55			
		9.00		20.00	.0	D N	Z SICAMOUS K	R S			10.45			
		a Daily ex. Mon.	a Daily ex. Sun.	a Daily ex. Sun.			★No passing track			l Daily ex. Sun.	l Daily ex. Sun.			
		79	CN 193	707						CN 194	708			

Canadian National Railway rules and time table govern on joint track between Vernon and Kelowna.

Canadian Pacific Railway rules and time table govern on joint track between Vernon and Armstrong.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

ARROW LAKE SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION					Miles from Revelstoke	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION				
			SECOND CLASS							SECOND CLASS				
				801						802				
				Arrowhead Local Mixed l Wed. Sat.						Arrowhead Local Mixed a Wed. Sat.				
				11.00	27.5	D	ARROWHEAD ZR 3.4	D O	40	10.15				
				s 11.15	24.1		★ SIDMOUTH 4.6			s 10.02				
					19.5		Z★ ZW 2.5							
				f 11.40	17.0		WIGWAM 7.2		17	f 9.30				
				f 12.05	9.8		GREENSLIDE 9.8		25	f 9.05				
				12.35	.0	D N	Z REVELSTOKE K	B Y		8.35				
				a Wed. Sat.			★No passing track			l Wed. Sat.				
				801						802				

On sharp curves not governed by slow boards, trains must not exceed a speed of twenty-five miles per hour. Unless otherwise directed, speed must be reduced to fifteen miles per hour where slow boards are located.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

LAKE WINDERMERE SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION					Miles from Colvalli	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION				
			SECOND CLASS							SECOND CLASS				
			829	831						830	832			
			Cranbrook-Golden Local Mixed l Tues.	Cranbrook-Golden Local Mixed l Wed.						Golden-Cranbrook Local Mixed a Thurs.	Golden-Cranbrook Local Mixed a Wed.			
			10.30		.0		COLVALLI ZY 9.0		42	14.45				
			s 10.55		9.0		BULL RIVER ZW 6.4		58	f 14.10				
			f 11.15		15.4		FENWICK 4.4		44	f 13.40				
					19.8		★ W 3.2							
			s 11.50		23.0	D	FORT STEELE Z 6.9	F S	44	s 13.10				
			f 12.10		29.9		DOYLE 5.4		42	f 12.30				
			s 12.30		35.3		WASA 11.0		40	s 12.10				
			s 13.00		46.3		SKOOKUMCHUCK 6.3		44	s 11.40				
			f 13.20		52.6		TORRENT 2.6		60	f 11.10				
					55.2		Z★ ZW 8.9							
			s 14.20		64.1		Z CANALFLAT ZY 4.7		60	s 10.10				
			f 14.50		68.8		COLUMBIA LAKE 4.4		35	f 9.15				
					73.2		Z★ ZW 3.9							
			s 15.30		77.1		FAIRMONT HOT SPRINGS 6.2		49	s 8.50				
			f 16.00		83.3		RUSHMERE 5.0		26	f 8.30				
			f 16.30		88.3		GOLDIE CREEK 4.5		44	f 8.15				
			17.10	8.00	92.8	D	Z LAKE WINDERMERE ZWFR 8.6	A R	67	8.00	19.00			
				s 8.25	101.4		RADIUM 5.7		58		s 18.20			
				s 8.45	107.1		EDGEWATER Y 5.0		65		s 18.00			
				f 9.05	112.1		LUXOR 5.8		63		f 17.40			
				s 9.25	117.9		BRISCO 7.7		63		s 17.20			
				s 9.50	125.6		SPILLIMACHEEN W 7.0		64		s 16.50			
				s 10.15	132.6		HARROGATE 11.1		63		s 16.25			
				s 10.50	143.7		Z PARSON W 7.8		63		s 15.50			
				s 11.15	151.5		McMURDO 10.6		67		s 15.25			
				s 11.50	162.1		NICHOLSON 4.6		23		s 14.55			
				12.20	166.7	D N	Z GOLDEN K	G D			14.40			
			a Tues.	a Wed.			★No passing track			l Thurs.	l Wed.			
			829	831						830	832			

Class N-2 or heavier engines must not be moved over the following bridges without special authority from the Superintendent:

Bridge 46.56—Skookumchuck.
Bridge 59.73—Findlay Creek.
Bridge 75.56—Dutch Creek.

Nos. 831 and 832 will stop at mileage 137.3 for exchange of mail.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

TIME TABLE No. 70, APRIL 28th, 1935

THOMPSON SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION — FIRST CLASS				Miles from Kamloops	Telegraph and Telephone Offices		STATIONS		Telegraph Calls	Car Capacity Passing Tracks	EASTBOUND TRAINS SUPERIOR DIRECTION — FIRST CLASS			FOURTH CLASS			
	3 The Dominion Psgr. l Daily	13 The Mountaineer Psgr. l Daily	1 Vancouver Psgr. l Daily								2 Montreal Psgr. a Daily	4 The Dominion Psgr. a Daily	14 The Mountaineer Psgr. a Daily	92 Freight a Daily	94 Freight a Daily	96 Freight a Daily	98 Freight a Daily
	23.55	22.30	13.30	.0	D N	Double Track	KAMLOOPS ZK	K A			7.05	24.00	2.40	9.00	13.00	19.15	2.25
							8.6										
	24.12	22.46	f 13.47	8.6		Z ★	TRANQUILLE ZR				f 6.47	23.41	2.22	8.40	12.40	18.55	2.05
							6.0										
	24.27	23.59	f 14.02	14.6			CHERRY CREEK			60	f 6.32	23.24	2.07	8.20	12.20	18.35	1.46
							5.1										
	24.38	23.12	14.12	19.7			MUNRO			68	6.20	23.12	1.54	8.05	12.05	18.20	1.32
							5.5										
	f 24.49	23.24	s 14.24	25.2	D	Z	SAVONA ZW	S A		64	s 6.08	f 23.00	1.41	7.50	11.50	18.05	1.18
							6.8										
	1.02	23.36	s 14.37	32.0	D N	Z	WALHACHIN ZYW	P N		50	s 5.51	22.43	1.27	7.35	11.35	17.50	1.02
							5.3										
	1.17	23.46	f 14.45	37.3			SEMLIN			66	f 5.39	22.34	1.17	7.15	11.15	17.30	24.30
							4.1										
	1.26	23.54	14.52	41.4			MAHARG			66	5.31	22.27	1.11	7.05	11.05	17.20	24.20
							5.9										
	s 1.39	24.06	s 15.06	47.3	D N	Z	ASHCROFT ZW	Q		72	s 5.19	s 22.14	1.01	6.50	10.50	17.05	24.06
							8.6										
	1.55	24.22	f 15.23	55.9			BASQUE			62	f 5.00	21.56	24.45	6.30	10.30	16.45	23.30
							5.0										
	2.04	24.36	f 15.32	60.9			SPATSUM W			61	f 4.51	21.47	24.36	6.20	10.20	16.35	23.20
							6.4										
	2.15	24.49	f 15.44	67.3			TOKETIC			61	f 4.39	21.35	24.24	6.05	10.05	16.20	23.05
							5.4										
	s 2.28	1.04	s 15.58	72.7	D N	ABSOLUTE PERMISSIVE BLOCK (See special instruction "O")	SPENCE'S BRIDGE YWCR Jct. Merritt S.D.	R N		45	s 4.28	s 21.24	24.14	5.50	9.45	15.58	22.45
							6.6										
	2.42	1.18	f 16.13	79.3			DRYNOCH			61	f 4.12	21.08	23.59	5.23	9.15	15.15	22.15
							6.3										
	2.54	1.30	f 16.26	85.6			THOMPSON			61	f 3.59	20.55	23.47	5.08	9.00	15.00	22.00
							4.5										
	3.03	1.40	f 16.36	90.1			GLADWIN			69	f 3.49	20.45	23.37	4.58	8.50	14.50	21.50
							4.8										
	s 3.13	1.51	s 16.49	94.9	D N		LYTTON W	N Y		81	s 3.39	s 20.35	23.27	4.43	8.35	14.35	21.35
							4.7										
	3.27	2.01	17.00	99.6			CISCO			50	3.27	20.22	23.16	4.30	8.22	14.22	21.22
							4.3										
	3.42	2.12	f 17.11	103.9			KANAKA			78	f 3.15	20.12	23.05	4.18	8.10	14.10	21.10
							6.9										
	3.58	2.28	f 17.28	110.8			KEEFERS W			59	f 2.59	19.56	22.49	3.58	7.50	13.50	20.50
							5.7										
	4.12	2.45	f 17.42	116.5			CHAUMOX			61	f 2.45	19.42	22.36	3.30	7.35	13.35	20.35
							5.0										
	4.25	3.05	17.55	121.5	D N		NORTH BEND K	B			2.30	19.30	22.25	3.15	7.15	13.15	20.15
	a Daily	a Daily	a Daily				★ No passing track				l Daily	l Daily	l Daily	l Daily	l Daily	l Daily	l Daily
	3	13	1								2	4	14	92	94	96	98

WESTMINSTER SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION — SECOND CLASS					Miles from Coquitlam	Telegraph and Telephone Offices		STATIONS		Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION — SECOND CLASS	
	819 Royal City Local Mixed l Daily	817 Royal City Local Mixed l Daily	815 Royal City Local Mixed l Daily	813 Royal City Local Mixed l Daily	811 Royal City Local Mixed l Daily							812 Royal City Local Mixed a Daily	820 Royal City Local Mixed a Daily
	21.30	18.20	14.20	9.10	7.45	8.4	D		WESTMINSTER ZK	M S		8.55	22.30
								1.7					
	f 21.35	f 18.25	f 14.25	f 9.15	f 7.50	6.7		★	SAPPERTON			f 8.50	f 22.25
								1.8					
	f 21.40	f 18.40	f 14.40	f 9.20	f 7.55	4.9	D	Z	FRASER MILLS Z	S F	88	f 8.45	f 22.20
								2.8					
	f 21.48	f 18.48	f 14.55	f 9.28	f 8.03	2.1		★	ESSONDALE			f 8.37	f 22.12
								2.1					
	21.55	18.55	15.10	9.35	8.10	.0	D N	Z	COQUITLAM YWK	J N		8.30	22.05
	a Daily	a Daily	a Daily	a Daily	a Daily				★No passing track			l Daily	l Daily
	819	817	815	813	811							812	820

MISSION SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION — SECOND CLASS	Miles from Mission	Telegraph and Telephone Offices		STATIONS		Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION — SECOND CLASS
809 Seattle Local Mixed l Daily ex. Sun.								810 Seattle Local Mixed a Daily ex. Sun.
13.45	10.1	D		HUNTINGDON ZYR	S J		56	12.30
				3.4				
s 14.00 14.30	6.7	D		ABBOTSFORD	B R		36	12.15 s 11.40
				2.7				
f 14.40	4.0			CLAYBURN			13	f 11.30
				1.8				
f 14.45	2.2		★	MATSQUI				f 11.25
				2.2				
14.55	.0	D N	Z	MISSION YWR	R A			11.15
a Daily ex. Sun. 809				★No passing track				l Daily ex. Sun. 810

Northbound trains will sound six long whistles at Matsqui to give Drawbridge Operator, mileage 0.8 sufficient time to clear traffic off bridge before arrival of train.

Railway crossing at grade C. N. Ry. mileage 1.5. Interlocked.

Railway crossing at grade B. C. E. Ry. mileage 4.0. Interlocked.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

INSTRUCTIONS GOVERNING THOMPSON SUBDIVISION

Trains must not exceed a speed of thirty miles per hour at any point between Keefers and Cisco and between Tranquille and mileage 15.5.

Westbound trains may leave Tranquille without a terminal clearance.

Trains must not exceed a speed of fifteen miles per hour at mileage 53.7 and mileage 54.0, and ten miles per hour passing Drynoch slide, mileage 77.8 and between mileage 102.5 and 102.7.

The following Automatic Block Signals are also Station Protection Signals: Signals numbers 717, 752, 925, 970, 1120 and 1195.

All eastbound trains except first class trains, will register at Walhachin.

Operator at Spence's Bridge will register No 14 except when green signals are displayed by any section thereof, in which case conductor must register.

To comply with Rule 99, between Lytton and Drynoch, flagman must go out: 14 telegraph poles instead of 10 to equal 500 yards; 30 telegraph poles instead of 24 to equal 1200 yards; 47 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way Employees will provide manual flagging protection as per Rules 49 and 50—Maintenance of Way Rules and Instructions.

Coast Freight.....No. 951 due to leave Kamloops.... 9.30 k, arrive North Bend 16.15 k, daily.
Stock Freight.....No. 955 due to leave Kamloops.... 15.30 k, arrive North Bend 21.00 k, Saturday.
Seaboard Freight.....No. 952 due to leave North Bend 8.00 k, arrive Kamloops.... 14.00 k, daily.

INSTRUCTIONS GOVERNING WESTMINSTER SUBDIVISION

Trains must not exceed a speed of thirty miles per hour at any point.

Railway crossing at grade G. N. Ry. mileage 6.4 is protected by semi-automatic interlocking plant. These signals work automatically on the approach of trains, providing there is no train using the diamond from the G. N. Ry. and signals must not be passed when showing a "Stop" indication except when preceded by a flagman over the diamond.

Railway crossing at grade G. N. Ry. mileage 6.9 interlocked.

No. 811 may leave Westminster without terminal clearance.

No. 812 will wait at Coquitlam until No. 811 has arrived.
No. 820 will wait at Coquitlam until No. 819 has arrived.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

TIME TABLE No. 70, APRIL 28th, 1935

WESTBOUND TRAINS—INFERIOR DIRECTION													EASTBOUND TRAINS—SUPERIOR DIRECTION				
FOURTH CLASS			SECOND CLASS	FIRST CLASS				Miles from North Bend	Telegraph and Telephone Offices	CASCADE SUBDIVISION	Telegraph Calls	Car Capacity Passing Tracks	FIRST CLASS				SECOND CLASS
85	83	81	809	1	11	3	13						4	14	12	2	810
Freight	Freight	Freight	Mixed	Vancouver Psgr.	Kootenay Express Psgr.	The Dominion Psgr.	The Mountaineer Psgr.			STATIONS			The Dominion Psgr.	The Mountaineer Psgr.	Kettle Valley Express Psgr.	Montreal Psgr.	Mixed
l Daily	l Daily	l Daily	l Daily ex. Sun.	l Daily	l Daily	l Daily	l Daily						a Daily	a Daily	a Daily	a Daily	a Daily ex. Sun.
22.15	14.00	6.00		18.05	Coquihalla Subdivision Train	4.35	3.15	.0	D N	NORTH BEND K	B		19.20	22.15	Coquihalla Subdivision Train	2.20	
										6.1							
22.30	14.15	6.15		f 18.19		4.50	3.31	6.1		CHINA BAR		61	19.04	22.00		f 2.04	
										9.4							
22.55	14.40	6.40		f18.41		5.12	3.53	15.5		SPUZZUM W		64	18.41	21.39		f 1.41	
										4.6							
23.05	14.50	6.50		18.55		5.23	4.05	20.1		SADDLE ROCK		54	18.29	21.28		1.29	
										7.0							
23.25	15.10	7.10		s 19.14		f 5.41	4.25	27.1	D	YALE W	C	73	f 18.13	21.12		s 1.13	
										6.9							
23.40	15.25	7.25	Mission Subdivision Train	f 19.26		f 5.53	4.37	34.0		CHOATE		61	f 17.54	21.01		f 24.53	Mission Subdivision Train
										6.1							
23.55	15.40	7.40		s 19.36		6.04	4.48	40.1		HAIG		54	17.41	20.51		f 24.39	
										1.6							
23.59	15.44	7.44		19.39	6.55	6.07	4.51	41.7	N	★PETAIN (Jct. Coquihalla S. D.)	J		17.38	20.49	22.45	24.35	
										3.0							
24.07	15.52	7.52		§ 19.44	f 7.01	6.12	4.58	44.7		KATZ		63	17.32	20.44	f 22.30	f 24.29	
										3.3							
24.15	16.00	8.00		f 19.52	s 7.07 / 7.17	6.20	5.06	48.0	D N	RUBY CREEK YXWCR	R Y		s 17.25	20.38	22.17 / s 22.02	s 24.21	
										5.4							
					f 7.26			53.4		★WALEACH					f 21.51		
										5.5							
				s 20.12	s 7.37	s 6.40	5.28	58.9	D	AGASSIZ X	G S	151	s 17.05	20.21	s 21.40	s 23.58	
										9.2							
				20.30	s 7.55	§ 6.57	5.46	68.1		HARRISON MILLS ZWX		123	s 16.45	20.08	f 21.19	f 23.36	
										7.3							
					s 8.09			75.4		★DEROCHE			16.32		s 21.03		
										1.3							
				20.44	f 8.12	7.11	6.02	76.7		NICOMEN X		142	16.30	19.56	f 20.59	23.21	
										4.8							
					s 8.20			81.5		★DEWDNEY			16.22		s 20.48	f 23.12	
										2.9							
					s 8.26			84.4		★HATZIC			16.16		s 20.40	f 23.04	
										2.9							
			15.25	s 21.04	s 8.34	s 7.31	6.26	87.3	D N	MISSION ZYXWR (Jct. Mission S. D.)	R A	138	s 16.10	19.42	s 20.31	s 22.55	10.30
										4.7							
			f 15.36		f 8.44			92.0		★SILVERDALE					s 20.16		f 10.20
										1.8							
			s 15.40	§ 21.14	s 8.48	7.42	6.37	93.8	D	Z RUSKIN X	R U	80	15.56	19.32	s 20.12	f 22.40	s 10.15
										2.5							
			f 15.47		s 8.53			96.3		★WHONNOCK					s 20.05		f 10.00
										3.4							
			f 15.54		s 9.00			99.7		★ALBION					s 19.57		f 9.50
										3.1							
			s 16.03	§ 21.28	s 9.07	§ 7.57	6.55	102.8	D	Z HANEY X	H Y	71	§ 15.42	19.20	s 19.50	f 22.26	s 9.40
										2.3							
			s 16.12	§ 21.32	s 9.14	§ 8.01	6.59	105.1	D	★HAMMOND ZX	M D		15.36	19.17	s 19.43	f 22.20	s 9.30
										2.2							
			f 16.17		s 9.20			107.3		★PITT MEADOWS Z					s 19.37		f 9.05
										5.2							
			s 16.40	s 21.50	s 9.34	s 8.20	s 7.19	112.5	D N	Z COQUITLAM ZYXWK (Jct. Westminster S. D.)	J N		s 15.22	s 19.06	s 19.26	s 22.07	s 8.55
										4.0							
			f 16.53	§ 21.58	s 9.42	§ 8.28	7.28	116.5	D	★PORT MOODY X	M O		15.12	18.56	s 19.16	f 21.56	s 8.35
										3.4							
			f 17.02	22.05	f 9.49	8.35	7.35	119.9		BARNET		98	15.05	18.50	f 19.10	21.50	f 8.25
										5.4							
								125.3		★HASTINGS X							
										2.7							
			17.24	22.24	10.09	8.54	7.54	128.0		★HEATLEY AVE.					18.55		
										1.0							
			17.30	22.30	10.15	9.00	8.00	129.0	D N	Z VANCOUVER K	V D		14.45	18.30	18.50	21.30	8.00
a Daily	a Daily	a Daily	a Daily ex. Sun.	a Daily	a Daily	a Daily	a Daily			★No passing track			l Daily	l Daily	l Daily	l Daily	l Daily ex. Sun.
85	83	81	809	1	11	3	13						4	14	12	2	810

Double Track

ABSOLUTE PERMISSIVE BLOCK (See special instruction "O")

Coast Freight.....No. 951 due to leave North Bend.....17.15 k,.....arrive Coquitlam.....23.45 k, daily.
Stock Freight.....No. 955 due to leave North Bend.....21.30 k, Saturday, arrive Coquitlam.....2.40 k, Sunday.
Seaboard Freight...No. 952 due to leave Coquitlam.....24.30 k, ...arrive North Bend.....7.00 k, daily.

INSTRUCTIONS GOVERNING CASCADE SUBDIVISION

Trains must not exceed a speed of twenty miles per hour at any point between mileage 19.2 and 19.6.

Between Yale and Vancouver Special Instruction "K" is amended to read: "Freight and mixed trains are limited to a speed of thirty five miles per hour and are not to make any one mile in less than one minute and thirty seconds."

Trains must not exceed a speed of thirty miles per hour at any point between Yale and North Bend.

The following Automatic Block Signals are also Station Protection Signals: Signals numbers 18, 137, 180, 257, 292, 463 and 498.

§ No. 1 will stop on signal at Katz, Ruskin, Haney, Hammond and Port Moody to allow revenue passengers from points east of Haig to detrain.

§ No. 3 will stop on signal at Harrison Mills, Haney, Hammond and Port Moody to allow revenue passengers from points east of Kamloops to detrain.

§ No. 4 will stop on signal at Haney to allow revenue passengers for Calgary and East to entrain.

Operator at Petain will register all trains.

Operator at Ruby Creek will register first class trains except when green signals are displayed by any section thereof, in which case conductor must register.

Operator at Mission will register No. 14 except when green signals are displayed by any section thereof, in which case conductor must register.

To comply with Rule 99, between mileage 4.0 and 27.0 and between Harrison Mills and mileage 78.0 flagman must go out: 14 telegraph poles instead of 10 to equal 500 yards; 30 telegraph poles instead of 24 to equal 1200 yards; 47 telegraph poles instead of 36 to equal 1800 yards.

Drawbridge Harrison River mileage 68.3 interlocked.

Drawbridge Pitt River mileage 109.7 interlocked.

Railway crossing at grade G. N. Ry. mileage 127.7 interlocked.

Maintenance of Way Employees will provide manual flagging protection as per Rules 49 and 50—Maintenance of Way Rules and Instructions.

TIME TABLE No. 70, APRIL 28th, 1935

CRANBROOK SUBDIVISION

| WESTBOUND TRAINS—INFERIOR DIRECTION | | |

TIME TABLE No. 70, APRIL 28th, 1935

NELSON SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION											EASTBOUND TRAINS SUPERIOR DIRECTION
FOURTH CLASS					FIRST CLASS						FIRST CLASS
79	77	75	73		11						12
Freight	Freight	Freight	Freight		Kootenay Express Pagr.	Miles from Cranbrook	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	Kettle Valley Express Pagr.
l Daily	l Daily	l Daily	l Daily		l Daily						a Daily
22.00	14.40	9.30	5.00		4.25	.0	D N	CRANBROOK ZK	C K		7.55
								5.4			
22.40	15.20	10.10	5.35		f 4.40	5.4		FASSIFERNE Y		37	f 7.42
								2.7			
					s 4.45	8.1	Z ★	LUMBERTON Z			s 7.36
								1.5			
23.00	15.44	10.40	5.50		4.48	9.6		SWANSEA		37	7.33
								4.6			
23.15	15.57	10.55	6.05		f 4.57	14.2	Z	JEROME ZW		19	f 7.23
								5.6			
23.30	16.10	11.10	6.21		s 5.08	19.8	Z	MOYIE		37	s 7.11
								2.0			
23.35	16.15	11.20	6.27		f 5.12	21.8		ALDRIDGE		37	f 7.07
								8.3			
23.55	16.35	11.40	6.51		f 5.26	30.1		TOCHTY		63	f 6.51
								5.0			
24.10	16.50	12.00	7.05		f 5.35	35.1		RYAN		61	f 6.41
								5.5			
24.50	17.30	12.15	7.45		s 5.45 5.52	40.6	D Z	YAHK ZYWCR Jct. S. I. Ry.	D A	69	6.30 s 6.15
								2.1			
24.56	17.36		7.50		5.56	42.7		CURZON		32	6.10
								3.2			
1.55	18.35		8.45		f 6.03	45.9	Z	GOATFELL Z		36	f 6.03
								5.4			
2.10	18.50		9.00		6.15	51.3		KINERT		56	5.39
								4.1			
2.25	19.05		9.15		s 6.24	55.4		McCONNEL ZW		49	s 5.24
								6.5			
2.45	19.25		9.35		6.37	61.9		LIPSETT		26	5.03
								0.6			
					f 6.39	62.5	★	CANYON			f 5.00
								1.7			
					s 6.42	64.2	D Z ★	ERICKSON Z	K E		s 4.55
								3.2			
3.00	19.40		9.50		s 6.50	67.4	D Z	CRESTON ZW	B R	42	s 4.40
								5.4			
3.15	19.55		10.05		7.01	72.8		LOASBY		22	4.20
								1.0			
					s 7.04	73.8	Z ★	WYNNDEL Z			s 4.18
								6.0			
4.01	20.35		10.45		s 7.19	79.8	D Z	SIRDAR ZWC	S A	35	s 4.01
								1.4			
4.06	20.40		10.50		7.22	81.2		ATBARA		40	3.57
								1.9			
4.10	20.45		10.55		f 7.26	83.1	T	KOOTENAY LANDING		21	f 3.53
								8.3			
4.30	21.05		11.15		f 7.48	91.4	T Z	TYE W		64	f 3.30
								7.6			
4.49	21.24		11.34		f 8.10	99.0	T	DREWRY		66	f 3.08
								8.5			
5.10	21.45		11.55		f 8.33	107.5	T	BLAKE		64	f 2.45
								10.0			
5.40	22.15		12.25		s 8.58	117.5	D Z	PROCTER ZYW	P O	55	s 2.19
								2.4			
					f 9.03	119.9	★	SUNSHINE BAY			f 2.12
								2.3			
5.55	22.30		12.40		s 9.08	122.2		HARROP		39	s 2.05
								10.1			
6.20	22.55		13.05		f 9.31	132.3	T Joint Track G. N. Ry. Z ★	TROUP ZYR Jct. G.N. Ry.			f 1.40
								5.4			
6.40	23.15		13.25		9.45	137.7	D N Z	NELSON K	B C		1.25
a Daily	a Daily	a Daily	a Daily		a Daily			★No passing track			l Daily
79	77	75	73		11						12

Spokane Freight.....No. 979 due to leave Cranbrook 18.30 k, arrive Yahk.....21.45 k, daily.
Soo Freight.....No. 980 due to leave Yahk.....18.30 k, arrive Cranbrook 20.45 k, daily.

KIMBERLEY SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION										SOUTHBOUND TRAINS SUPERIOR DIRECTION
FOURTH CLASS										THIRD CLASS
823										824
Kimberley Local Mixed					Miles from North Star	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	Kimberley Local Mixed
l Daily ex. Sun.										a Daily ex. Sun.
10.20						D N	CRANBROOK ZK	C K		16.45
							0.9			
10.25					.0	★	NORTH STAR Z			16.35
							5.1			
f 10.40					5.1	Z ★	WANKLYN			f 16.15
							2.7			
f 10.50					7.8	Z ★	WYCLIFFE Z			f 14.58
							1.8			
10.55					9.6		PORTEOUS		35	14.52
							2.8			
11.05					12.4	★	FIR			14.43
							1.2			
f 11.10					13.6	★	MARYSVILLE			f 14.39
							2.8			
f 11.35					16.4	Z ★	CHAPMAN CAMP			f 14.30
							1.4			
12.00					17.8	D	KIMBERLEY WK	K Y	53	14.00
							1.4			
					19.2	★	END OF TRACK			
a Daily ex. Sun.							★No passing track			l Daily ex. Sun.
823										824

Mixed and freight trains must not exceed a speed of one mile in three minutes at any point.

Airbrake retainers must be used:
Southbound: End of track to mileage 12.5, (6.7 miles), mileage 11.0 to mileage 7.6, (3.4 miles).
Northbound: Wanklyn to mileage 7.6, (2.5 miles).

Trains between North Star and Cranbrook will be governed by Cranbrook Subdivision time table, page 8.

See "Regulations for Operating Freight and Ore Trains on Grades of two per cent or over," page 15.

No. 824 will wait at Kimberley until No. 823 has arrived.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

INSTRUCTIONS GOVERNING NELSON SUBDIVISION

Trains must not exceed a speed of ten miles per hour over public crossing at Fairview Ferry, mileage 136.1.

Passenger trains must not exceed a speed of one mile in four minutes and freight trains one mile in six minutes around curve, mileage 16.5 to 17.0.

Westbound freight trains must not exceed a speed of one mile in two minutes and thirty seconds at any point between Goatfell and Lipsett.

Freight trains must not exceed a speed of one mile in two minutes and twenty four seconds at any point between Kootenay Landing and Procter.

Not less than thirty three per cent of air-brake retainers must be used on freight trains descending grades westbound, Goatfell to Lipsett and eastbound, Fassiferne to Cranbrook.

Midge Creek at mileage 95.0 is a flag stop for Nos. 11 and 12.

Russell at mileage 128.1 is a flag stop for Nos. 11 and 12.

Koolaree at mileage 129.1 is a flag stop for Nos. 11 and 12.

Nickawa at mileage 130.6 is a flag stop for Nos. 11 and 12.

All trains will approach and pass east portal Jerome tunnel under full control.

Westbound freight trains must stop at McConnel and Sirdar for inspection.

Yard limit board west of Yahk situated on the south side of the Spokane International Ry. governs trains on the Nelson Subdivision.

Canadian Pacific Railway rules and time table govern on joint track between Nelson and Troup.

Enginemen must have headlight lighted and engine bell ringing when passing through tunnel mileage 85.9.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

TIME TABLE No. 70, APRIL 28th, 1935

WESTBOUND TRAINS—INFERIOR DIRECTION													EASTBOUND TRAINS—SUPERIOR DIRECTION			
FOURTH CLASS				THIRD CLASS	FIRST CLASS		Miles from Nelson	Telegraph Offices	BOUNDARY SUBDIVISION	Telegraph Calls	Car Capacity Passing Tracks		FIRST CLASS	SECOND CLASS	THIRD CLASS	FOURTH CLASS
87 Freight l Daily	85 Freight l Daily ex. Sun.	83 Freight l Daily	81 Freight l Daily	841 Nakusp Local Mixed l Mon.	702 Mixed l Mon. Thurs.	11 Kootenay Express Psgr. l Daily			STATIONS				12 Kettle Valley Express Psgr. a Daily	703 Mixed a Mon. Thurs.	842 Nelson Local Mixed a Tues.	86 Freight a Daily ex. Sun.
13.50		6.30	24.05	8.25		10.05	.0	D N	NELSON ZK	B C			20.30		17.00	
				f 8.37		f 10.14	4.7 4.7		★ TAGHUM				f 20.14		f 16.47	
14.10		6.50	24.25	f 8.44		f 10.19	7.1		BEASLEY		39		f 20.09		f 16.40	
				f 8.55		f 10.27	2.4 3.3		★ BONNINGTON				f 20.01		f 16.30	
14.25		7.05	24.40	9.00		s 10.31	10.4 1.5	D	Z SOUTH SLOCAN YWR (Jct. Slocan S. D.)	S U			s 19.58		16.25	
14.28		7.07	24.43			10.32	11.9 0.3		FRAINE		26		19.56			
14.35		7.13	24.50			f 10.35	12.2 2.1		SHOREACRES		27		f 19.52			
						f 10.38	14.3 1.3		★ GLADE				f 19.49			
						f 10.42	15.6 2.3		★ TARRYS				f 19.44			
14.50		7.28	1.10			f 10.46	17.9 2.0		THRUMS		41		f 19.39			
15.00		7.38	1.25			s 10.54	19.9 3.6	D	Z BRILLIANT Z	B I	49		s 19.32			
15.10	10.30	7.55	1.35		18.45	s 10.59 11.09	23.5 2.2	D N	Z CASTLEGAR ZYWCR (Jct. Rossland S. D.)	C G			s 19.27 19.17	19.37		20.10
	10.35				18.50	f 11.13	25.7 1.7		ROBSON WEST ZR		43		f 19.13	19.33		20.00
	10.50					f 11.23	27.4 5.0		LABARTHE		28		f 19.00			19.45
	11.20					f 11.47	32.4 6.7		SHIELDS W		26		f 18.43			19.20
	11.45					f 12.06	39.1 4.5		Z COYKENDAHL W		36		f18.31			18.31
	12.29					f12.29	43.6 6.8		TUNNEL		38		f 18.11			17.50
	13.10					f 12.47	50.4 4.7		PORCUPINE		18		f 17.59			17.30
	13.40					s 12.57	55.1 2.9	D	Z FARRON ZYWCR	F A	37		s 17.47			17.15
	13.55					f 13.17	58.0 4.4		PAULSON		19		f 17.27			16.25
	14.07					f 13.27	62.4 4.0		Z CORYELL ZW		33		f 17.13			16.10
	14.20					f 13.39	66.4 4.1		Z LAFFERTY W		15		f 16.58			15.50
	14.40					f 13.57	70.5 6.4		Z FIFE ZW		26		s 16.35			15.20
	14.55					s 14.10	76.9 4.9	D	Z CASCADE Y	C	27		s 16.17			14.55
						f 14.13	81.8 1.0		Z ★ BILLINGS Z				f 16.14			
	15.20					f14.23	82.8 4.3		GILPIN		30		f 16.05			14.23
	15.45					s 14.39	87.1 7.6	D N	Z GRAND FORKS K	G F	101		s 15.51			13.45
						a 14.42	94.7 0.6		CITY JCT. WCR				l 15.46			
						s 14.50	95.3 1.6	D	★ GRAND FORKS (City Stn)	B O			s 15.36			
						l 15.00	95.3 1.6		CITY JCT. WCR				a 15.28			
						15.01	95.9 0.6		WESTEND Z (Jct. North Fork S.D.)				15.27			
						f15.16	100.3 4.4		FISHERMAN		28		f15.16			
						f 15.45	108.7 8.4		Z EHOLT ZYW		23		f 14.55			
						f 16.06	117.3 8.6		Z GREENWOOD		41		f 14.26			
						f 16.15	121.0 3.7		★ BOUNDARY FALLS				f 14.15			
						16.30	126.6 5.6	D N	Z MIDWAY K	M I			14.00			
a Daily	a Daily ex. Sun.	a Daily	a Daily	a Mon.	a Mon. Thurs.	a Daily			★ No passing track				l Daily	l Mon. Thurs.	l Tues.	l Daily ex. Sun.
87	85	83	81	841	702	11							12	703	842	86

Rossland Subdivision Train — 87, 85, 83, 81, 702, 11
Slocan Subdivision Train — 841
Rossland Subdivision Train — 12, 703, 842, 86

NORTHBOUND TRAINS INFERIOR DIRECTION				NORTH FORK SUBDIVISION		SOUTHBOUND TRAINS SUPERIOR DIRECTION	
Miles from Westend	Telegraph Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks			
	D	★ GRAND FORKS (City Stn.)	R B O				
		1.6 CITY JCT. CWR					
		0.6					
.0		WESTEND					
1.0		1.0 ★ SMELTER LAKE					
4.2		3.2 CAESAR		8			
5.2		1.0 ★ TROUTDALE					
8.6		3.4 ★ HUMMINGBIRD					
11.5		2.9 ★ BANNOCK					
13.0		1.5 ★ STANWELL					
15.6		2.6 LYNCH CREEK Y		16			
17.4		1.8 ARCHIBALD					
		★ No passing track					

No Regular Service

Trains between Westend and Grand Forks City Station will be governed by Boundary Subdivision timetable.

Trains must not exceed a speed of one mile in three minutes between Westend and Archibald.

Class M-4 engines or heavier must not exceed a speed of one mile in four minutes at any point between Hummingbird and Stanwell.

Trains must not exceed a speed of eight miles per hour over bridge 8.5 and must not be doubleheaded over this bridge.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

INSTRUCTIONS GOVERNING BOUNDARY SUBDIVISION

Commencing Monday, May 6th, and each alternate Monday thereafter train No. 841 will be operated Nelson to South Slocan.

Commencing Tuesday, May 7th, and each alternate Tuesday thereafter train No. 842 will be operated South Slocan to Nelson.

Trains must not exceed a speed of fifteen miles per hour at any point between five poles west of west switch at Shields and west station mileboard at Shields.

Westbound passenger trains must not exceed a speed of one mile in two minutes and twenty four seconds at any point between Farron and Cascade.

Freight and mixed trains and light engines must not exceed a speed of one mile in three minutes at any point on descending grades Farron to mileage 81.1, Farron to mileage 33.0 Eholt to Westend and Eholt to Midway.

Eastbound passenger trains must not exceed a speed of one mile in two minutes and twenty four seconds at any point between Eholt and Westend and between Farron and mileage 33.0.

Trains must not exceed a speed of twenty miles per hour over bridge 81.1.

Trains must not exceed a speed of one mile in ten minutes through City of Grand Forks between City Station and one quarter mile west, and must not exceed a speed of twenty miles per hour at any point between City Jct. and one quarter mile west of City Station, and will approach and pass through this territory prepared to stop unless track is seen or known to be clear.

Engines must not exceed a speed of ten miles per hour on Carson Spur Grand Forks yard.

The new power plant at Corra Linn, mileage 9.1, is a flag stop for Nos. 841 and 842.

South Slocan is registering point for all trains except Nos. 11 and 12.

Robson West is registering point for Nos. 702 and 703 only.

City Jct. is registering point for No. 11 only.

Enginemen must have headlight lighted and engine bell ringing when passing through tunnel at mileage 49.6.

See "Regulations for Operating Freight and Ore Trains on grades of two per cent or over," page 15.

At Fisherman and Coykendahl all eastbound and at Lafferty all westbound trains must stop and make thermal test in accordance with Rule 27c of the Rules for the Operation and Inspection of Air Brakes.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

ROSSLAND SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION					Miles from Castlegar	Telegraph Offices	ROSSLAND SUBDIVISION	Telegraph Calls	Car Capacity Passing Tracks	EASTBOUND TRAINS SUPERIOR DIRECTION	
FOURTH CLASS			SECOND CLASS							FIRST CLASS	
87	83	81	703 Trail Local	701 Rossland Local						704 Castlegar Local	702 Castlegar Local
Freight *l* Daily ex. Sun.	Freight *l* Daily ex. Sun.	Freight *l* Daily	Mixed *l* Daily ex. Sun.	Mixed *l* Daily ex. Sun.			STATIONS			Mixed *a* Daily ex. Sun.	Mixed *a* Daily ex. Sun.
16.10	9.05	1.50	19.45	11.15	.0	D N	CASTLEGAR ZYWCR	C G		10.40	18.40
							3.6				
16.25	9.20	2.05	f 20.00	f 11.30	3.6		KINNAIRD		34	f 10.29	f 18.29
							2.3				
			f 20.09	f 11.39	5.9		★ BLUEBERRY			f 10.21	f 18.21
							2.1				
16.40	9.35	2.25	f 20.15	f 11.45	8.0		Z POUPORE ZW		26	f 10.15	f 18.15
							1.9				
16.50	9.45	2.35	f 20.25	f 11.55	9.9		GENELLE		20	f 10.05	f 18.05
							2.7				
17.00	9.59	2.45	f 20.35	f 12.05	12.6		BIRCHBANK		41	f 9.59	f 17.59
							6.1				
17.20	10.15	3.05	s 20.55	*a* 12.25	18.7	D N	Z TADANAC YWCK	S M		s 9.35	*l* 17.35
							1.4				
Boundary Subdivision Train	Boundary Subdivision Train	Boundary Subdivision Train	21.05	s 12.35 12.45		D	★ TRAIL	W		9.25	17.25 s 17.15
							1.4				
			Boundary Subdivision Train	*l* 13.15	18.7	D N	TADANAC YWCK	S M			*a* 16.25
							1.6				
				f 13.25	20.3		★ ANNABLE				f 16.14
							1.3				
				f 13.35	21.6		WARFIELD Z		14		f 16.07
							2.1				
				f 13.49	23.7		★ TIGER W				f 15.53
							1.0				
				f 13.59	24.7		★ CROWN POINT				f 15.45
							3.2				
				f 14.19	27.9		UNION AVENUE W		8		f 15.24
							1.4				
				14.30	29.3	D	Z ROSSLAND YK	R N			15.15
a Daily ex. Sun.	*a* Daily ex. Sun.	*a* Daily	*a* Daily ex. Sun.	*a* Daily ex. Sun.			★No passing track			*l* Daily ex. Sun.	*l* Daily ex. Sun.
87	83	81	703	701						704	702

ROSSLAND SUBDIVISION

Passenger trains must not exceed a speed of one mile in three minutes at any point and other trains must not exceed a speed of one mile in six minutes from Rossland to Tadanac.

When Class N-2 engine used, passenger trains must not exceed a speed of fifteen miles per hour at any point between Rossland and Tadanac.

Westbound passenger trains must not exceed a speed of one mile in three minutes and other westbound trains must not exceed a speed of one mile in six minutes at any point between Poupore and mileage 9.3 and retainers must be used on all trains.

Safety Switch 0.4 mile from Rossland.

The position of west wye switch at Rossland is normal when set for the wye.

See "Regulations for Operating Freight and Ore Trains on grades of two per cent or over," Page 15.

At Tiger all eastbound trains must stop and make thermal test in accordance with Rule 27c of the Rules for the Operation and Inspection of Air Brakes.

Tadanac yard limits extend from yard limit board located east of Tadanac to yard limit board located west of Warfield.

All trains must stop before passing over crossing about one thousand feet from Trail Station and must be preceded by flagman over crossing.

No. 702 will wait at Rossland until No. 701 has arrived.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

KASLO SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION		Miles from Kaslo	Telegraph Offices	KASLO SUBDIVISION	Telegraph Calls	Car Capacity Passing Tracks	EASTBOUND TRAINS SUPERIOR DIRECTION
SECOND CLASS							SECOND CLASS
	841 Nakusp Local Mixed						842 Nelson Local Mixed
	l Mon.			STATIONS			*a* Tues.
		.0	D	KASLO ZWCK	K		
				5.4			
		5.4		ZWICKY		5	
				6.6			
		12.0		KEEN		5	
				3.4			
		15.4		★ BLAYLOCK W			
				2.5			
		17.9		RETALLACK		15	
				1.9			
		19.8		★ GIEGERICH			
				0.9			
		20.7		★ ZINCTON Y			
				1.8			
		22.5		★ RAMBLER			
				3.0			
		25.5		PARAPET R		2	
				3.2			
				★ SANDON ZR	O N		
				3.2			
		25.5		PARAPET R		2	
				1.0			
		26.5		THREE FORKS W		8	
				1.1			
		27.6		★ ALAMO			
				2.9			
		30.5		DENVER CANYON		6	
				4.0			
	15.45	34.5		Z ROSEBERY ZYWCR	R A	19	9.55
				4.8			
	f 16.05	39.3		★ HILLS			f 9.35
				11.5			
	s 16.40	50.8		SUMMIT LAKE Y		8	s 8.55
				6.8			
	s 17.00	57.6		BROUSE W		15	f 8.25
				5.3			
	17.20	62.9	D	Z NAKUSP YWCR	N A		8.00
	a Mon.			★No passing track			*l* Tues.
	841						842

Commencing Monday, May 6th, and each alternate Monday thereafter train No. 841 will be operated Rosebery to Nakusp.

Commencing Tuesday, May 7th, and each alternate Tuesday thereafter train No. 842 will be operated Nakusp to Rosebery.

On descending grades between Kaslo and Rosebery, trains handling ore must not exceed a speed of one mile in five minutes at any point, and other trains must not exceed a speed of one mile in four minutes, and between Nakusp and mileage 39.5 mixed trains must not exceed a speed of one mile in three minutes at any point, and between Nakusp and Rosebery freight trains must not exceed a speed of one mile in four minutes at any point.

Trains must not exceed a speed of one mile in six minutes at any point between Sandon and Parapet and one mile in ten minutes around sharp curve at mileage 8.7.

Trains handling loads of poles or long timbers must not exceed a speed of twenty miles per hour at any point and must run cautiously around sharp or reverse curves.

Trains must not exceed a speed of fifteen miles per hour around sharp curves between Rosebery and Nakusp.

Safety switch 1.7 miles from Sandon.

See "Regulations for Operating Freight and Ore Trains on grades of two per cent or over," page 15.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

SLOCAN SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION		Miles from South Slocan	Telegraph Offices	SLOCAN SUBDIVISION	Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION
THIRD CLASS							THIRD CLASS
	841 Nakusp Local Mixed						842 Nelson Local Mixed
	l Mon.			STATIONS			*a* Tues.
	9.05	.0	D	SOUTH SLOCAN ZYWR	S U		16.20
				2.6			
	s 9.15	2.6		★ CRESCENT VALLEY			s 16.10
				6.7			
	s 9.40	9.3		★ SLOCAN PARK			s 15.45
				1.5			
	s 9.46	10.8		★ PASSMORE			s 15.39
				1.7			
	f 9.53	12.5		★ VALLICAN			f 15.32
				4.0			
	f 10.09	16.5		★ LEBAHDO			f 15.16
				2.0			
	s 10.17	18.5		WINLAW		16	s 15.08
				5.1			
	s 10.38	23.6		★ PERRYS W			s 14.47
				2.6			
	f 10.49	26.2		LEMON CREEK		24	f 14.36
				5.1			
	11.20	31.3		Z SLOCAN CITY YB	S C		14.15
	a Mon.			★No passing track			*l* Tues.
	841						842

LARDEAU SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION		Miles from Lardeau	Telegraph Offices	LARDEAU SUBDIVISION	Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION
		.0	D	LARDEAU WR	R O		
				4.5			
		4.5		★ COOPER CREEK			
				2.6			
		7.1		★ MEADOW CREEK			
				0.9			
	No Regular Service	8.0		MARBLE HEAD		15	No Regular Service
				4.2			
		12.2		HOWSER		8	
				4.1			
		16.3		★ BOSWORTH			
				3.5			
		19.8		GOLD HILL W		5	
				3.3			
		23.1		★ POPLAR			
				10.0			
		33.1		GERRARD YR			
				★No passing track			

SLOCAN SUBDIVISION

Commencing Monday, May 6th, and each alternate Monday thereafter train No. 841 will be operated South Slocan to Slocan City.

Commencing Tuesday, May 7th, and each alternate Tuesday thereafter train No. 842 will be operated Slocan City to South Slocan.

Appledale at mileage 21.3 will be a regular stop for trains 841 and 842.

Trains must not exceed a speed of twenty five miles per hour at any point.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

LARDEAU SUBDIVISION

Trains must not exceed a speed of one mile in two minutes and twenty four seconds and trains handling cars of poles or logs must not exceed a speed of fifteen miles per hour at any point.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

TIME TABLE No. 70, APRIL 28th, 1935

CARMI SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION									EASTBOUND TRAINS SUPERIOR DIRECTION
FOURTH CLASS			FIRST CLASS						FIRST CLASS
77	75	73	11	Miles from Midway	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	12
Freight	Freight	Freight	Kootenay Express Psgr.						Kettle Valley Express Psgr.
l Daily	l Daily	l Daily	l Daily						a Daily
19.00	10.50	3.00	16.45	.0	D N	MIDWAY ZK	M I		13.50
				0.3					
			16.47	0.3		MIDWAY WYE			13.40
				8.5					
			f 17.12	8.8	Z ★	KETTLE VALLEY Z			f 13.20
				2.9					
19.35	11.25	3.35	s 17.20	11.7		ROCK CREEK Z		36	s 13.13
				7.2					
19.55	11.45	3.55	17.36	18.9		ZAMORA		34	f 12.57
				1.6					
			f 17.40	20.5	Z ★	WESTBRIDGE ZW			f 12.54
				4.3					
20.12	12.02	4.12	f 17.50	24.8		RHONE		35	f 12.44
				6.6					
20.30	12.29	4.30	f 18.06	31.4		TAURUS		36	f 12.29
				4.5					
				35.9	Z ★	ZW			
				6.4					
21.00	13.00	5.00	s 18.30	42.3	D Z	BEAVERDELL	B D	32	s 12.04
				4.3					
21.25	13.25	5.25	s 18.43	46.6	Z	CARMI ZWC		21	s 11.52
				7.6					
22.05	14.05	6.05	f 19.01	54.2		LOIS		26	f 11.32
				6.8					
22.45	14.45	6.45	f 19.19	61.0		LAKEVALE ZW		36	f 11.15
				9.3					
23.35	15.35	7.35	f 19.41	70.3		COOKSON		25	f 10.54
				6.3					
24.10	16.10	8.15	s 19.58	76.6	Z	McCULLOCH ZYW		38	s 10.37
				7.3					
24.30	16.30	8.45	f 20.14	83.9		MYRA		35	f 10.22
				2.7					
				86.6	Z ★	ZW			
				4.6					
24.50	16.50	9.10	f 20.35	91.2		RUTH		27	f 10.01
				5.4					
				96.6	Z ★	ZW			
				1.0					
1.23	17.23	9.45	f 20.50	97.6		LORNA		37	f 9.45
				8.9					
2.00	18.00	10.15	s 21.12	106.5	Z	CHUTE LAKE ZYW		35	s 9.23
				6.7					
2.30	18.30	10.40	f 21.28	113.2	Z	ADRA W		24	f 8.51
				5.7					
2.55	18.55	11.05	s 21.44	118.9		GLENFIR		24	f 8.32
				6.8					
3.30	19.30	11.30	f 22.01	125.7	Z	ARAWANA W		26	f 8.11
				3.7					
3.45	19.45	11.45		129.4	★	POPLAR GROVE			
				4.2					
4.00	20.00	12.00	22.20	133.6	D N	Z SOUTH PENTICTON YK	S		7.45 s 7.30
				1.8					
			22.30			PENTICTON	P N		7.20
a Daily	a Daily	a Daily	a Daily			★No Passing Track			l Daily
77	75	73	11						12

Freight trains must not exceed a speed of twenty five miles per hour at any point.
Trains must not exceed a speed of twenty miles per hour at any point between mileage 84.1 and 88.5.
See "Regulations for Operating Freight and Ore Trains on grades of two per cent or over," page 15.
All freight trains register at McCulloch.
All westbound freight trains must stop at Adra and Arawana and all westbound passenger trains must stop at Glenfir and make thermal test in accordance with Rule 27c of the rules for the operation and inspection of air brakes.
Enginemen must have headlight lighted and engine bell ringing when passing through tunnel at mileage 113.9.
Trains must not exceed a speed of ten miles per hour over highway crossing at Vancouver Avenue, Penticton, mileage 131.9, and must not exceed a speed of ten miles per hour at any point between Penticton and South Penticton, and must not exceed a speed of four miles per hour over crossing at Winnipeg Street, Penticton.
South Penticton yard limits extend to Penticton.
The position of junction switch at South Penticton is normal when set for Princeton subdivision.
Wye at mileage 39.4.
Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

PRINCETON SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION										EASTBOUND TRAINS SUPERIOR DIRECTION				
			FIRST CLASS							FIRST CLASS	FOURTH CLASS			
			11	G. N. Ry. Mileage	Miles from South Penticton	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	12	72	74	76	
			Kootenay Express Psgr.							Kettle Valley Express Psgr.	Freight	Freight	Freight	
			l Daily							a Daily	a Daily	a Daily	a Daily	
			22.35				PENTICTON	P N		7.10				
							1.8							
			s 22.45 23.00		.0	D N	Z SOUTH PENTICTON ZYK Jct. Osoyoos S.D.	S		7.00	10.15	18.15	2.30	
							6.8							
			f 23.20		6.8		WINSLOW Z		35	f 6.43	9.50	17.50	2.05	
							2.4							
			s 23.30		9.2	D	WEST SUMMERLAND ZW	W S	25	s 6.37	9.40	17.40	1.55	
							6.1							
			f 23.50		15.3		FAULDER		36	f 6.19	9.15	17.15	1.30	
							4.8							
					20.1		Z ★ W							
							5.2							
			s 24.20		25.3		KIRTON ZY		36	s 5.53	8.45	16.45	1.00	
							3.8							
					29.1		Z ★ W							
							3.0							
			f24.37		32.1		THIRSK		35	f 5.36	8.25	16.25	24.37	
							6.2							
			f 24.54		38.3		Z OSPREY LAKE W		35	f 5.20	8.05	16.05	24.05	
							7.3							
			f 1.10		45.6		JELLICOE		37	f 5.02	7.40	15.40	23.40	
							4.3							
					49.9		Z ★ ZW							
							3.1							
			f 1.29		53.0		ERRIS		35	f 4.43	7.15	15.15	23.15	
							6.8							
			s 1.46		59.8		Z JURA YW		36	f 4.25	6.55	14.55	22.55	
							5.1							
			f 2.01		64.9		BELFORT		44	f 4.06	6.30	14.30	22.30	
							5.4							
			s 2.16	202.5	70.3	D N	Z PRINCETON ZYWCB Jct. G. N. Ry. Jct. Copper Mountain S. D.	O D	60	s 3.45	5.55	13.55	21.55	
							11.6							
			s 2.50	214.1		D	Z COALMONT ZYW	C S	17	s 3.10	5.05	13.10	21.10	
							4.1							
			f 3.00	218.2			TULAMEEN		47	f 3.00	4.55	13.00	21.00	
							6.6							
			f 3.16	224.8			MANNING		58	f 2.42	4.35	12.40	20.40	
							10.0							
			f 3.38	234.8			THALIA		28	f 2.23	4.10	12.15	20.15	
							2.0							
			f 3.45	236.8			SPEARING		56	f 2.18	4.05	12.10	20.10	
							3.7							
			3.55	240.5	108.3	D N	Z BROOKMERE K	B R		2.10	3.55	12.00	20.00	
			a Daily				★No Passing Track			l Daily	l Daily	l Daily	l Daily	
			11							12	72	74	76	

Engines must not exceed a speed of four miles per hour over bridges on Pleasant Valley spur, G. N. mileage 204.5.

Freight trains must not exceed a speed of twenty five miles per hour at any point.

Conductors of Nos. 11 and 12 will register arrival and departure at South Penticton after returning from Penticton.

See "Regulations for Operating Freight and Ore Trains on Grades of two per cent or over," page 15.

At West Summerland all eastbound freight trains must stop and make thermal test in accordance with Rule 27c of the Rules for the Operation and Inspection of Air Brakes.

South Penticton yard limits extend to Penticton.

The position of junction switch at South Penticton is normal when set for Princeton subdivision.

The position of junction switches at Princeton is normal when set for Princeton Subdivision.

To comply with Rule 99 between Princeton and Brookmere, flagman must go out 12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 24 to equal 1200 yards and, 42 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

COQUIHALLA SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION				Miles from South Penticton	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	EASTBOUND TRAINS SUPERIOR DIRECTION			
THIRD CLASS	SECOND CLASS	FIRST CLASS							FIRST CLASS	SECOND CLASS	THIRD CLASS	FOURTH CLASS
807	805 Merritt Local	11 Kootenay Express							12 Kettle Valley Express	806 Merritt Local	808	78
Mixed	Mixed	Psgr.							Psgr.	Mixed	Mixed	Freight
l Sat.	l Mon. Thurs.	l Daily							a Daily	a Tues. Fri.	a Sun.	a Daily ex. Sun.
10.00	8.00	4.05		108.3	D N	BROOKMERE ZK	B R		2.00	12.20	12.50	12.50
						4.1						
10.10	8.13	s 4.15		112.4		BRODIE ZYR (Jct. Merritt S. D.)		19	s 1.50	12.05	12.35	12.35
						5.7						
10.50		f 4.32		118.1	Z	JULIET ZW		35	f 1.34		12.10	12.10
						8.0						
11.45		s 4.52		126.1		COQUIHALLA ZYW	Q	48	s 1.16		11.45	11.45
						5.8						
				131.9	★	W						
						0.3						
12.15		f 5.09		132.2		ROMEO		45	f 24.49		11.00	11.00
						5.7						
12.40		f 5.26		137.9		IAGO W		50	f 24.25		10.20	10.20
						4.7						
13.15		s 5.46		142.6		PORTIA Y		48	24.05		9.45	9.45
						4.1						
13.40		f 6.00		146.7	Z★	AURUM Z			f 23.46		9.05	9.05
						1.5						
13.50		f 6.05		148.2	Z	JESSICA ZW		48	f 23.42		9.00	9.00
						5.1						
14.20		f 6.22		153.3		LEAR		50	f 23.21		8.30	8.30
						3.9						
14.40		f 6.31		157.2		OTHELLO		52	f 23.11		8.10	8.10
						5.0						
				162.2	★	C. N. R. CROSSING						
						0.5						
15.10		s 6.47		162.7	D Z	HOPE ZY	K V	47	s 22.52		7.45	7.45
						2.3						
15.20		6.55		165.0	N Z★	PETAIN R	J		22.45		7.30	7.30
a Sat.	a Mon. Thurs.	a Daily				★No Passing Track			l Daily	l Tues. Fri.	l Sun.	l Daily ex. Sun.
807	805	11							12	806	808	78

Merritt Subdivision Train

Passenger trains must not exceed a speed of thirty miles per hour at any point.
Freight trains must not exceed a speed of twenty five miles per hour at any point.
Trains must not exceed a speed of fifteen miles per hour over Portia wye switches, mileage 142.1 and 142.4, and twelve miles per hour at mileage 148.6.
All westbound freight trains must stop at Iago and Jessica and all westbound passenger trains must stop at Portia and make thermal test in accordance with Rule 27c of the Rules for the Operation and Inspection of Air Brakes.
See "Regulations for Operating Freight and Ore Trains on grades of two per cent or over," Page 15.
Railway crossing at grade C. N. Ry. mileage 162.2 interlocked.
The position of East and West junction switches at Brodie is normal when set for Coquihalla subdivision.
To comply with Rule 99 between Brookmere and Othello, flagman must go out 12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 24 to equal 1200 yards and 42 telegraph poles instead of 36 to equal 1800 yards.
Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

COPPER MOUNTAIN SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION	Miles from Princeton	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION
No Regular Service	14.0		COPPER MOUNTAIN W		8	No Regular Service
			8.0			
	6.0		ALLENBY W	B Y	14	
			6.0			
	.0	D N	Z PRINCETON YWCB	O D		

See "Regulations for Operating Freight and Ore Trains on grades of two per cent or over," Page 15.
Trains must not exceed a speed of fifteen miles per hour at any point.
Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

MERRITT SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION	Miles from Spence's Bridge	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	EASTBOUND TRAINS SUPERIOR DIRECTION
SECOND CLASS						SECOND CLASS
805 Mixed						806 Mixed
l Mon. Thurs.						a Tues. Fri.
8.13	65.1		BRODIE ZYR (Jct. Coquihalla S. D.)		19	12.05
			7.4			
f 8.40	57.7		KINGSVALE ZW		24	f 11.25
			8.5			
f 9.10	49.2		GLENWALKER		35	f 10.45
			9.4			
a 9.45	39.8	D	Z MERRITT ZYWCB	M R	73	l 10.00
			7.2			
a 10.10 l 10.15			NICOLA			l 8.50 a 8.45
			7.2			
l 11.15	39.8	D	Z MERRITT ZYWCB	M R		a 8.20
			2.0			
f 11.25	37.8		COUTLEE		7	f 8.10
			2.8			
f 11.37	35.0		★ COYLE			f 7.57
			5.7			
f 12.01	29.3		CANFORD		31	f 7.38
			3.0			
	26.3		Z★ ZW			
			6.0			
f 12.40	20.3		DOT		31	f 7.08
			3.0			
f 12.52	17.3		★ AGATE			f 6.57
			2.5			
	14.8		Z★ ZW			
			4.7			
f 13.20	10.1		CLAPPERTON		31	f 6.35
			10.1			
14.00	.0	D N	Z SPENCE'S BRIDGE YXWCR	R N		6.00
a Mon. Thurs.			★No Passing Track			l Tues. Fri.
805						806

Trains must not exceed a speed of twenty five miles per hour at any point.
The positions of junction switches at Brodie: West switch is normal when set for Merritt subdivision; East switch is normal when set for Coquihalla subdivision.
The position of wye switches at Merritt is normal when set for Merritt subdivision.
Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

OSOYOOS SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION	Miles from South Penticton	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION
No Regular Service	27.0		END OF TRACK			No Regular Service
			0.9			
	26.1		★ HAYNES			
			3.4			
	22.7	D	OLIVER W	J O	24	
			5.8			
	16.9		McINTYRE		19	
			6.3			
	10.6		OKANAGAN FALLS		14	
			3.7			
	6.9	Z	KALEDEN		33	
			4.7			
	2.2		SKAHA		14	
			2.2			
	.0	D N	SO. PENTICTON YK (Jct. Princeton S.D.)	S		
			1.5			
			PENTICTON	P N		
			★No Passing Track			

Trains must not exceed a speed of twenty miles per hour at any point.
South Penticton yard limits extend to Penticton and Skaha.
Wye at mileage 25.9.
Maintenance of Way Employees will provide unattended flagging protection as per Rules 51 and 52—Maintenance of Way Rules and Instructions. Train and Enginemen affected will see that requirements of Rule 52-B are complied with.

COLUMBIA RIVER ROUTE

NORTHBOUND				ARROW LAKES	SOUTHBOUND			
Flag Stops	Mail Calls	l Tues. Fri.	l Wed. Sat.		a Mon. Thur.	a Wed. Sat.	Mail Calls	Flag Stops
		11.30		ROBSON WEST	18.00			
				★ROBSON				
	Tues Fri			SYRINGA CREEK			Mon Thur	
				★DEER PARK				
				★RENATA				
	Tues Fri			BROADWATER			Mon Thur	
				★EDGEWOOD				
Tues Fri				SHERWOOD				Mon Thur
Tues Fri				FORSLUND				Mon Thur
				★NEEDLES				
	Tues Fri			FAUQUIER			Mon Thur	
				OATESCOTT				
				★BURTON CITY				
	Tues Fri			GRAHAM			Mon Thur	
	Tues Fri			MACKINSON			Mon Thur	
	Tues Fri			EAST ARROW PARK			Mon Thur	
				★ARROW PARK				
Tues Fri				BIRDS				
Tues Fri				ROCK ISLAND				Mon Thur
				★GLENDEVON				
		21.15	7.00	★NAKUSP	7.30	14.30		
Wed Sat				FOSTHALL				Wed
Wed				ST. LEON				Sat
				★HALCYON				
			10.15	ARROWHEAD		11.30		
		a Tues. Fri.	a Wed. Sat.	★Regular Ports of Call	l Mon. Thur.	l Wed. Sat.		

OKANAGAN LAKE ROUTE

OKANAGAN LAKE
PENTICTON
★NARAMATA
★SUMMERLAND
GRETAS
★PEACHLAND
TREPANIER
★WESTBANK
★KELOWNA
WILSON
★OKANAGAN CENTRE
NAHUN
FINTRY
SUNNYWOLD
EWING
KILLINEY
WHITEMAN
OKANAGAN LANDING
★Regular Ports of Call.

KASLO-LARDEAU ROUTE

NORTHBOUND				KOOTENAY LAKE	SOUTHBOUND			
Flag Stops	Mail Calls	l Sat.	l Sun.		a Sun.	a Sat.	Mail Calls	Flag Stops
			12.00	NELSON	21.45			
		9.15	13.45	PROCTER	20.00	18.40		
Sat				BALFOUR				Sat
				★QUEEN'S BAY				
				★KOOTENAY BAY				
Sat				WALKER'S				Sat
Sat				DEANSHAVEN				Sat
			14.45	★AINSWORTH	19.00			
Sat				PRINCESS CREEK				Sat
Sat				WOODBERRY				Sat
				★RIONDEL				
Sat				MIRROR LAKE				Sat
		11.30	16.05	★KASLO	17.30	15.50		
Sat				SCHULETTY CREEK				Sat
	Sat			JOHNSONS				
	Sat			ARGENTA			Sat	
		13.30		LARDEAU		13.45		
		a Sat.	a Sun.	★Regular Ports of Call.	l Sun.	l Sat.		

SLOCAN LAKE ROUTE

NORTHBOUND			SLOCAN LAKE	SOUTHBOUND		
	Flag Stops	l Mon.		a Tues.	Flag Stops	
		12.05	SLOCAN CITY	13.35		
	Mon		EVANS CREEK		Tues	
	Mon		VEVEYS		Tues	
	Mon		ENTERPRISE		Tues	
			★SILVERTON			
			★NEW DENVER			
		15.05	ROSEBERY	10.35		
		a Mon.	✶ Regular Ports of Call.	l Tues.		

Commencing Monday, May 6th, and each alternate Monday thereafter boat will be operated Slocan City to Rosebery.
Commencing Tuesday, May 7th, and each alternate Tuesday thereafter boat will be operated Rosebery to Slocan City.

SPECIAL NOTE FOR BOATS

Calls will not be made at landings exposed to wind when weather conditions are not favourable.
Time of arrival or departure is not definitely fixed at stops except where time is shown.
Mail calls are made as indicated without flag signal.
Flag stops will be made on days shown to discharge passengers, freight or express, or boat will, when flagged, stop to receive passengers, freight or express.
Boats will not stop at landings where the day or days of call are not indicated as mail call or flag stop.

INSTRUCTIONS AS TO CONNECTIONS BETWEEN PASSENGER TRAINS AND BOATS

GENERAL NOTE

Trains and boats will not, unless otherwise directed, wait for delayed connecting trains and boats unless there are passengers on such delayed trains and boats for them, and unless by so waiting connection will be made with such delayed trains and boats. In all cases, however, where the incoming train or boat is due to arrive previous to the time the outgoing train or boat is due to leave, a margin of five minutes will be allowed when necessary to ensure connection.

ANY JUNCTION POINT

Train No. 3, making close connection with China-Japan steamship shall wait, unless otherwise instructed, at any junction point for passengers for such steamer who may be on trains scheduled to connect with train No. 3 at such junction point.

ARROWHEAD
Boat will wait until arrival of No. 802.
No. 801 will wait until boat arrives.

SICAMOUS
No. 708 will wait 2 hours for Nos. 1 and 2.
No. 3 will wait 30 minutes for No. 707.

ROBSON WEST
No. 12 will wait 2 hours for boat from the North.
No. 703 will wait 2 hours for boat from North.
Boat will wait 30 minutes for No. 11.

CASTLEGAR
No. 11 will wait for No. 704.
No. 701 will wait for No. 11.
No. 12 will wait for No. 702.
No. 703 will wait for No. 12.

PROCTER
Boat will wait 30 minutes for No. 11.

YAHK
Nos. 11 and 12 will wait 1 hour for S.I. No. 726.
S.I. No. 725 will wait 1 hour for Nos. 11 and 12.

SPECIAL INSTRUCTIONS GOVERNING OPERATION OF FREIGHT AND ORE TRAINS ON THE BRITISH COLUMBIA DISTRICT

1. Your attention is directed to the Rules for the care and use of the Automatic Air Brake and Compressed Air Train Signal, and particularly to Rule 15 (a), page 6, and Road Test Rule 16 (a) and (b), page 7.

Test before Descending Heavy Grades.

2. A terminal test of brakes must be made on all freight trains immediately before descending grade of two per cent (2%) or over at the following points:

Mountain Subdivision	—Westbound Trains—Glacier.
	Eastbound Trains—Connaught.
Carmi Subdivision	—Westbound Trains—Chute Lake.
Princeton Subdivision	—Westbound Trains—Jura.
	Eastbound Trains—Kirton.
Coquihalla Subdivision	—Westbound Trains—Coquihalla.
Copper Mountain Subdivision	—Northbound Trains—Copper Mountain.
Boundary Subdivision	—Westbound Trains—Farron.
	—Eastbound Trains—Farron and Eholt.
Kaslo Subdivision	—Westbound Trains—Summit Lake and Zincton.
	Eastbound Trains—Summit Lake, Giegerich and Sandon.
Rossland Subdivision	—Westbound Trains—Poupore.
	Eastbound Trains—Rossland.
Kimberley Subdivision	—Southbound Trains—Kimberley.

Upon signal of the conductor or trainman engineer will apply brakes by making a service reduction of not less than fifteen pounds; trainman will then examine the brake on each car to see that it is applied and released after test has been made. If a defective brake is found it must be cut out before descending the grade and hand brake used, care being taken to prevent overheating of wheels. After brake test is completed all pressure retaining valve handles must be turned up and operated by trainman in accordance with Air Brake Rule 27(a), (b), (c), (d), (e) and (f), and following rule:

"On trains consisting of 75 or more empty cars, when descending grades, retainers must be turned up on first 25 cars and on each alternate car from the 25th. to the rear."

Standard Main Reservoir and Brake Pipe Pressure.

2.(a) Main reservoir pressure of 125 pounds and brake pipe pressure of 90 pounds must be maintained on all engines handling passenger trains between Field and Vancouver, and between Nelson and Vancouver.

(b) Standard main reservoir and brake pipe pressure for trains operating on the Rossland and Kimberley Subdivisions and Sandon Extension will be as follows:

Brake pipe pressure 90 pounds, main reservoir pressure 110 pounds.

(c) Grade Eholt to Midway is over one per cent (1%) westbound and Air Brake Rule 27(a) must be observed.

Before Descending the Grade.

3. Air Brake Rule 26(c). A train or engine must start down any heavy grade at very slow speed, gradually increasing to proper speed as brake power is seen to be ample. The engineer should not release the brake until the speed of the train has been so reduced that the auxiliary reservoirs can be charged to standard pressure before it is necessary to re-apply the brakes. Recharging should be accomplished as rapidly as possible; therefore, use release position continuously, until recharged. If brake pipe pressure be regulated at the required amount in release position, stay there until ready to re-apply. If running position is necessary for this regulation, return to it when fully recharged; where it is not yet time to re-apply, follow by placing brake valve in release position for one or two seconds. WHEN FOR ANY REASON THERE IS A GRADUAL LOSS IN PRESSURE THAT CANNOT BE REGAINED BY LOWER SPEED, STOP AND RECHARGE.

The speed must be sufficiently reduced to accomplish this and sand used if necessary; but in no case must train be allowed to exceed a speed of ten miles per hour at any point between Rossland and Trail and on Sandon extension. Conductors and engineers are equally responsible for seeing that brakes are in perfect working order and properly connected through the whole train before descending heavy grades.

4. IF IT REQUIRES MORE THAN TEN POUNDS REDUCTION TO CONTROL THE TRAIN WITH RETAINERS IN SERVICE, ENGINEMEN MUST CALL FOR AND RECEIVE ASSISTANCE FROM TRAIN CREW.

Trains Stopping to Cool Wheels.

5. Trains descending Rossland grade stopping for the purpose of cooling wheels and inspection, must be held by hand brakes. Before releasing hand brakes an inspection must be made to see that all angle cocks except that on the rear end of last car are open, after which the regular terminal test of air brakes must be made, using the same precaution in all particulars as before starting from Rossland.

Trains Handling Ore, Etc.

6. All trains handling ore, rock or concentrates on Kootenay Division must not exceed a speed of twenty five miles per hour at any point.

Trains Handling Auxiliary.

7. Trains handling the auxiliary crane on Kootenay Division must not exceed a speed of twenty five miles per hour at any point on Cranbrook, Nelson, Boundary and Rossland subdivisions, and twenty miles per hour at any point on all other subdivisions except on descending grades Farron to mileage 81.1, Farron to mileage 33.0, between Eholt and Grand Forks and between Rossland and Tadanac where speed is restricted to that of freight trains.

Trainmen's Position when Descending Grades.

8. On all freight trains when descending grades of two per cent (2%) or over, front and rear trainmen must have clubs in their possession and be out on top of train, the conductor to ride in cupola to observe air pressure and to see that trainmen are in their proper places. If conductor considers engineer is not exercising proper judgment, he must stop train by use of conductor's valve in accordance with Air Brake Rule No. 6.

Train Uncoupled or Broken Apart.

9. When a train, for any reason, has been uncoupled, has broken apart, or hose has burst, after all connections have again been properly made the brakes must be applied and released, from the engineer's brake valve, and trainmen must see that brakes on cars picked up and on last car operate properly. If a car is taken into a passenger train, the signal to apply brakes must be given by the air signal from that car.

Air Brakes becoming Inoperative.

10. If for any cause the engineer finds he is unable to control speed of train, he must immediately signal for brakes, use sand and endeavor to stop train with his engine. Trainmen must quickly apply hand brakes, and conductor open conductor's valve in accordance with Air Brake Rule No. 6.

Importance of Control of Trains at Summit.

11. Remember that safety in handling trains down the grade is assured only by having them under complete control at the summit. Always bear in mind that brake resistance decreases as the speed of the train increases, and therefore the absolute necessity of having trains under control at all times from the start.

Freight trains when descending grades of two per cent (2%) or over must not exceed a speed of twenty miles per hour at any point.

Safety Switches

12. The normal position of a safety switch is for the spur, and engineer must not whistle for switch to be set for main track unless speed is within required limit of ten miles per hour, and he is satisfied he can maintain it so. Engineers must promptly report any case of a switch being turned for main track before they signal for it. In case of failure to so report, engineers will be held equally responsible with switchmen.

Derailing Switches.

13. Where derailing switches are in place they must invariably be left set for derailing cars except when in use by trainmen. In no case are they to be set for main track until it is known that train is under full control and engineer whistles for switch to be turned.

SPECIAL INSTRUCTIONS

A—At meeting points not fixed by train order at which there is no open telegraph office, and at which they do not stop, second, third and fourth class trains running in sections must give identification tickets (Form 1432) to all extra trains, and to all second, third and fourth class trains over which they have right to track by class or direction. Such latter trains must receive such identification tickets or stop the other train to ascertain its identity. Observe Rule 90.

B—Between the hours of 20 o'clock and 8 o'clock at all open telegraph offices EXCEPT ON DOUBLE TRACK AND IN AUTOMATIC SIGNAL TERRITORY ON SINGLE TRACK, trains (except first class and passenger extras) must receive a clearance from the operator, even though signal indicates PROCEED. If there are no 31 orders on hand for delivery to any train in the direction as indicated by the approaching train, operators are required to have clearance ready so engineer and conductor may secure it while passing at slow speed.

C—Employees must not ride on top of cars passing under overhead bridges or through tunnels or snow sheds at which there is not sufficient clearance and must inform themselves respecting location of all buildings or other obstructions which have less than standard clearance.

D—While freight trains are in motion between stations, a trainman must be on the lookout from the cupola of caboose to observe the safe operation of trains, and at a safe distance before commencing the descent of steep grades and approaching railway crossings at grade, junctions, drawbridges, and at points where trains are to be met or passed, and where at any other point failure of brakes would be attended with hazard, must be within convenient access of conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once, in accordance with Rule 6, Page 4, Air Brake Rules.

E—The outer main track switches of passing tracks will be considered STATION LIMITS and main track may be used inside of such limits by keeping clear of first and second class trains. In automatic signal territory, (single track) on which lamps are not used on main track switches, as per revised Rule 104, the automatic signal within two hundred feet of outer main track switch will mark the STATION LIMITS. All trains except first and second class trains must, unless otherwise directed, approach and pass through such limits, prepared to stop unless the main track is seen to be clear. Trains occupying or using main track outside of station limits must be protected, unless train orders or schedule confer the right to use main track. Trains or yard engines occupying the main track inside of station limits at terminal points, as per Rule 93 must not, where there are two or more main tracks, move against the current of traffic except under protection as prescribed by Rule 99. In all cases, during foggy, smoky or stormy weather, protection as per Rule 99 must be maintained to ensure absolute safety.

F—Where two main tracks parallel each other and are less than twenty feet centre to centre, whether such tracks are for double or single track operation, employees in every instance, when stepping out of the way of approaching trains, must move to the right of way and not to the other track. Foremen will be personally responsible for educating their men accordingly.

G—Snow plows working on double track when passing trains on the other track must not be run at a speed exceeding ten miles per hour, and points must be lifted and wings closed. Flangers must also be lifted when passing trains on the other track.

H—Trains using crossovers on double track must not run over switches at a speed exceeding ten miles per hour.

J—Unless some form of block signal is used, or unless otherwise directed, all trains except first class trains must keep at least ten minutes apart, except in closing up at stations. A snowplow train, a light engine or a light loaded freight train (50% of full tonnage or less) must receive a clearance at all open telegraph offices, whether signal indicates STOP or PROCEED, and will not follow any train unless clearance shows arrival at a station ahead. If the station from which it is to follow is not an open telegraph office, it may follow in twenty minutes to the first open telegraph office.

K—Freight and mixed trains are limited to a speed of thirty miles an hour and are not to make any one mile in less than one minute and forty three seconds.

MAXIMUM SPEED FOR LOCOMOTIVES AS FOLLOWS:

	Miles Per Hour
1—Locomotives with driving wheels 70 inches nominal diameter or over	75
2—Locomotives with driving wheels 63 inches in diameter and under	50
Exceptions:	
(a) Locomotives of D-6, D-9 and D-10 class	60
(b) Locomotives of R-3 class	40
(c) Locomotives of R-2 and S-2 class	30
3—Switching locomotives or any locomotive without 2 or 4-wheel engine truck	20

L—The position of switches at junction points with other subdivisions is normal when set for main traffic subdivisions. The position of switches at ends of double track is normal when set for trains leaving single track for the double track and against trains leaving double track for single track.

M—All trains will approach and pass through the following yards: Field, Revelstoke, Sicamous, Vernon, Armstrong, Kamloops, Mission, Coquitlam, Vancouver, Crowsnest, Fernie, Elko, Cranbrook, Yahk, Sirdar, Kimberley, Nelson, Castlegar, Tadanac, Midway, South Penticton, Princeton, Brookmere and Hope prepared to stop unless main track is seen or known to be clear.

N—The following additional signs placed opposite certain stations indicate:

K—Comparison clock, registering and bulletin point.

B—Bulletin and registering point.

R—Registering point.

X—Cross-over.

Y—Wye.

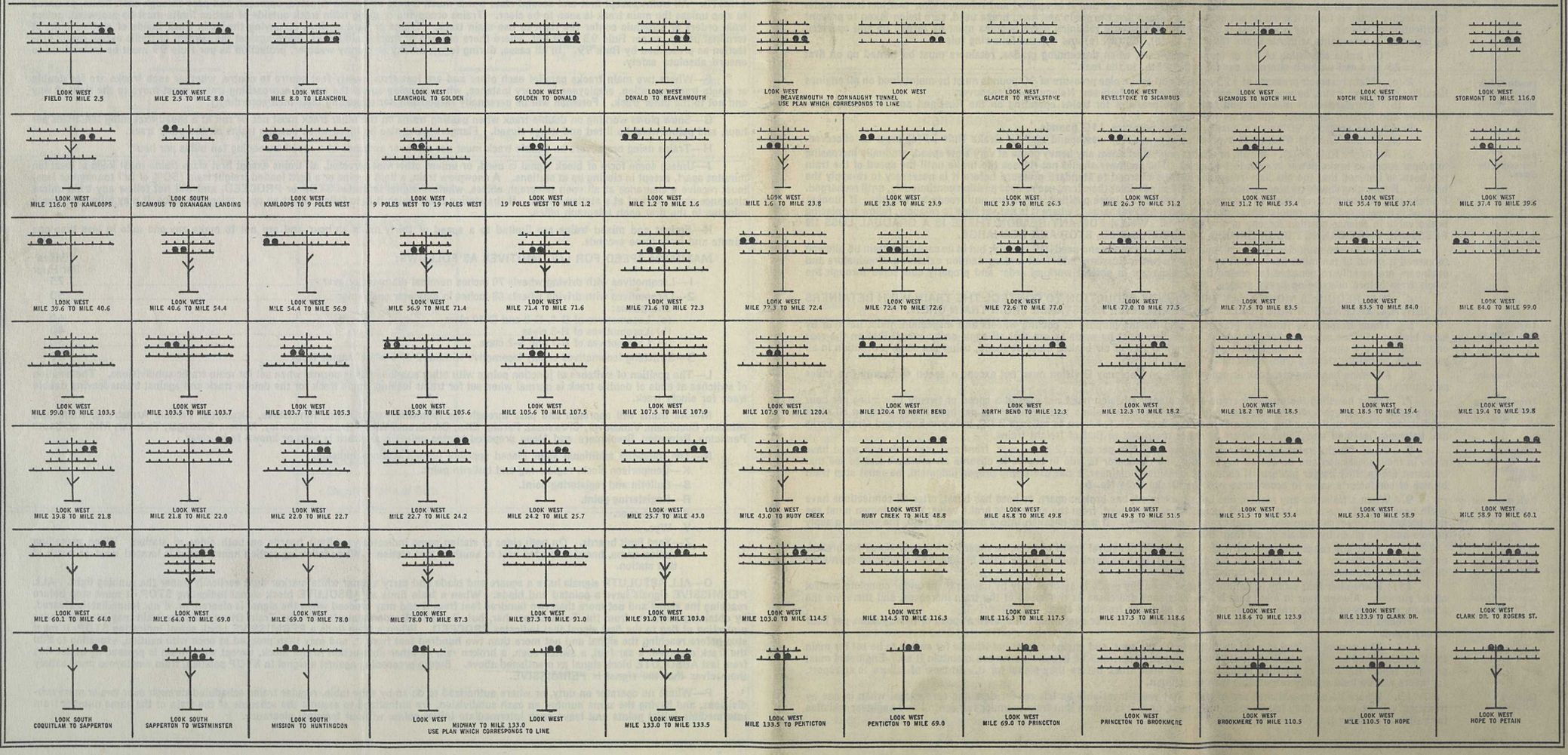
Z—Yard limit boards. On both sides of station name indicates yard limit boards on both sides of station. When preceding station name, board is located east or south of that station. When following station name, board is located west or north of that station.

O—ALL ABSOLUTE signals have a square end blade and carry a lunar white marker light vertically under the running light. ALL PERMISSIVE signals have a pointed end blade. When a train finds an ABSOLUTE block signal indicating STOP, it must stop before reaching the signal and not more than two hundred feet from it and may proceed when the signal is cleared, or, if not immediately cleared, by obtaining authority from the Train Dispatcher, but, if unable to communicate with the Train Dispatcher, the train may proceed under protection of flag to the first signal that indicates PROCEED. When a train finds a PERMISSIVE block signal indicating STOP, it must stop before reaching the signal and not more than two hundred feet from it, and may then proceed at once with caution, expecting to find the track occupied, a car foul, a switch open, a broken rail, or other obstruction in the block, except when train is proceeding under flag from last ABSOLUTE block signal as mentioned above. Before proceeding against a signal in STOP position, train employees must satisfy themselves that the signal is PERMISSIVE.

P—Where no operator on duty, or where authorized to do so by time table, regular trains scheduled through over two or more subdivisions, and having the same number on each subdivision, are authorized to assume the schedule of the train of the same number from intermediate initial points and leave such intermediate initial points without terminal clearance.

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

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

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES—BRITISH COLUMBIA DISTRICT

FACE IN THE DIRECTION NAMED — COUNT CROSSARMS FROM THE TOP DOWN