

SAFETY is of the first importance in
the discharge of duty.

OBEDIENCE to the rules is essential
to SAFETY.



TIME TABLE

3

TAKING EFFECT AT 0001
SUNDAY, NOVEMBER 23, 1975

WILL BE SUPERSEDED AT 0001
SUNDAY, NOVEMBER 20, 1977

GOVERNED BY PACIFIC STANDARD TIME

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

T. J. HORTON, OPERATIONS MANAGER

TIME TABLE 3 – NOVEMBER 23, 1975 to NOVEMBER 20, 1977

Dear Operator:

Welcome to the British Columbia Railway's Dawson Creek Subdivision in N Scale. The layout also includes Chetwynd Yard and a small portion of the adjoining Chetwynd and Fort St. John Subdivisions.

This model railway has been designed to duplicate the track profile, structures, adjacent scenery and train operations of the prototype as accurately as possible with respect to how they appeared during the summer of 1977.

Thank you for visiting the layout, and I sincerely hope that you will enjoy the experience of running trains on the British Columbia Railway.

*T. J. Horton
Operations Manager*

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DESCRIPTION OF TRAIN AND YARD ASSIGNMENTS

VANCOUVER-PEACE FREIGHT (operated daily as Train No. 23)

1. Depart Hulcross Siding as per timetable.
2. No online switching, no setouts/pickups.
3. Arrive Chetwynd Yard as per timetable.

PEACE-VANCOUVER FREIGHT (operated daily as Train No. 48)

1. Depart Chetwynd Yard as per timetable.
2. No online switching, no setouts/pickups.
3. Arrive Hulcross Siding as per timetable.

SEPTIMUS TURN (operated daily except Monday)

1. Run extra from Chetwynd to Septimus.
2. Set out northbound tonnage on Siding 1 or 2.
3. Pick up southbound tonnage on Siding 1 or 2.
4. Run extra from Septimus to Chetwynd.

DAWSON CREEK SWITCHER (operated Tuesday/Thursday/Sunday)

1. Run extra from Chetwynd to Dawson Creek.
2. Online switching as required en route.
3. Upon arrival at Dawson Creek, set out trailers.
4. Switch remainder of industries in town.
5. Run extra from Dawson Creek to Chetwynd.
6. Online switching as required en route.

CHETWYND YARD (operated daily)

- | | |
|-----------|---|
| 0001 Yard | 1. Receive northbound VP Freight. Upon arrival, set out local trailers. |
| | 2. Set out cars for Chetwynd and Dawson Creek, spot local industries. |
| | 3. Make up northbound Septimus Turn (ex-VP Freight), add power. |
| | 4. Make up eastbound Dawson Creek Switcher, add power. |
| 0800 Yard | 5. Pick up cars from local industries in Chetwynd. |
| | 6. Receive southbound Septimus Turn/PV Freight, add local cars. |
| 1600 Yard | 7. Receive westbound Dawson Creek Switcher. |
| | 8. Stage cars for addition to next PV Freight. |

WORK TRAINS (operated and tasked as required)

TIME TABLE 3 - NOVEMBER 23, 1975 to NOVEMBER 20, 1977

NORTHWARD TRAINS INFERIOR DIRECTION		MILES FROM NORTH VANC'	YARD LIMITS	CHETWYND SUBDIVISION		CAPACITY OF SIDINGS IN FT	SOUTHWARD TRAINS SUPERIOR DIRECTION		
	THIRD CLASS 23 FREIGHT DAILY			STATIONS			FOURTH CLASS 48 FREIGHT DAILY		
↓	L 0120	634.5	↑ 658.0	..... HULCROSS	} YARD	3000	A 1141	↑
	A 0205	658.8	 SW			Z-K-Y-C		L 1100
	659.3	 CHETWYND
	V-P FREIGHT DAILY 23			SPECIAL INSTRUCTION 1.16 APPLIES			P-V FREIGHT DAILY 48		

CHETWYND SUBDIVISION FOOTNOTES

SPEED LIMIT: Between MILES PER HOUR
Hulcross & Chetwynd FREIGHT UNITS
30

NORTHWARD TRAINS		MILES FROM NORTH VANC'	YARD LIMITS	FORT ST. JOHN SUBDIVISION		CAPACITY OF SIDINGS IN FT	SOUTHWARD TRAINS	
				STATIONS				
↓		659.3	↓ 662.0	CHETWYND Z-K-Y-C	} YARD	3250		↑
		660.0		JCT. DAWSON CREEK SUB.			..... SW	
		705.6		..... SEPTIMUS			E	
				RULE 41 APPLIES RULES 321 TO 323 APPLICABLE RAILWAY SPEED SIGNS APPLY				

FORT ST. JOHN SUBDIVISION FOOTNOTES

SPEED LIMIT: Between MILES PER HOUR
Chetwynd & Septimus FREIGHT UNITS
30

MANUAL BLOCK SYSTEM is in effect on Fort St. John Subdivision. See Special Instruction No. 5.0.

TIME TABLE 3 - NOVEMBER 23, 1975 to NOVEMBER 20, 1977

WESTWARD TRAINS		MILES FROM JCT FSJ SUB	YARD LIMITS	DAWSON CREEK SUBDIVISION		CAPACITY OF SIDINGS IN FT	EASTWARD TRAINS	
				STATIONS				
↓		61.1	↓ 59.5	DAWSON CREEK . . Z-K-Y	} YARD		↑	
		60.5		..... SW			
		49.5	..... KISKATINAW	NIL			
		42.9	..... PROGRESS E	NIL			
		35.7	..... TREMBLAY	900			
		22.8	..... FOSS E	NIL			
		14.5	..... SUNDANCE	1150			
		0.0	..... SW	} YARD			
	CHETWYND Z-K-Y-C JCT. FORT ST. JOHN SUB.							
			RULE 41 APPLIES RULES 321 TO 323 APPLICABLE RAILWAY SPEED SIGNS APPLY					

DAWSON CREEK SUBDIVISION FOOTNOTES

SPEED LIMIT: Between MILES PER HOUR
FREIGHT UNITS

Chetwynd & Dawson Creek 20

MANUAL BLOCK SYSTEM is in effect on Dawson
Creek Subdivision. See Special Instruction No. 5.0.

Controlling grade eastward - East Pine to Foss 2.2%

Trains will report to Train Dispatcher by Radiotelephone
when the engine passes the following points: Foss,
Progress and outer main track or switch designated SW
at initial and terminating stations.

SPECIAL INSTRUCTIONS

1.0 UNIFORM CODE OF OPERATING RULES

- 1.5 Rule 5 – In the application of the second paragraph of Rule 5, time applies as follows:

Leaving Time – Leaving time applies at the siding switch where an opposing train clears; where there is no siding it applies at the depot. At a station or the beginning of a subdivision, the time applies at the switch designated SW.

Arriving Time – An arriving time will be shown only at the terminating station of a schedule and will indicate the point where the train's authority ceases. The time applies at the first siding switch; where there is no siding, at the depot, at the end of a subdivision, or at the switch designated SW.

Note: - A train may arrive at a station in advance of its scheduled arriving time.

- 1.6 Rule 6 – In addition to the symbols shown in Rule 6, the following are applicable:

A – Arrive.

E – Trains will report to Train Dispatcher by radio-telephone when engine passes mileage of designated station.

L – Leave.

SW – Designated Switch.

- 1.9 Rule 18 – Yard Engines will display a headlight to the front and rear by day and by night.

- 1.18 Rule 103 - (A) - In addition to the requirements of Rule 103, when necessary to leave cars or engines adjacent to Public Crossings at Grade, except where a member of the crew is to protect the crossing, or where other protection is provided, cars or engines must not be left standing within 100 feet of the travelled portion of the public road unless otherwise indicated.

Rule 103 - (B) - Public Crossings at Grade, as referred to in the Uniform Code of Operating Rules, Revision of 1962, are identified by "CROSSBUCK" signs.

- 1.24 Rule 223 – Is augmented by the following:

LCL – Less than carload

MPH – Miles per hour

RCC – Remote Control Car

RCL – Remote Control Locomotive

SPECIAL INSTRUCTIONS

2.0 GENERAL INSTRUCTIONS

2.2 RS-30 Diesel Units must not be used for yard switching.

2.4 Whenever any mechanical difficulties are experienced with Diesel Units, the Engineman, when practicable, must contact the Train Dispatcher, who will in turn call a Diesel Inspector.

2.5 Cars must not be cut off in motion into Shed Tracks, Ramp Tracks nor Locomotive Shop and Repair Tracks.

3.0 SPEED RESTRICTIONS:

Speed Limits - (A) - Descending grades of 2% or over, one or more freight units with or without cars descending the following grades of two percent or over must not make any one mile in less than three minutes.

WESTWARD

Mile 22.8 (Foss) To Mile 16.7 (East Pine Bridge)

3.1 (B) – FREIGHT UNITS – Speed Limits shown under heading Freight Units, apply to one or more Freight Units with or without cars, regardless of class of service.

(C) - STEAM ENGINES – Must not exceed Freight Unit Speed Limits.

(D) – STEAM ENGINES – Must not exceed 10 miles per hour when operating off Main Track.

3.3 Unless further restricted by train order, movements handling Auxiliary Crane 6501 must not exceed 25 miles per hour where maximum speed is between 25 and 35 miles per hour or as much lower as is necessary for safety where maximum speed is 25 miles per hour or less.

3.4 Between the stations indicated hereunder, the following speed limits will apply to trains handling loaded air dump cars:

Hulcross and Septimus 30 M.P.H.
Chetwynd and Dawson Creek 20 M.P.H.

SPECIAL INSTRUCTIONS

5.0 MANUAL BLOCK SYSTEM

- MBS.00 These instructions apply on designated subdivisions or portions thereof.
- Whenever the words "Train Dispatcher" appear herein they apply to the employee performing the duties.
- MBS.01 The movement of trains will be governed by block clearances, Form 1434, which supersede the authority of trains for both opposing and following movements on the same track.
- MBS.02 All train movements will be supervised by the Train Dispatcher who will issue block clearances, block bulletins, and other instructions as may be necessary.
- Block clearances will be issued to the Conductor and/or Engineman, which must be written down and repeated to ensure proper understanding.
- MBS.03 When transmitting a block clearance, the Train Dispatcher must read aloud all parts of the block clearance, which must be repeated in the same manner.
- MBS.04 After a block clearance has been correctly repeated, the Train Dispatcher will state a "complete" time and his initials, which must be recorded in the block clearance book.
- MBS.05 Block clearances and restrictions are of no effect until "complete" time has been given by the Train Dispatcher.
- MBS.07 Block clearances will be numbered consecutively beginning with 701 (or 801, 901, etc.) and continuing, regardless of the date issued, to and including 799 (or 899, 999, etc.) The same sequence of numbering will then be repeated, beginning with 701 (or 801, 901, etc.).
- MBS.08 Block bulletins will be issued as required to give notice of track or other conditions and must be numbered consecutively, using a separate series of numbers, and re-issued if continuing in effect for a period of two weeks. Each block clearance issued must show block bulletin numbers currently in effect. If no block bulletins in effect the word "NIL" must be shown. Enginemen and Conductors are responsible for being in possession of each block bulletin.

SPECIAL INSTRUCTIONS

- MBS.09 Trains will be designated as:
- EXTRA 601 EAST
PSGR EXTRA 601 EAST
PLOW EXTRA 601 EAST
WORK EXTRA 601
- Trains with engines of other railways will be designated by their initials and numbers as: EXTRA ABC EAST, etc.
- MBS.10 Except as provided by Rule 93, a train or engine must not enter on, or foul, a main track without the authority of a block clearance.
- MBS.12 Block clearances and restrictions once in effect continue so until fulfilled or cancelled.
- MBS.13 Until preceding trains are issued a restriction to "Protect Against", following movements must not be authorized in the same limits.
- MBS.14 Before issuing a block clearance to permit or increase multiple occupancy of the same limits, all trains already authorized within the limits must be secured by issuing a restriction. Restrictions will specify the protection required, and must be issued first to the Conductor and Engineman of the train being restricted.
- MBS.15 Restrictions on block clearances will be issued:
- (A) – To fix meeting points for opposing Extra trains.
- (B) – To provide protection for or against a Work Extra.
- (C) – To protect Maintenance of Way Gangs against train movements issued block clearance authority under MBS.14.
- (D) – To provide for following movements in the same limits (MBS.13).
- MBS.16 Except as provided by MBS.18, a train issued a restriction, to "Protect Against", following movements must provide protection as prescribed by Rule 99 for "OUTSIDE ABS TERRITORY".

SPECIAL INSTRUCTIONS

- MBS.17 A train issued a restriction involving a Work Extra or Maintenance of Way Gang must not enter the limits stated until protection as been arranged (See MBS.18 and MBS.30).
- MBS.18 Conductors and Enginemen of trains required to protect against each other must first have a thorough understanding in writing as to the movements of each other and the protection to be provided. Such arrangements must be repeated to ensure proper understanding.
- MBS.19 The Train Dispatcher must receive a report from trains when:
- (A) – The rear of the train exits the limits of the Manual Block territory.
 - (B) – Requested to do so by the Train Dispatcher and at other points as shown in Time Table.
- MBS.20 The Train Dispatcher's office record of block clearances must be maintained in the book provided for that purpose.
- MBS.21 A train authorized by block clearance to "Run Extra" from one point to another, must move in the direction specified only. (The portion of the limits will be considered clear up to and including the point at which the train last reported to have passed).
- MBS.22 Except when protecting against a train as provided in MBS.18, a train authorized by block clearance to "Work Between" one point and another, may move in either direction between the points named without flag protection as prescribed by Rule 99 for "OUTSIDE ABS TERRITORY".
- MBS.23 Unless otherwise stated, a block clearance does not authorize use of the Main Track between siding switches at stations named.
- MBS.24 Conductors and/or Enginemen of trains authorized to "Work Extra" between two points must cancel their block clearance on completion of occupancy. (See MBS.26).
- MBS.25 When a train stops at the point to which it was last authorized, stop must be made so as not to obstruct an opposing train from using the siding or other designated track.

SPECIAL INSTRUCTIONS

- MBS.26 When necessary to cancel a block clearance, the following procedure must be followed:
- (A)– Conductors and Enginemen or Maintenance of Way employees will acknowledge the intended cancellation.
- (D) – Train Dispatcher must write the word “cancelled”, time and acknowledgement over the corresponding block clearance in block clearance book.
- MBS.28 Block clearances may be issued to Maintenance of Way employees for the protection of impassable or slow track, and when so authorized, flag protection as prescribed by Rules 40, 41 and 42 is not required.
- Block bulletins will be issued for the protection of slow track and flags must be placed as required by Rule 43.
- MBS.30 Maintenance of Way Foreman will give way to all trains promptly by radio communication or personal contact. In giving way to trains, instructions are to be given as follows: “This is Foreman on block clearance No You may proceed through (described limits)”. The Maintenance of Way employee named in the block clearance must cancel the block clearance on completion of occupancy. (See MBS.26).

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WE'RE INTERESTED
IN
EVERYBODY'S
SAFETY
ESPECIALLY
YOURS

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TIME TABLE 3 - NOVEMBER 23, 1975 to NOVEMBER 20, 1977

DIESEL TONNAGE RATINGS

RS-16	RS-18	RS-20	RS-25	RS-30	DIESEL TONNAGE "A" RATINGS	RS-30	RS-25	RS-20	RS-18	RS-16	
NORTHWARD (Read Down)					CHETWYND SUBDIVISION		SOUTHWARD (Read Up)				
1740	2000	2210	2760	3320	Hulcross	---	---	---	---	---	
---	---	---	---	---	Chetwynd	3380	2810	2250	2040	1780	
NORTHWARD (Read Down)					FORT ST. JOHN SUBDIVISION		SOUTHWARD (Read Up)				
1480	1700	1885	2355	2830	Chetwynd	---	---	---	---	---	
---	---	---	---	---	Septimus	3980	3310	2650	2400	2100	
WESTWARD (Read Down)					DAWSON CREEK SUBDIVISION		EASTWARD (Read Up)				
1180	1360	1500	1870	2250	Dawson Creek	---	---	---	---	---	
Down Grade					Foss	1915	1565	1270	1150	1000	
1480	1700	1885	2355	2830	Bridge Mile 16.7	1395	1155	930	840	725	
---	---	---	---	---	Chetwynd	2830	2355	1885	1700	1480	

NOTE: The authorized tonnage may be exceeded by 1% if by doing so another car can be taken.
Any change from these tonnage ratings must be authorized by Supervisor of Train Service.

The following chart may be used to determine how many cars may actually be taken.

TONNAGE CONVERSION CHART

NO. OF CARS	TONS
10 cars	700 tons
11 cars	770 tons
12 cars	840 tons
13 cars	910 tons
14 cars	980 tons
15 cars	1050 tons
16 cars	1120 tons
17 cars	1190 tons
18 cars	1260 tons
19 cars	1330 tons
20 cars	1400 tons

TIME TABLE 3 - NOVEMBER 23, 1975 to NOVEMBER 20, 1977

MOTIVE POWER EQUIPMENT GUIDE

710, 717, 722 EQUIPPED FOR LEAD LOCOTROL.

UNIT NO. & TYPE			CLASSIFICATION					MULTIPLES					BRAKING				FUEL	
UNIT TYPE	UNIT QTY.	UNIT NUMBER	MODEL TYPE	RS 16	RS 18	RS 20	RS 25	RS 30	RS 16	RS 18	RS 20	RS 25	RS 30	6 SL	26 L	DYN.	HSC	FUEL CAPY
FREIGHT UNITS	(2)	564 to 571	RS-3	X					X	X				X				1200
	(1)	573 to 578	RS-3	X					X	X				X				1200
	(2)	579 to 586	RS-10	X					X	X				X				1200
	(2)	605 to 613	RS-18		X				X	X					X	X		1200
	(2)	617 to 630	RS-18		X				X	X					X	X		1600
	(1)	631 & 632	RS-18		X				X	X					X			3000
	(3)	640 & 647	M-420			X					X	X	X		X	X		2000
	(1)	681 to RCL 688	M-420B			X					X	X	X		X	X		2000
	(6)	701 to 730	C-630M M-630 M-630W					X			X	X	X		X	X		3300
	(4)	801 to 812	C-425				X				X	X	X		X	X		2200

B denotes "TRAILING UNIT - NO CAB"

RCL denotes "REMOTE CONTROL LOCOMOTIVE"

RDC UNITS	(1)	BC 10 to BC 12	RDC-1														X	200
	(1)	BC 30 & BC 33	RDC-3														X	200

Notes:

RS 30 Diesel Units are restricted to 10 M.P.H. when using other than the main track.

The following tracks may be used by these units. Other tracks must not be used unless authorized by the Train Dispatcher:

Hulcross Siding, Chetwynd Main Track, Receiving and Departure Tracks, Ladder Tracks, Shop Track, Ind'l Lead, Hydro Lead.

DIRECTORY OF ONLINE CUSTOMERS SERVED

Chetwynd

Canadian Forest Products Ltd. (Canfor) spurs connected north end
Company Trailer Ramp ramp track connected north end
Imperial Oil Ltd. (Esso) spur connected north end
B.C. Hydro & Power Authority ramp track connected north end
Company Freight Shed shed tracks connected north end
Company Repair Track repair track connected north end

Sundance

Company Pit Track pit track connected north end

Tremblay

Alberta Wheat Pool siding connected both ends

Dawson Creek

Northwest Wood Preservers Ltd. spurs connected east end
Company Trailer Ramp ramp tracks connected east end
Alberta Wheat Pool spur connected east end
Western Agri-Service Ltd. spur connected east end
Fosters Seed & Feed Ltd. spur connected east end
Cargill Limited. spur connected west end
Company Freight Shed shed tracks connected west end