



Don Cochran

White Pass & Yukon Route

**PACIFIC AND ARCTIC RAILWAY
AND NAVIGATION COMPANY**

**BRITISH COLUMBIA-YUKON
RAILWAY COMPANY**

**THE BRITISH YUKON
RAILWAY COMPANY**

*For the Government
and information of employees only*

Time Table No. 158

EFFECTIVE: JUNE 1, 1981

The Superior Direction is North

**M. P. Taylor
Manager Rail**

**G. W. Mills
Chief Dispatcher**

Time Table No. 158
June 1, 1981
Special Instructions

1. TIME governed by:
Pacific Daylight Time from June 1, 1981 and by
Pacific Standard Time commencing 2:00 A.M. Sunday
October 25, 1981
2. **HELPER AND PUSHER SERVICE:** Helper engine must not
occupy the main track until after train to be helped
has stopped. Train line will be coupled and test of
train brakes made to know that brakes are operated by
the valve of lead engine. Pusher engines will not be
used on rear of trains handling passenger equipment.
3. **AIR BRAKES:** The automatic air brakes must be tested
before leaving initial terminals. Conductors will be
held responsible for the observance of this rule.

If necessary to handle cars with defective train line,
they will be handled on rear of train, not carrying
passengers, and securely chained.
4. Dynamic brake on head end of trains must not exceed
24 axles. If more than 24 axles in locomotive consist,
then units must be isolated prior to using dynamic
brake.
5. Retainers must be used on all loaded cars on all trains
in descending from White Pass to Shops. Also on any
other grades thought advisable by the engineer and/or
conductor.
6. All passenger tickets, in order to be validated, must be
punched by the conductor.

We ask that the conductors, upon leaving the ter-
minals of Skagway or Whitehorse, inspect the passen-
ger's ticket and cancel it by punching, even though it
is being returned to the passenger for final collection
by a relieving conductor at Bennett.
7. Passengers boarding trains in U.S enroute to Canadian
destinations must not be allowed to detrain at any
destination short of Whitehorse unless permission has

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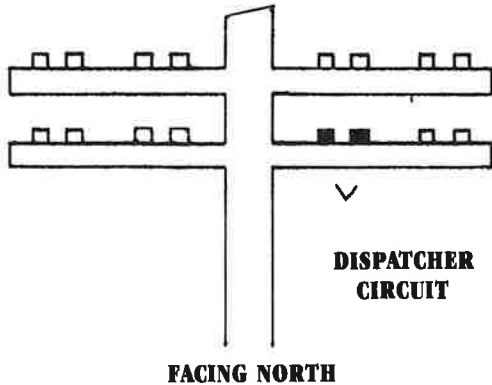
- been obtained from the Canada Customs for them to
do so.
- Conductors must advise Train Dispatcher of any
passengers on train for stations short of Whitehorse
(including Carcross) and Train Dispatcher will contact
Canada Customs through the Operator at Whitehorse
to obtain such permission.
8. (a) Northward materials or goods shipped between
U.S. and Canadian stations must be cleared by Canada
Customs before unloading at destinations South of
Whitehorse.
(b) Southward goods for points south of White Pass
must be accompanied by the proper papers and not
left short of Skagway without authority of U.S.
Customs. Emergency situations to be handled on an
individual basis as instructed by the Dispatcher on
duty.
 9. All employees must strictly adhere to the requirements
of the Board of Transport Commissioner's General
Order No. 903, requiring extinguishing forest fires and
reporting of same, details of which are bulletined at
stations and copies furnished to Station Foremen.
 10. **RAILROAD RADIO:** All employees concerned must have
a copy of the Railroad Radio Rules, and be conversant
with, and operate the Radios in compliance with these
rules. Base Stations are located at Skagway, Glacier,
Bennett, Carcross and Whitehorse.

When radios are so equipped, yard crews must moni-
tor and use channel No. 2 only.
 11. Cars with loose loads (steel, pipe, poles, etc.) are not
to be handled next to combos, cabooses, or engines
whose cabs would be next to the load.
 12. Employees may ride locomotives when in connection
with their duties.

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13. Locomotive Daily Work Reports and Inspection Form 4242 are to be filled out and signed each trip by the engineman making the inspection.

14. **RAILROAD TELEPHONE CIRCUIT:**
 Dispatchers circuit—The two wires on lower crossarm next to pole on EAST side of pole.



DISPATCHERS PHONE RINGS:

Clifton	2 long	2 short
White Pass	1 long	3 short
Fraser	1 long	4 short
Bennett	2 long	1 short
Carcross	3 long	
Whitehorse	1 long	
Field Phone	4 short	

15. **ADDITIONAL TRACKS IN BENNET YARD:**
 Lake Siding 40 CARS
 South Leg 12 CARS
 South Back to Tail Switch 70 CARS
 North Leg 24 CARS
 North Leg Extension 41 CARS
 Above trackage does not include locomotives.

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Yukon Subdivision Footnotes

1. RULE MODIFICATION

- 1.1 Clearances
 Bennett—All trains must obtain clearance
- 1.2 Rule 5
 Whitehorse—The time of all trains applies at the station
 Bennett—The time of all trains applies at the siding north switch
- 1.3 Rule 403
 Carcross—When train order signal is displayed at stop for southward trains, such trains must stop clear of siding south switch.

2. GENERAL FOOTNOTES

- 2.1 Switch locks are used on all gates through the D.P.W. area on the refinery lead in Whitehorse. Gates are to be locked prior to leaving this area.

 Combos and cabooses must not be moved by the unloading stems at the refinery.
- 2.2 Whitehorse—Bennett
 Trains will report arrival and departure times to the dispatcher as follows:

Bennett:

Arrival time.

Conductors **must** report their expected departure times directly by phone to the Train Dispatcher.

Southward trains must notify Bennett by radio when passing Mile 43.

Carcross (unless instructed otherwise by Carcross Agent)

Arrival time.

Cowley (Northward trains only)

Contact Whitehorse operator by radio when passing.

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Utah (contact Whitehorse operator by radio)

Arrival time.
Departure time.

2.3 Cowley—Carcross
Sound whistle frequently between Cowley and Carcross account cattle ranged in the area.

2.4 Whitehorse—Bennett
When it is known that crossing signals are inoperative, trains must stop and flag crossing before proceeding over it.

3. **SPEED MAXIMUM ALL TRAINS**

		Miles Per Hour	
		90	101
		Class	Class
3.1	Between:		
	Mileage 110.7 to 103.6	Zone 20	20
	Except 110.7 to 109.0		10 10
	Mileage 103.6 to 94.0	Zone 25	25
	Mileage 94.0 to 75.0	Zone 25	20
	Except 82.8 to 82.1	Curves 15	15
	Mileage 75.0 to 56.7	Zone 20	20
	Except 67.4	Bridge 10	10
	Mileage 56.7 to 40.6	Zone 25	20
	Except 50.6 to 49.8	Curves 20	15
	And 43.6 to 43.2	Curves 10	10
	Speed restrictions apply in both directions.		
	Tracks and Spurs not otherwise covered.	10	10
3.2	Trains handling CRANE 30-B must not exceed 15 MPH at any point.		
3.3	Trains handling 670-684 series high side ballast hopper cars, when loaded, must not exceed 15 MPH at any point.		

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4. **RESTRICTED CLEARANCE**

4.1 **Whitehorse Yard**

Between loop track and south fence of shipyard area.

Refinery Area

Between track and platforms alongside unloading stems and gates.

5. **SPURS AND OTHER TRACKS**

5.1 Gravel Pit
Mileage 55.4 Capacity 10 cars
Switch points face south

5.2 Bennett
See Special instructions No. 15

6. **RADIO BASE STATIONS**

Whitehorse
Carcross
Bennett

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Southbound	Station No.	Miles From Skagway	Yard Limits	Yukon Subdivision Stations	Office Signal	Siding Capacity In Feet	Northbound
First Class							Second Class
2							1
Mixed							Mixed
Daily							
9:45 a.m.	111	110.7	↓ 109.6	Whitehorse	CKPWYZ	K	Yard 5:00 p.m.
				5.2			
10:05	106	105.5	106.3 ↓ 103.2	Utah	Z	—	Yard 4:40
				10.4			
10:33	95	95.1		Cowley	P	—	828 4:15
				15.7			
11:15	79	79.4		Lorne	P	—	1836 3:35
				11.9			
11:45	67	67.5	68.3 ↓ 66.6	Carcross	PZ	CX	Yard 2340 Yard 3:05
				8.1			
12:05	59	59.4		Watson	P	—	1656 2:40
				10.1			
12:30	49	49.3		Heney	P	—	2154 2:10
				8.7			
12:55 p.m.	41	40.6	41.7 ↑	Bennett	CPRWYZ	—	Yard 3960 1:45 p.m.
Daily 2	Rules 41 and 44 applicable Rule 93A applies						Daily 1

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Alaska Subdivision Footnotes

1. RULE MODIFICATION

- 1.1 Clearance Bennett—All trains must obtain clearance. Shops—All trains must obtain clearance at dispatchers office Skagway and may leave shops without obtaining clearance.
- 1.2 Bennett—The time of all trains applies at the Siding South Switch.
- 1.3 Shops—The time for all trains applies at the yard limit board at mileage 2.5.
SKAGWAY— Times shown are for convenience only and convey no authority on Alaska Subdivision.
- 1.4 Rule 6-B Shops—Train Register not maintained.

2. GENERAL FOOTNOTES

- 2.1 White Pass
Southward trains must assure that brakes are working properly before leaving White Pass.
- 2.2 Bridge 7.3
The Green Flags on Bridge 7.3 indicate that the bridge is intact. If one or both are tipped down or missing, then movement must be stopped and Bridge inspected for rock damage.
- 2.3 Shops
Do not block fire lanes when spotting equipment on commissary track at Shops.

Prior to shoving cars or locomotives into the maintenance facilities, slack must be stretched to assure that all cars or locomotives are coupled together.

The "old main" switch at the shops is to be lined for track 6, when not in use.
- 2.4 Do not block crossing at Standard 4 Track.
- 2.5 Ore Terminal and Standard Oil
Do not store cabooses or other high/wide loads near Standard Oil loading stems or on track 3 at Ore Terminal (unless north or south of area that crane works).

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Do not leave cars with containers sitting on elevated cones in the area in which the gantry crane operates at the Ore Terminal.

Unloading operations at the Ore Terminal is to be done under blue flag or blue light protection.

2.6 Skagway Wharf

Locomotives are not permitted on Skagway Wharf face track beyond point where inside face track terminates.

Locomotives are not permitted on House Track or south back track.

Use extreme caution when moving on to inside face track due to sharp curvature and low elevation at switch frog.

2.7 Bennett—Skagway

Trains will report arrival and departure times to the dispatcher as follows:

Bennett

Arrival time.

Departure time when leaving eating house. Conductors **must** report their expected departure times directly by phone to the Train Dispatcher.

Mileage 19—Southward train only.

Departure times by radio.

Trains will report to the Dispatcher by radio when passing Inspiration Point (16.6) in both directions, when passing Clifton southward, and upon arrival or departure at Shops.

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3. SPEED MAXIMUM ALL TRAINS

		Miles Per Hour	
		90	101
		Class	Class
3.1	Between:		
	Mileage 0.0 to 2.5	Zone 10	10
	Except all shop tracks	5	5
	Mileage 2.5 to 21.0	Zone 18	15
	Except mileage 5.9	Bridge 10	10
	Mileage 7.1 to 7.6	Bridges 10	10
	Mileage 12.6	Bridge 10	10
	Mileage 14.1 to 14.3	Bridges 10	10
	Mileage 15.5 to 16.0	Bridges & tunnel 10	10
	Mileage 17.6	Retaining wall and snowshed 10	10
	Mileage 18.7 to 19.0	Bridge & tunnel 10	10
	Mileage 21.0 to 29.0	Zone 25	25
	Except 28.0	Curve 18	15
	Mileage 29.0 to 40.6	Zone 20	20
	Except 29.9	Curve 15	15
	Speed restrictions apply in both directions.		
3.2	Southward trains with loaded anvil ore cars 20.0 to 2.5	15	12
	Tracks and Spurs not otherwise covered.	10	10
3.3	Trains handling 670-684 series high side ballast hopper cars, when loaded, must not exceed 15 MPH at any point.		
3.4	Trains handling CRANE 30-B must not exceed 15 MPH at any point.		
4	RESTRICTED CLEARANCES.		
4.1	Clearance is not adequate for a man on side and/or top of cars and/or locomotives at the following locations.		

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Skagway Wharf Area:

Wharf platform alongside house track.

Platform alongside stems and loading gates at Standard Oil facility.

Warehouse platform alongside Standard 4 Track.

Ore Terminal:

Between track 1 and storage warehouse.

When passing under gantry crane.

Skagway Depot Area:

Gates at both ends of passenger loading area.

Awning and support posts of depot platform.

Skagway Shops Area:

All door openings of repair facility.

Between west engine house track and lathe shop track when cars or engines are on either track.

Between commissary track and warehouse.

Skagway—Bennett:

15 Tunnel and shed north of 15.9 Bridge.

Snow Shed. (17.6 Mile)

19 Tunnel. (19 Mile)

Canadian Snow Shed. (21 Mile)

Old Water Tank at Fraser. (27.6)

5 TELEPHONES

5.1 Field Phone Hook-ups:

Miles 12.1, 16.6, 17.7, north end 19 Tunnel, MP 21, 22.1 MP 23, 23.9, 25.6 MP 30, 30.7, 31.8, 34.5.

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Southbound	Station No.	Miles From Skagway	Yard Limits	Alaska Subdivision Stations	Office Signal	Siding Capacity In Feet	Northbound
First Class							First Class
2 Mixed							1 Mixed
Daily							
1:50 p.m.	41	40.6	↓ 39.1	Bennett — 7.9 —	CPRWYZ	— 3960 Yard	12:35 p.m.
2:15	33	32.7		Log Cabin — 5.0 —	P	— 1656	12:10
S 2:30	28	27.7	28.5 ↓ 27.3	Fraser — 7.3 —	PZ	— 2412	S 11:50
2:50	20	20.4	21.0 ↓ 19.7	White Pass — 6.3 —	CPZ	— 1296	11:30
F 3:15	14	14.1		Glacier — 5.6 —		— 1332	F 10:55
3:35	8	8.5		Clifton — 6.6 —	P	— 792	10:35
4:00	2	1.9	2.5 ↑ 1.9	Shops — 1.9 —	BCPWZ	— Yard	10:10
4:15 *	0	0.0		Skagway	KPYZ	DI Yard	10:00 a.m.*
2	Rules 41 and 44 applicable Rule 93A applies						Daily 1

***Times shown are for convenience only and**

convey no authority on Alaska Subdivision.

TABLE OF TRAIN SPEEDS

Time Per Mile		Miles Per Hour
Minute	Second	
10		6
7	30	8
6		10
5		12
4		15
3	30	17.1
3	20	18
3		20
2	45	21.8
2	40	22.5
2	30	24
2	24	25
2	15	26.7
2	08	28
2	05	28.8
2		30



SAFETY FIRST