

## **White Pass & Yukon Route**

**Pacific & Arctic Railway & Navigation Co.  
British Columbia Yukon Railway Company  
The British Yukon Railway Company  
Boundary between Alaska and British  
Columbia at White Pass**

**Boundary between British Columbia  
and Yukon Territory 52 6 - 10  
miles north of Skagway**

# **TIME TABLE No. 148**

**Effective 12:01 A.M.**

**Sunday, May 5, 1974**

**For the Government and Information  
of Employees Only**



**SAFETY FIRST**

**W. A. Hisman  
Superintendent**

**A. F. Gordon  
Chief Dispatcher**

**TIME TABLE NO. 148**  
**ALASKA DIVISION**  
**EFFECTIVE MAY 5, 1974**

<b>SOUTHWARD</b>	<b>SOUTHWARD</b>	Sta- tion No.	Capa- city of Siding	STATIONS	Train Order Of- fice	Oil Water Turn- table Wyes & Loop	Dis- tance from Skag- way	<b>NORTHWARD</b>	<b>NORTHWARD</b>
No. 6 Second Class Mixed Daily	No. 2 Second Class Mixed Daily							No. 1 Second Class Mixed Daily	No. 5 Second Class Mixed Daily
Lv. 11:55 a.m.	Lv. 2:05 p.m.	41	SDG 57 Yard	R.....BENNETT.....	.....	OWYL	40.6	Arr. 12:55 p.m.	Arr. 10:55 a.m.
12:25 (#1)	f 2:35	33	46	P.....LOG CABIN.....	.....		32.7	f 12:25 (#6)	10:25
12:40	2:55	28	32	P.....FRASER.....	.....		27.7	12:05	10:10
s 1:05	s 3:25	20	36	P.....WHITE PASS.....	.....		20.4	f 11:40	9:50
1:35	3:50	14	37	P.....GLACIER.....	.....		14.1	11:10	9:25
1:55	4:15	8	22	P.....CLIFTON.....	.....		8.5	10:45	9:05
2:20	s 4:40 4:50	2	Yard	P.....SHOPS.....	.....	WLO	1.9	f 10:22	f 8:37
Arr. 2:30 p.m.	Arr. 5:00 p.m.	0	Yard	R.....SKAGWAY.....K	C	Y	0.0	Lv. 10:15 a.m.	Lv. 8:30 a.m.

Northward Trains are superior to trains of the same class  
in opposite direction

Siding capacities include three 101 class locomotives

**ALASKA DIVISION**  
**SPECIAL INSTRUCTIONS**

Standard Clock.....Skagway Dispatcher's Office  
Bulletin Stations.....Skagway, Shops  
"W" Water; "Y" Wye; "L" Loop; "R" Train  
Register; "O" Fuel Oil Station; "C" Continuous  
Train Order Office.

Enginemen Northward trains with snow cat work-  
ing orders will call dispatcher from Glacier and  
White Pass.

1. **MAXIMUM SPEED — ALL TRAINS:**  
**SPEED RESTRICTIONS APPLY IN**  
**BOTH DIRECTIONS.**

Between Shops and White Pass.....18 MPH

Between White Pass and Milepost 29.....25 MPH

Between Milepost 29 and Bennett.....20 MPH

2. Following speed restrictions must be strictly  
adhered to: Enginemen must use good judge-  
ment in handling their trains at a speed that  
will insure absolute safety.

Bridge 5-A, Mile 5.8.....10 MPH

Between South end 7-A bridge and North  
end 7-C bridge.....10 MPH

Bridge 14-A, Mile 14.2.....10 MPH

Bridges 15-A, 15-B and 15-C.....10 MPH

Bridge 19-A, Mile 19.1.....10 MPH

Curve at Ptarmigan Point Mile 29.9.....15 MPH

3. Conductors will obtain Clearance Form A from  
Train Dispatcher before departure from Ben-  
nett.

4. Trains will report arriving and departing times  
to Dispatcher as follows:

Bennett—ALL TRAINS

White Pass—Southward Train Only. Southward  
trains must not leave White Pass until authoriz-  
ed by Dispatcher except in case of wire failure  
when trains must wait 10 minutes before  
proceeding.

5. **YARD LIMITS:**

Skagway-Shops, White Pass, Bennett.

6. **DERAILS:**

Skagway.....Ice House Track.....South end.

Hudson.....Spur.....South end.

Clifton.....Siding.....South end.

Glacier.....Siding.....South end.

White Pass.....Siding.....South end.

Fraser.....Siding.....North end.

7. (a) Do not block fire lane at old Storeroom  
when spotting cars on commissary track at  
Skagway Shops.

(b) Do not block crossing at Standard 4 track.

8. When tank cars are being loaded at Standard  
Oil, loading stems at Skagway, track will be  
protected by blue flags in accordance with  
Rule 26.

9. Locomotives are not permitted on Skagway  
Wharf Face Tracks beyond point where Inside  
Face Track terminates. Use extreme caution  
when moving onto Inside Face Track due to  
sharp curvature and low elevation at switch.  
Locomotives are not permitted on House track  
or South Back track.

10. The following structures will not clear a man  
on side or top of cars or engines.

1. Skagway Wharf:

(a) Wharf platform alongside House Track.

(b) Platform alongside stems and loading  
gates at Standard Oil facility.

(c) Warehouse platform alongside Standard  
4 track.



2. Ore Terminal:
  - (a) Alongside Track 1 and Storage Warehouse.
  - (b) When passing under Gantry Crane.
3. Skagway Shops:
  - (a) Steps to Stores Department Platform on North end of Commissary track.
  - (b) All door openings at repair facility.
  - (c) Gates at passenger loading terminal.
4. 15 Tunnel and Snow Shed North of 15-C Bridge.
5. Hannan Snow Shed.
6. 19 Tunnel.
7. Canadian Snow Shed.
8. Vacant.

**GENERAL  
SPECIAL INSTRUCTIONS**

9. TIME:  
Pacific Daylight Time.
10. HELPER AND PUSHER SERVICE:  
Helper engine must not occupy the main track until after train to be helped has been stopped. Train line will be coupled and test of train brakes made to know that brakes are operated by the brake valve of lead engine. Pusher engines will not be used on trains handling passenger equipment or trains where the caboose does not have steel center sills.
11. AIR BRAKES.  
The automatic air brakes must be tested before leaving terminals, and Southward trains must test brakes before leaving White Pass.

Brakes must be tested in the presence of the Inspector at Skagway or Shops.

Conductors will be held responsible for the observance of this rule.

The air hose must be uncoupled before cars are uncoupled, and air hose when not in use, must be in the chain provided for that purpose.

Retainers of the air brakes must be used on all cars, and all trains, in descending from White Pass to Shops.

Also on any other grades upon which it is thought advisable by the Engineer and Conductor.

When light and level grades are reached, the retainers must be released.

If necessary to handle cars with defective or in-operative air brakes, they will be handled on rear of train, not carrying passengers, and securely chained.

12. RULE 422 (a) (b) (c) must be strictly adhered to.  
Southward trains must make the prescribed rear end test before leaving White Pass.  
With 101 class engines, the pressure maintaining feature must be void when making this test.
13. Employees must thoroughly familiarize themselves with Rules 103 (a, b, c) and 104 (a, b, c, d, e, f) and adhere strictly to these rules.
14. Trains handling CRANE 30-B must not exceed 15 MPH at any point.
15. Trains handling 670 - 684 series high side ballast hopper cars, when loaded, must not exceed 15 MPH at any point.

16. WINTER OPERATION PHONE INSTALLATIONS:

MP 12.1, MP 12.8, MP 13.4, MP 13.7, 15 Tunnel, Inspiration Point, Hannan Shed, North end 19 Tunnel, Canadian Shed, MP 22, MP 23, 23-A Fill, Meadows, Fraser, MP 30, Portage, MP 31.8, MP 34.5.

17. Federal Railroad Administration regulations regarding the handling of cars placarded "Explosives" or "Dangerous" are printed in the Safety Manual. These regulations are also posted on the Depot Bulletin Board, Skagway, and in all Cabooses and Combos. Employees must see that these regulations are complied with.

18. 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 Section Foremen.

19. Any employee who discovers or receives notice of the existence and location of a fire burning on or near the railroad right of way, or of a fire which threatens land adjacent to the railroad right of way, must immediately notify the Train Dispatcher by telephone.

20. 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 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.

21. (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 must be accompanied by the proper papers and not left short of Skagway without authority of U. S. Customs. (White Pass to Skagway)

Emergency situations handled on an individual basis as instructed by the Dispatcher on duty.

22. Train and Enginemen must keep feet off control boards of diesel locomotives to avoid damaging gauges and the unintentional moving of the flanger lever.

23. Conductors must see that their cabooses are kept in a clean and neat condition.

24. When necessary to back a train into a station after having departed, due to engine trouble or any reason, the Train Dispatcher must first be notified of such reverse movement.

IN ADDITION, such reverse movement must be protected as required by RULE 99.

In case of doubt or uncertainty the SAFE course must be taken.

THINK                      THINK                      THINK

25. ADDITIONAL TRACKS IN BENNETT YARD:

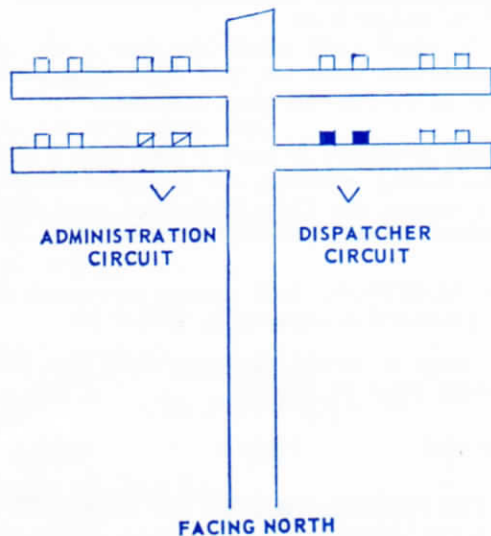
Lake Siding .....	40 CARS
South Leg .....	12 CARS
South Back to Tail Switch .....	41 CARS
North Leg .....	24 CARS
North Leg Extension .....	41 CARS
Above Trackage does not include locomotives.	

26. 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 Skag-

way, White Pass, Bennett, Carcross and Whitehorse.

27. **RAILROAD TELEPHONE CIRCUITS:**  
 Dispatchers circuits—The two wires on lower crossarm next to pole on EAST side of pole.  
 Administration Circuits—The two wires on lower crossarm next to pole on WEST side of pole.



28. **TABLE OF TRAIN SPEEDS:**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
10		6	3		20
7	30	8	2	40	22.5
6		10	2	24	25
5		12	2	8	28
4		15	2		30
3	20	18			

29. **DISPATCHERS PHONE RINGS:**

Shops.....	1 short	1 long
Clifton.....	2 long	2 short
Glacier.....	1 long	2 short
White Pass.....	1 long	3 short
Fraser.....	1 long	4 short
Log Cabin.....	2 long	4 short
Bennett.....	2 long	1 short
Pennington.....	2 long	
Carcross.....	3 long	
Cowley.....	3 long	1 short
Whitehorse.....	1 long	
Lineman.....	3 short	
Field Phone.....	4 short	

30. **ADMINISTRATION PHONE RINGS:**

Skagway.....		
Ore Terminal.....	1 long	
Supt., Rail.....	1 long	1 short
Supt., Pipeline.....	1 long	2 short
Wharf Office.....	2 long	
Stores.....	2 long	2 short
Ticket Agent.....	2 short	1 long
Tank Farm.....	1 long	1 long
Standard Oil.....	1 short	1 long
Dispatcher.....	4 long	
Carcross Agent.....	3 long	
Pump Station.....	1 long	3 short
		1 long
Whitehorse Switchboard.....	2 long	1 short
Freight Shed.....	3 long	2 short
Tank Farm.....	1 long	2 short
		1 long

**YUKON DIVISION  
 SPECIAL INSTRUCTIONS**

Standard Clock..... Whitehorse Depot  
 Bulletin Station..... Whitehorse Depot  
 "W" Water; "Y" Wye; "L" Loop; "R" Train Register; "O" Fuel Oil Station; "C" Continuous Train Order Office.



31. Maximum Speed — ALL TRAINS:  
Speed restrictions apply in both directions.  
Between BENNETT and WHITEHORSE  
25 MPH
32. Following speed restrictions must be strictly adhered to. Enginemen must use good judgment in handling their trains at a speed that will Insure Absolute Safety.
- |  |        |
|--|--------|
| Bennett to Milepost 43.....                            | 20 MPH |
| Guard Rail Curve, Mile 43.6.....                       | 10 MPH |
| Mile 50.5 to Mile 51.9.....                            | 20 MPH |
| Bridge 67-A.....                                       | 10 MPH |
| Between Mile 82.1 and Mile 82.8.....                   | 15 MPH |
| Between 4th Ave. Crossing and<br>Whitehorse Depot..... | 5 MPH  |
33. Trains will report ARRIVING and DEPARTING times to Dispatcher as follows:  
Bennett.....ALL TRAINS  
Carcross.....ALL TRAINS  
Unless instructed otherwise by Carcross agent.
34. Conductors will obtain Clearance Form A from Train Dispatcher before departure from Bennett.
35. YARD LIMITS:  
Bennett—Carcross—Macrae Utah—  
Whitehorse.
36. DERAILS:  
Utah Yard.....North end.
37. Additional Tracks not shown on Time Table:  
Pennington Spur Mile 51.6.....20 CARS  
(North Switch Only)
38. At crossings protected by Automatic Crossing Signals, after train has cleared crossing, reverse movement must not be made over crossing unless a member of the crew is at the crossing to afford protection to traffic.  
When it is known that crossing signals are inoperative, trains must stop and flag crossing before proceeding over it.
39. Southward trains leaving siding at MACRAE must not exceed speed of 10 MPH until engine has passed Alaska Highway Crossing.  
This is to provide sufficient time interval for automatic crossing signals to operate.
40. Sound whistle frequently between Carcross and Cowley account of cattle ranged in this area.
41. Regular switch locks are used on all Gates through the D. P. W. area on the Refinery Lead in Whitehorse. Gates are to be kept locked at all times when not in actual use.
42. The following structures will not clear a man on side or top of cars or engines.  
Whitehorse Yard:  
(a) Building on WEST side of ramp track.  
South of Depot.  
(b) Light Pole on Roundhouse Lead.  
Refinery Area:  
(a) Platforms alongside unloading stems and Gates.
43. Before leaving Whitehorse conductors must check waybills for their train, making certain that car and container numbers, correspond with those actually in their train.

**TIME TABLE NO. 148**

**YUKON DIVISION**

**EFFECTIVE MAY 5, 1974**

<b>SOUTHWARD</b>							<b>NORTHWARD</b>
No. 2 Second Class Mixed Daily	Station No.	Capa- city of Siding	STATIONS	Train Order Of- fice	Oil Water Turn- table Wyes & Loop	Dis- tance from Skag- way	No. 1 Second Class Mixed Daily
Lv. 9:30 a.m.	111	Yard	R...WHITEHORSE...	C	OWL	110.7	Arr. 5:30 p.m.
	106	Yard	5.2 .....UTAH.....	.....	.....	105.5	
9:55	104	48	1.5 P.....MACRAE.....	.....	.....	104.0	5:05
10:20	95	23	8.9 P.....COWLEY.....	.....	.....	95.1	4:40
11:01	79	51	15.7 P.....LORNE.....	.....	.....	79.4	3:55
s 11:40	67	SDG 65 Yard	11.9 P...CARCROSS.....	.....	Y	67.5	s 3:25
12:05	59	48	8.1 P...WATSON.....	.....	.....	59.4	3:00
12:30	52	Spur 20	7.8 P...PENNINGTON...	.....	.....	51.6	f 2:40
	49	59	2.3 P.....HENEY.....	.....	.....	49.3	
Arr. 1:05 p.m.	41	SDG 110 Yard	8.7 R...BENNETT.....	.....	OWYL	40.6	Lv. 2:05 p.m.

Northward Trains are superior to trains of the same class in opposite direction.

EXCEPT NO. 2 WHICH IS SUPERIOR TO NO. 1

Siding capacities include three 90 class locomotives