

*Compliance with*  
**OPERATING RULES**  
*and*  
**SAFETY RULES**  
*Insures*  
**SAFE and EFFICIENT**  
**OPERATION**

•  
*IN case of DOUBT*  
*or UNCERTAINTY*  
*the SAFE COURSE*  
**MUST BE TAKEN**



## **White Pass & Yukon Route**

PACIFIC AND ARCTIC RAILWAY  
AND NAVIGATION COMPANY 0 to 20.40

BRITISH COLUMBIA-YUKON  
RAILWAY COMPANY 20.40 to 52.58

THE BRITISH YUKON  
RAILWAY COMPANY 52.58 to 112.0

*For the government  
and information of employees only*

## **EMPLOYEE TIMETABLE NO. 171**

Effective 0001 Hours  
Alaska Daylight Saving Time  
Monday, April 12, 1999

F. C. McCorriston  
President

J. E. Bush  
Superintendent of Operations

## 1.2 SPEEDS

|                          |        |
|--------------------------|--------|
| MAXIMUM AUTHORIZED SPEED | 25 MPH |
|--------------------------|--------|

### PERMANENT SPEED RESTRICTIONS

| Location/Between mileposts                         | Speed  |
|--|--------|
| Turn out speed White Pass, Glacier,<br>Long siding | 8 mph  |
| Depot, Broadway, Anvil leads                       | 5 mph  |
| Turn out speed (all other turn outs)               | 5 mph  |
| Shops yard   | 5 mph  |
| Shops loop   | 5 mph  |
| Northbound Trains 5.0 and 20.0                     | 20 mph |
| Southbound Trains 20.0 and 5.0                     | 15 mph |
| Bridge 5-A   | 10 mph |
| Bridges 7-A, 7-B, 7-C                              | 12 mph |
| Bridge 12-A  | 12 mph |
| Bridge 14-A  | 12 mph |
| Bridges 15-A, 15-B                                 | 12 mph |
| Bridge 15-C, 16 Tunnel                             | 10 mph |
| Bridge 18-A  | 12 mph |

- 1.3** Trains must report to the train dispatcher the arrival and departure times at the following stations:
- Skagway Junction (Northbound departure only)
  - Shops
  - Clifton
  - Glacier
  - White Pass

Such report will satisfy the requirements of Operating Rule 34-A

- 1.4** All trains must make a running brake test (Operating Rule 605) prior to passing Mile Post 20.0 southbound.
- 1.5** Engineers are responsible for determining the need for retainers. When used retainers must be turned down after passing M.P. 5.0 on southbound trains. When retainers are used trainmen must observe the train carefully for sliding wheels.

- 1.6** Conductors of all passenger trains inbound to Skagway from the Canadian Subdivision must require the passengers to remain on board the train until cleared by the United States Customs and Immigration Service.

- 1.7** Conductors must insure that cars are not left fouling the crossing at the "Standard 4" building.

### 1.8 DERAILS

Old main south of crossover  
South end of track #6  
Outside all shop doors

- 1.9** Engineers must sound whistle signal 14(i) or 14(I) when approaching the cemetery at M.P. 2.5.
- 2.0** All trains and OTE will be operated at restricted speed between Skagway Jct. and M.P. 2.8
- 2.1** All northbound passenger trains will hold the main track when arriving at White Pass.
- 2.2** Before Train #51 departs Long Siding the dispatcher must be contacted to insure that it is safe to move to Skagway Junction.

- 2.3** When a passenger train is stopped at the Shops to exchange #73 for the main line power a full service application of the brakes will be made and the hand brakes will be set on the last car prior to uncoupling #73.

- 2.4** Box Car 702 and lowboy 1202 must be maintained first out on the commissary track.

These two cars will be equipped with emergency medical equipment, material and supplies.

A motor car, with a push car, will be maintained south of the emergency response cars so that it is always immediately available for primary response in conformance with the railroad emergency response plan.

The railroad emergency response plan calls for a "crash trailer" to be loaded on the lowboy if a forklift is available. If a forklift is not available medical equipment will be loaded by hand.

# COMPANY OFFICERS

| Location and Name | Title |
|-------------------|-------|
|-------------------|-------|

## SKAGWAY, ALASKA

|                  |  |
|------------------|--|
| F. C. McCorrison | President                                |
| G. C. Danielson  | Vice President<br>(Marketing & Planning) |
| J. E. Bush       | Superintendent of Operations             |
| T. D. Cochran    | Manager of Port Operations               |
| K. E. Cyr        | Director of Marketing                    |
| C. W. Dodd       | Chief Financial Officer                  |
| L. A. Dodd       | Manager of Passenger Operations          |
| E. C. Hanousek   | Roadmaster                               |
| J. A. Mielke     | Superintendent of Maintenance            |
| M. P. Schaefer   | Master Mechanic                          |
| R. L. Schlick    | Chief Dispatcher                         |

## CARCROSS, YUKON TERRITORY

|              |            |
|--------------|------------|
| W. Scheffler | Roadmaster |
|--------------|------------|

# AMERICAN SUBDIVISION

## SPECIAL INSTRUCTIONS

### SYMBOLS

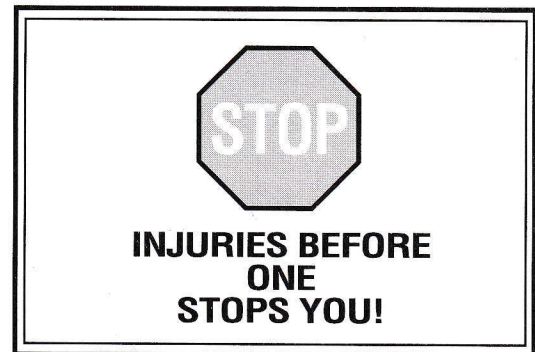
The following symbols when used in the timetable indicate:

- B Operating Bulletins
- D Trains report departure to dispatcher
- I Customs/Immigration
- F Flag Stop
- K Standard clock and operating bulletins
- L Loop
- R Dispatcher
- T Water available
- U Cautionary limits
- Y Wye
- Z Yard limits

**1.0** White Pass & Yukon Route Rules dated April 1, 1998 are in effect on the American Subdivision.

### 1.1 AUTHORITY FOR MOVEMENT

| Location/Between mileposts                | Rules   |
|---|---------|
| End of tracks and Skagway Jct. (M.P. 0.6) | 105     |
| Skagway Jct. and 2.3                      | 93      |
| 2.3 and 8.3                               | 200-223 |
| 8.3 and 9.0                               | 93      |
| 9.0 and 13.5                              | 200-223 |
| 13.5 and 14.4                             | 93      |
| 14.4 and 20.0                             | 200-223 |
| 20.0 and 20.4                             | 93      |



The lowboy will be preloaded with 30 railroad ties on each end for equipment stabilization and blocking.

One half of the box car will be preloaded with certain rescue supplies such as torches, jacks, chains, tools, etc.

**2.5** The following radio channels are in use:

| CHANNEL NUMBER | USE     | 99 CHANNEL #   |         |
|----------------|---------|----------------|---------|
| 1              | 160.305 | Road           | 13 - 13 |
| 2              | 160.425 | Yard           | 21 - 21 |
| 3              | 161.505 | Repeater       | 93 - 13 |
| 4              | 160.695 | Administration |         |
| 5              | 160.800 | Administration |         |

**Skagway Dispatcher (907) 983-2212**

**2.6** Employees should exercise caution in the following areas account close clearance that will not permit a man to ride the side of a car or locomotive.

- Skagway Depot area
- All door openings at the Skagway Shops
- Area between west engine house track and lathe track when equipment is on either track.
- Tunnels, Mile Posts 15.9 and 18.7

**2.7** Engineers of trains with operative dynamic brakes may use dynamic brakes as the preferred choice in speed control southbound between M.P. 20.0 and M.P. 5.0. Dynamics may be supplemented with air brakes as necessary for proper speed control and train handling.

**2.8 SWITCH INSTRUCTIONS**

- The south switch at White Pass is designated a spring switch.
- The switch from the Old Main Line to the Coach Yard must be left lined for the Old Main Line when not in use.

**2.9 EQUIPMENT RESTRICTIONS**

1. When not in use air hoses must be placed in the dummy couplings provided.
2. Engineers must limit dynamic braking on locomotives to a maximum of 30 axles. If more than 30 axles are in the locomotive consist the additional units must be isolated prior to using dynamic brakes.
3. Cranes, draglines, shovels, backhoes and similar equipment must be handled with the boom facing backward to the direction of movement, except work trains may move them short distances at restricted speed when facing the other way.
4. Bulldozers will be handled with the blade removed except work trains may move them short distances at restricted speed with the blade in the trailing position.
5. Do not exceed 20 mph when handling loaded dump cars.
6. Do not exceed 15 mph when handling crane 30-B.
7. Except in emergency, loaded placarded cars must not be handled in revenue passenger trains.
8. A loaded placarded car must not be nearer than the sixth car from the engine or occupied passenger car or caboose. When train length will not permit this placement it must be placed in the middle of the train not nearer than the second car from the engine or occupied passenger car or caboose.



**Southward**

| Tue/Wed    | Daily      | June 12, 26<br>July 10, 24<br>Aug 7, 21 | Daily      | Daily      | Daily      | RAILBUS<br>Daily except<br>Tues/Wed | Daily      | Daily      | Daily      | Daily      | RAILBUS<br>Daily except<br>Tues/Wed | Distance<br>From<br>Skagway | Station                 |
|------------|------------|---|------------|------------|------------|-------------------------------------|------------|------------|------------|------------|-------------------------------------|-----------------------------|-------------------------|
| <b>#52</b> | <b>#24</b> | <b>#12</b>                              | <b>#46</b> | <b>#44</b> | <b>#42</b> | <b>#64</b>                          | <b>#22</b> | <b>#36</b> | <b>#34</b> | <b>#32</b> | <b>#62</b>                          |                             | <b>CARCROSS</b>         |
|            |            |   |            |            |            |                                     |            |            |            |            |                                     | 67.5                        | 8.1                     |
|            |            |   |            |            |            |                                     |            |            |            |            |                                     | 59.4                        | <b>WATSON</b><br>3.8    |
|            |            |   |            |            |            |                                     |            |            |            |            |                                     | 55.6                        | <b>PIT</b><br>6.3       |
|            |            |   |            |            |            |                                     |            |            |            |            |                                     | 49.3                        | <b>GRAVES</b><br>8.7    |
|            |            |   |            |            |            |                                     | 13:10      |            |            |            | 9:10                                | 40.6                        | <b>BENNETT</b><br>7.6   |
|            |            | 13:25                                   |            |            |            |                                     |            |            |            |            |                                     |                             |                         |
|            |            |   |            |            |            |                                     | 13:41      |            |            |            | 9:41                                | 33.0                        | <b>LOG CABIN</b><br>5.3 |
|            |            | 13:56                                   |            |            |            |                                     |            |            |            |            |                                     |                             |                         |
|            | 14:45      | 14:15                                   |            |            |            | 14:00                               | 10:20      |            |            |            | 10:00                               | 27.7                        | <b>FRASER</b><br>3.3    |
|            |            | 14:25                                   |            |            |            |                                     |            |            |            |            |                                     | 24.4                        | <b>MEADOWS</b><br>4.0   |
|            | 14:56      | 14:36                                   |            |            |            |                                     | 10:31      |            |            |            |                                     |                             |                         |
|            |            |   |            |            |            |                                     | 10:45      |            |            |            |                                     | 20.4                        | <b>WHITE PASS</b>       |
|            | 15:10      | 14:50                                   |            |            |            |                                     |            |            |            |            |                                     |                             |                         |

**Southward**

**American Subdiv**

| #52        | #24        | #12        | #46        | #44        | #42        | #64        | #22        | #36        | #34        | #32        | #62        | Distance<br>From<br>Skagway | Station                        |
|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------------------|--------------------------------|
|            |            |            |            |            |            |            | 10:45      | 10:30      | 10:20      | 10:10      |            | 20.4                        | <b>WHITE PASS</b><br>1.2       |
| 18:10      | 15:10      | 14:50      | 15:00      | 14:50      | 14:40      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 10:50      | 10:35      | 10:25      | 10:15      |            | 19.2                        | <b>AMERICAN SHED</b><br>0.9    |
| 18:15      | 15:15      | 14:55      | 15:05      | 14:55      | 14:45      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 10:54      | 10:39      | 10:29      | 10:19      |            | 18.3                        | <b>GULCH</b><br>1.4            |
| 18:19      | 15:19      | 14:59      | 15:09      | 14:59      | 14:49      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 11:00      | 10:45      | 10:35      | 10:25      |            | 16.9                        | <b>INSPIRATION POIN</b><br>1.3 |
| 18:25      | 15:25      | 15:05      | 15:15      | 15:05      | 14:55      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 11:06      | 10:51      | 10:41      | 10:31      |            | 15.6                        | <b>SLIPPERY ROCK</b><br>1.5    |
| 18:31      | 15:31      | 15:11      | 15:21      | 15:11      | 15:01      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 11:12      | 10:57      | 10:47      | 10:37      |            | 14.1                        | <b>GLACIER</b><br>1.8          |
| 18:37      | 15:37      | 15:17      | 15:27      | 15:17      | 15:07      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 11:20      | 11:05      | 10:55      | 10:45      |            | 12.3                        | <b>HENEY</b><br>2.1            |
| 18:45      | 15:45      | 15:25      | 15:35      | 15:25      | 15:15      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 11:29      | 11:14      | 11:04      | 10:54      |            | 10.2                        | <b>BLACK CROSS</b><br>1.7      |
| 18:54      | 15:54      | 15:34      | 15:44      | 15:34      | 15:24      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 11:36      | 11:21      | 11:11      | 11:01      |            | 8.5                         | <b>CLIFTON</b><br>1.6          |
| 19:01      | 16:01      | 15:41      | 15:51      | 15:41      | 15:31      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 11:43      | 11:28      | 11:18      | 11:08      |            | 6.9                         | <b>ROCKY POINT</b><br>1.0      |
| 19:08      | 16:08      | 15:48      | 15:58      | 15:48      | 15:38      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 11:47      | 11:32      | 11:22      | 11:12      |            | 5.9                         | <b>DENVER</b><br>1.4           |
| 19:12      | 16:12      | 15:52      | 16:02      | 15:52      | 15:42      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 11:53      | 11:38      | 11:28      | 11:18      |            | 4.5                         | <b>BOULDER</b><br>2.2          |
| 19:18      | 16:18      | 15:58      | 16:08      | 15:58      | 15:48      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 11:58      | 11:43      | 11:33      | 11:23      |            | 2.3                         | <b>SHOPS</b><br>1.7            |
| 19:23      | 16:23      | 16:03      | 16:13      | 16:03      | 15:53      |            |            |            |            |            |            |                             |                                |
|            |            |            |            |            |            |            | 12:05      | 11:50      | 11:40      | 11:30      |            | 0.6                         | <b>SKAGWAY JUNCT</b>           |
| 19:30      | 16:30      | 16:10      | 16:20      | 16:10      | 16:00      |            |            |            |            |            |            |                             |                                |
| <b>#52</b> | <b>#24</b> | <b>#12</b> | <b>#46</b> | <b>#44</b> | <b>#42</b> | <b>#64</b> | <b>#22</b> | <b>#36</b> | <b>#34</b> | <b>#32</b> | <b>#62</b> |                             |                                |

**Southward**

**Subdivision**

**Northward**

| Station | Symbol    | Capacity in Feet | Notes | #61  | #21   | #11  | #31 | #33 | #35 | #63   | #23   | #41 | #43 | #45 | #51 |
|---------|-----------|------------------|-------|------|-------|------|-----|-----|-----|-------|-------|-----|-----|-----|-----|
| ROSS    | U Y D     | 2340             |       |      |       |      |     |     |     |       |       |     |     |     |     |
| SON     | D         | 1656             |       |      |       |      |     |     |     |       |       |     |     |     |     |
| T       | D         | SPUR             |       |      |       |      |     |     |     |       |       |     |     |     |     |
| VES     | D         | 2154             |       |      |       |      |     |     |     |       |       |     |     |     |     |
| NETT    | U T L Y D | YARD             |       | 8:50 | 11:25 |      |     |     |     |       | 11:10 |     |     |     |     |
| CABIN   | D         | 1656             |       | 8:21 | 10:56 |      |     |     |     | 10:41 |       |     |     |     |     |
| SER     | U I D     | 2412             |       | 8:00 | 10:15 |      |     |     |     | 10:20 | 14:25 |     |     |     |     |
| OWS     | D         |                  |       | 9:33 | 10:03 |      |     |     |     | 14:13 |       |     |     |     |     |
| PASS    | U Z D     | 1650             |       |      | 9:20  | 9:50 |     |     |     | 14:00 |       |     |     |     |     |

**Subdivision**

**Northward**

| Station  | Symbol      | Capacity in Feet | Notes | #61  | #21  | #11  | #31   | #33   | #35   | #63 | #23   | #41   | #43   | #45   | #51   |
|----------|-------------|------------------|-------|------|------|------|-------|-------|-------|-----|-------|-------|-------|-------|-------|
| PASS     | U Z D       | 1650             |       | 9:20 | 9:50 | 9:50 | 10:00 | 10:00 | 10:10 |     | 14:00 | 14:20 | 14:30 | 14:40 | 18:00 |
| N SHED   | D           |                  |       | 9:15 | 9:45 | 9:45 | 9:55  | 10:05 |       |     | 13:55 | 14:15 | 14:25 | 14:35 | 17:55 |
| CH       | D           |                  |       | 9:11 | 9:41 | 9:41 | 9:51  | 10:01 |       |     | 13:51 | 14:11 | 14:21 | 14:31 | 17:51 |
| ON POINT | D           |                  |       | 9:05 | 9:35 | 9:35 | 9:45  | 9:55  |       |     | 13:45 | 14:05 | 14:15 | 14:25 | 17:45 |
| Y ROCK   | D           |                  |       | 8:59 | 9:29 | 9:29 | 9:39  | 9:49  |       |     | 13:39 | 13:59 | 14:09 | 14:19 | 17:39 |
| IER      | Z I T D     | 1332             |       | 8:52 | 9:02 | 9:22 | 9:32  | 9:42  |       |     | 13:32 | 13:52 | 14:02 | 14:12 | 17:32 |
| EY       | D           |                  |       | 8:45 | 8:55 | 9:15 | 9:25  | 9:35  |       |     | 13:25 | 13:45 | 13:55 | 14:05 | 17:25 |
| CROSS    | D           |                  |       | 8:37 | 8:47 | 9:07 | 9:17  | 9:27  |       |     | 13:17 | 13:37 | 13:47 | 13:57 | 17:17 |
| ON       | Z D         | 792              |       | 8:30 | 8:40 | 9:00 | 9:10  | 9:20  |       |     | 13:10 | 13:30 | 13:40 | 13:50 | 17:10 |
| POINT    | D           |                  |       | 8:22 | 8:32 | 8:52 | 9:02  | 9:12  |       |     | 13:02 | 13:22 | 13:32 | 13:42 | 17:02 |
| ER       | F D         |                  |       | 8:18 | 8:28 | 8:48 | 8:58  | 9:08  |       |     | 12:58 | 13:18 | 13:28 | 13:38 | 16:58 |
| DER      | D           |                  |       | 8:13 | 8:23 | 8:43 | 8:53  | 9:03  |       |     | 12:53 | 13:13 | 13:23 | 13:33 | 16:53 |
| PS       | L B Z T T D | YARD             |       | 8:07 | 8:17 | 8:37 | 8:47  | 8:57  |       |     | 12:47 | 13:07 | 13:17 | 13:27 | 16:47 |
| UNCTION  | K R D       |                  |       | 8:00 | 8:10 | 8:30 | 8:40  | 8:50  |       |     | 12:40 | 13:00 | 13:10 | 13:20 | 16:40 |

# CANADIAN SUBDIVISION

## SPECIAL INSTRUCTIONS

| Station    | Mile Post | Siding Capacity |
|------------|-----------|-----------------|
| Whitehorse | 110.7     |                 |
| Utah       | 105.5     | Yard            |
| Macrae     | 104.0     | 48 cars         |
| Cowley     | 95.1      | 23 cars         |
| Lorne      | 79.4      | 51 cars         |
| Carcross   | 67.5      | Yard            |

### 5.0 CANADIAN RAIL OPERATING RULES

**5.1 Standard Railway Clock**—Correct time may be obtained from RTC (train dispatcher) in Skagway. Time applicable on Canadian Subdivision is Alaska Daylight Savings Time.

**5.2 Special Applications**—CROR rules 48, 94.1, 99.1, 99.3 and 301 to 313 are in effect on the Canadian Subdivision.

**5.3 NOTE:** Where the term “Train Dispatcher” is used it shall be synonymous with the term “Rail Traffic Controller.”

### 5.4 Cautionary Limits

|            |              |
|------------|--------------|
| White Pass | 20.0 - 21.0  |
| Fraser     | 27.6 - 28.2  |
| Bennett    | 40.0 - 41.5  |
| Carcross   | 67.2 - 112.0 |

**5.5 Rule 5**—Times shown are for information only and convey no operating authority.

The only authority for movement of a train or engine outside of Yard or Cautionary limits is an OCS Clearance.

Judgement is to be used by crews to prevent delays to passenger trains.

**5.8 Rule 99.3**—In OCS rule 99.3 applies and rule 303(b) does not apply.

In the application of rule 99.3(c) a train so restricted must not leave the location named nor leave any station ahead until the preceding train has reported that it has left a station ahead, is within cautionary limits, or has left the location where the following train is authorized.

Information that the preceding train has left a station ahead, is within cautionary limits, or has left the location to which the following train is authorized, must be recorded, repeated and confirmed by the conductor or engineer of the following train.

### 5.9 Rule 313 OCS Special Instructions

313(a)—OCS Clearances must not be copied by an employee operating the controls of a moving engine.”

313(b)—Within Work Extra limits, when one train is following another and one of the two trains is a work extra the following train must not exceed reduced speed unless a report is received that the preceding train has left a station ahead, is within cautionary limits, or has left the main track.

313(c) A train authorized by clearance to proceed from one point to another must move in the direction specified. The portion of the limits will be considered clear up to and including the point the train last reported to have passed.

313(d) Clearances which authorize a train to proceed, unless cancelled, must be fulfilled in the order in which they are received.

**6.0** Trains will report to the RTC the arrival, departure or passing times of all stations between White Pass and Carcross.



## 6.1 Speeds

| Location/Between mileposts | Speed  |
|----------------------------|--------|
| 20.4 - 25.6                | 20 mph |
| 25.6 - 27.9                | 15 mph |
| 27.9 - 112.0               | 15 mph |
| 29.0 - 30.0                | 10 mph |

**6.2 Highway Crossings**—All public road crossing must be approached prepared to stop short of the crossing.

All crossings north of Carcross must be flagged, with a red flag and/or fusee.

Once the crossing is occupied, normal speed may be resumed.

**6.3 Track Out of Service**—All track north of MP 41.5 (North Cautionary Limit Bennett) is out of service. Work trains and Maintenance of Way crews may use this trackage with the written permission of the Roadmaster or the Superintendent of Operations. Work trains and Maintenance of Way crews will make general radio calls as required by Rules 34-A and 736 of the current WP&YR rule book.

From a point 200' north of the 2nd Avenue crossing in Whitehorse, YT all track north is out of service.

**6.4 Other Special Instructions**—The following White Pass and Yukon Route Rules, effective April 1, 1996 are in effect as special instructions on the Canadian Subdivision.

- 400 to 410
- 500 to 554
- 600 to 608
- 721 to 736

**YOU DEPEND ON SAFETY  
SAFETY DEPENDS  
ON YOU!**

**6.5** All trains must make a running brake test as per WPYR Rule 605 prior to passing the following locations:

- Mile Post 24 (Northbound only)
- Log Cabin (Northbound only)

**6.6** Employees should exercise caution at the old water tank at Fraser account close clearance that will not clear a man on the side of a car or engine.

