

Method of Control		NEW WESTMINSTER SUBDIVISION		Mile	DOB / TGBO	RTC Radio Channell DTMF Connect Codes	Radio AAR Connect & Disconnect Codes	
BLOCK SIGNALS	Number of Tracks	S ↓	N ↑					
CTC	1	CN JCT		155.3	155.3	NORMAL CALL	CN Standby Channel 1 AAR 8787 CN Channel 2 AAR 7373	
	2	STILL CREEK		153.9	↑	TGBO / DOB		CH2 * 1 #
		WILLINGDON JCT		151.8				
		SPERLING		149.8				
		PIPER		148.0				
		LAKE CITY		146.4				
		NORTH ROAD		146.1				
		BRUNETTE		145.4				
		BRAID		145.0				
		NEW WESTMINSTER		144.8				
	+	1	SPRUCE		144.5	↓		EMERG. CALL CH2 * 0 #
FRASER RIVER BRIDGE			143.4					
		FRASER RIVER Jct.		142.9	142.9			

**1 RTC II ADVANCED TRAIN CONTROL FEATURES**

**2 BLOCK SIGNAL TERRITORY**

Mile 155.3 to mile 153.9 will be supervised by the Edmonton RTC. All train, engine, transfers, and track units will be governed by instructions and authorities issued by the RTC Edmonton.

**3 CN Jct.**

Southward trains must obtain permission from RTC before passing North Block Signal at CN Jct. Trains and engines requiring use of the main track at CN Jct. for switching purposes must obtain permission from RTC before passing north block signal at CN Jct., and must report clear of main track when finished. After permission is received and switch is lined by hand for the intended route, movements will be governed by signal indication.

Southward train or engine stopped by a Stop indication must not proceed until written authority has been received from RTC.

Northward trains must advise RTC when clear of the main track at CN Jct.

**Rule 104(b)**—Main track switch CN Jct. may be left lined and locked in the reverse position. All movements approaching this switch must be prepared to stop short if not properly lined for their route.

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**4 FRASER RIVER BRIDGE**

Locally controlled interlocking. CROR Rule 609 applies. All movements approaching bridge will use CN Channel 8 - AAR 6161 to contact bridge signalman if necessary, and monitor this channel until clear of the bridge. Trains, if tandem, must not exceed 100 cars and must not disconnect while any portion of the train is within interlocking limits. Engine bell must be rung continuously approaching and within interlocking limits. Swing span has been equipped with red warning signs at both ends. When in vertical position, these signs indicate that the span rail locks are disengaged and that movement must stop and be governed by further instructions from the bridge signalman. When required to move over bridge by other than signal indication, movements approaching the span must be prepared to stop clear of a red sign between the rails at either end of the span.

Walkway and handrail on Fraser River Bridge swing span have been removed. Cars exceeding allowable maximum gross weight may only be handled with special permission from CN Operations Coordinator, Thornton Yard (604) 589-6663.

**5 APPLICABLE ON SUBDIVISION**

- (a) **Anti-Whistling** - Except in emergency Rule 14(l) not applicable at the following crossings:

**Vancouver and Burnaby**

Slocan St. Mile 153.9    Gilmore Ave. Mile 152.3

Kaslo St. Mile 153.8    Douglas Rd. Mile 151.1

Renfrew St. Mile 153.7    Piper Ave. Mile 148.25

Rupert St. Mile 153.2    Cariboo Rd. Mile 147.2

Boundary Rd. Mile 152.8

**Spruce**

Mile 144.2 - At Private crossing at grade Cumberland Street, between the hours of 0800 and 2200, sound whistle signal 14 (l) for a minimum of ten (10) seconds.

- (b) Greater Vancouver Terminal Manual in effect. Employees of foreign railroads will be governed by the Air Brake and Train Handling Rules, Safety Rules and Hazardous Material Instructions of their employer.
- (c) **Operating Rules Notes (ix)**—Following are approved abbreviations on authorities.

Controlled Block Signal    CBS

Crossover    X O

Dual Control Switch    DCS

Switch    SW

North Shore Industrial Line    NSIL

- (d) **Rule 27**—Imperfectly Displayed Signals. Revised as follows: Except as shown in BNSF Signal Aspects and Indications, a fixed signal which is imperfectly displayed, or the absence of a fixed signal where one is usually displayed, must be

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regarded as the most restrictive indication that such signal is capable of displaying. An imperfectly displayed signal must be communicated to the proper authority as soon as possible. A signal, which is known or suspected as being damaged, must be regarded as an imperfectly displayed signal.

- (e) **Rules 405 through 430** - Not in effect on this subdivision. BNSF Signal Aspects and Indications are in effect; see GVT Manual.
- (f) **Rules for the Protection of Track Units and Track Work** Rules 801(a), 803(e), 806, 819 through 822, 824(d), 849 through 875 not in effect on this subdivision.
- (g) Dangerous goods and/or cars with extreme length of 52 feet 10 inches or less must not exceed 268,000 lbs.
- (h) **Restricted Clearances** - May exist on all tracks auxiliary to the main track(s).  
**Mile 144.0** - Retaining wall will not clear man on side of car or engine.
- (i) High-voltage electric wires with less than standard clearance over rail at following locations:  
**Vancouver BI Line** (Powell St.) 21'6"  
**Mile 153.7** (Renfrew St.) 22'6"

**6 SPEEDS**

Mile	Zone	MPH	
		FRT	PSGR
<b>155.3 to 142.9</b>		<b>30</b>	<b>50</b>
155.3 Switch CN Jct		10	10
155.3 - 154.0		25	40
154.0 - 152.8		30	40
153.9 Turnout Still Creek		30	35
152.8 - 147.4		30	50
151.8 - Turnout Willingdon Jct		30	35
149.8 - Turnout Sperling		30	35
148.0 - Turnout Piper		30	35
147.4 - 145.5		30	45
146.4 - Turnout Lake City		30	35
146.1 - Turnout North Road		15	15
145.5 - 143.4		20	20
145.4 - Turnout Brunette		15	15
143.4 - 142.9 Fraser River Bridge		10	10

- 1. Movements consisting entirely of engines and passenger cars only, are authorized to operate at passenger train speeds.
- 2. Movements in excess of 100 TOB (tons per operative brake) further restricted to a maximum permissible speed through turnouts 25 MPH

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**Speed Through non controlled turnouts**

**Mile 146.1** - Lake City Lead from east track at North Road 12 mph

**Mile 145.4** - Lake City Lead from east track at Brunette, 12 mph

**145.5 to Mile 143.7** Northward movements routed to the west track, once Spruce Street is fully occupied 30 mph

**Mile 144.9** - Track 11 from east track at Braid East 10 mph

**7 SPECIAL DANGEROUS COMMODITIES**

**MP 119.6 to MP 155.3** falls within the Vancouver Census Metropolitan Area.

Trains handling one or more loaded rail cars containing hazardous material:

Must not exceed 35 mph, and

Must inspect train before entering, and at designated intervals while traveling within a census metropolitan area.

When a standing or pull-by inspection is performed, the inspection must be made by a qualified employee and may be limited to that portion of the train from the front of the train up to and including the second car beyond the last loaded rail car containing hazardous material.