

| Method of Control | SQUAMISH SUBDIVISION | Mile | Siding Capacity in Feet | DOB / TGBO | Hot Box and Dragging Equipment Detectors | Radio Tower Code | Utility Channel Group Codes |
|-------------------|------------------------|-------|-------------------------|------------|--|------------------|-----------------------------|
| | N ↓ | | | | | | |
| | S ↑ | | | | | | |
| SUBD TRK | NORTH VANCOUVER | 1.4 | | 3.5 | | 120 | UTA 311 |
| | AMBLESIDE | 3.5 | | | | | |
| OCS | WESTBAY | 7.7 | | ↑ | 14.4 | 121 | |
| | HORSESHOE BAY | 11.9 | | | | | |
| | BRUNSWICK | 19.6 | 6880 | | | | |
| | PORTEAU | 26.0 | 4440 | | | | |
| | SHANNON | 36.4 | | | | | |
| | SQUAMISH SOUTH | 38.0 | | | | | |
| SUBD TRK | THOMPSON Y | 43.0 | | TGBO | 44.3 | 122 | UTB 312 |
| | BRACKENDALE | 44.6 | | | | | |
| OCS | CHEAKAMUS | 50.0 | 7400 | ↓ | 97.7 | 123 | UTA 313 |
| | GARIBALDI | 59.7 | 6600 | | | | |
| | MCGUIRE | 67.4 | 6940 | | | | |
| | WHISTLER | 73.7 | | | | | |
| | MONS | 77.4 | 6900 | | | | |
| | GREEN RIVER | 86.5 | | | | | |
| | TISDALL | 90.4 | 5500 | | | | |
| | PEMBERTON | 95.0 | 2300 | | | | |
| | MOUNT CURRIE | 99.4 | | | | | |
| | CREEKSIDE | 106.5 | 7200 | | | | |
| | BIRKEN | 112.6 | 6850 | | | | |
| | DARCY | 122.9 | 6390 | | | | |
| | MARNE | 130.6 | | | | | |
| | SETON | 139.5 | 6300 | | | | |
| RETASKIT | 149.2 | 6300 | | | | | |
| SUBD TRK | COOPERS | 155.5 | | 157.6 | 152.3 | 129 | UTA 315 |
| | LILLOOET | 157.6 | | | | | |

1 VANCOUVER

- (a) Southward movements must not enter yard at Mile 3.5 until permission received from the BC South Coordinator or yard assignment working at the north end of North Vancouver yard.
- (b) Beltpack assignments working between the south end of Capilano River Bridge (Mile 2.8) and Ambleside can consider this trackage known to be clear provided:
 - 1. It is first ascertained to be clear;
 - 2. Any subsequent departing train has reported clear of Ambleside. This information may be received from the RTC or the crew of the departing train; and
 - 3. Any subsequent arriving train has reported clear of this trackage or is physically identified to have arrived. When required, such information may be received from the BC

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South Coordinator.

When this trackage is known to be clear, Beltpack crews are not required to physically observe the track ahead of the movement when proceeding northward provided:

1. The headlight is displayed at BRIGHT;
2. The bell is sounded continuously;
3. Speed does not exceed 10 MPH; and
4. The movement does not foul Mile 3.2 Pedestrian Crossing. The measured distance between Bridge road crossing Mile 2.6 and the Pedestrian Crossing at Mile 3.2 is 3,212 feet (44 - 73 foot cars).

- (c) North Vancouver - Restricted Clearance - Engines with bay windows may not be able to operate in Shed 3. Reachers may be required.

2 SQUAMISH

- (a) Following switches may be left in either position, Mile 39.3, Mile 39.35, Mile 40.85 and Mile 41.49
- (b) **Rule 112** - Minimum handbrake chart must be applied to a maximum of two handbrakes.
- (c) **Anti-Whistling** - Except in emergency Rule 14(l) not applicable at Mile 41.0.
- (d) Southward movements must not enter yard siding at Squamish until permission received from the BCS (WOC) coordinator or yard assignment working at Squamish yard.
- (e) Point Protection Zone - (PPZ) Beltpack assignments working between Mile 41 and the Switch Mile 41.5 can consider this trackage known to be clear provided:

1. It is first ascertained to be clear;
2. Any subsequent departing train has reported clear of Mile 41 and the North Yard Siding Switch Mile 41.5. This information may be received from the RTC or the crew of the departing train; and
3. Any subsequent arriving train has reported clear of this trackage or is physically identified to have arrived.

When this trackage is known to be clear, Beltpack crews are not required to physically observe the track ahead of the movement when proceeding northward provided:

1. The headlight is displayed at BRIGHT;
2. The bell is sounded continuously;
3. Speed does not exceed 10 MPH; and
4. No more than 25 cars are handled north of Government Road Crossing (Mile 41)

3 MONS

Mile 77.4 - When stored, Locomotives are to be left three car lengths south of highway 99 overpass.

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4 APPLICABLE ON SUBDIVISION

- (a) **Rule 104.2** - Dual control switches located at Cheakamus - north switch, Garibaldi- both switches and McGuire - both switches (DTMF #6670 south and DTMF#6813 north). SSI 2.11 applicable.
- (b) **Exception Derails:** Squamish siding, south end; Cheakamus siding, south end; Garibaldi siding, south end; McGuire siding, south end; Tisdall siding, north end; Creekside siding, south end; Birken siding, both ends; Darcy north end, and Retaskit siding, north end.
- (c) Unless authorization received, equipment must not be left on Garibaldi, McGuire, Tisdall, Creekside, Birken, and Darcy sidings. Equipment left at Darcy must not be within 1420 ft. of siding south switch unless otherwise authorized.
- (d) **Rule 105(a)** applicable on subdivision track..

5 WAYSIDE INSPECTION SYSTEMS

| (a) Detector | Inspection and Setoff Point |
|---------------------|------------------------------------|
| 14.4 | S - Mile 12.7; N - Brunswick |
| 44.3 | S - Squamish; N- Cheakamus |
| 97.7 | S - Pemberton; N - Creekside |
| 152.3 | S - Retaskit; N - Lillooet |

(b) Slide Detectors

Mile 154.2

(c) Hazard Detectors

| Mile | Length (Ft.) |
|--------------------|---------------------|
| Mile 51.97 - 52.08 | 467 |
| Mile 52.18 - 52.33 | 750 |
| Mile 54.36 - 54.39 | 150 |
| Mile 54.89 - 55.29 | 770 |
| Mile 55.41 - 55.65 | 2002 |
| Mile 55.76 - 56.08 | 1710 |
| Mile 56.47 - 56.66 | 972 |
| Mile 57.79 - 57.83 | 200 |
| Mile 64.61 - 64.66 | 264 |
| Mile 78.92 - 79.03 | 535 |

SQUAMISH SUBDIVISION

6 SPEEDS

| Mile | | MPH |
|-----------------------|--|------------|
| 0.19 | (Crossing) 10 MPH APPROACHING WITHIN 300 FT UNTIL FULLY OCCUPIED | |
| 0.22 | (Crossing) 10 MPH APPROACHING WITHIN 300 FT UNTIL FULLY OCCUPIED | |
| 0.55 | (Crossing) 10 MPH APPROACHING WITHIN 300 FT UNTIL FULLY OCCUPIED | |
| 3.5 to 10.9 | ZONE | 20 |
| 10.9 to 42.0 | ZONE | 25 |
| 42.0 to 50.8 | ZONE | 35 |
| 42.8 | ALL MOVEMENTS PASSING AEI | 30 |
| 50.8 to 95.0 | ZONE | 20 |
| 95.0 to 100.4 | ZONE | 30 |
| 100.4 to 105.4 | ZONE | 20 |
| 105.4 to 110.6 | ZONE | 25 |
| 110.6 to 116.4 | ZONE | 20 |
| 116.4 to 124.0 | ZONE | 25 |
| 124.0 to 157.6 | ZONE | 20 |
| 135.2 to 135.6 | PSO | 15 |
| 146.8 to 147.7 | PSO | 15 |
| 141.4 | (Crossing) 15 MPH APPROACHING WITHIN 500 FT UNTIL FULLY OCCUPIED | |
| 150.6 to 150.9 | PSO | 15 |
| 157.8 | (Crossing) NORTHWARD 10 MPH APPROACHING WITHIN 300 FT UNTIL FULLY OCCUPIED | |

(a) Slide Areas

Mile 29.2 to 29.3

Mile 91.5 to 92.0

Mile 125.5 to 126.0

Unless track is seen to be clear Maximum Speed
15 mph.

(b) 2%+ Grades

Northward

Mile 80.4 - 94.9 Mile 114.3 - 123.3

Southward

Mile 112.6- 100.4 Mile 73.1- 50.8

Speed 20 mph

Not applicable to northward movements between
Mile 116.4 - 123.3 where the engines are dynamic
brake equipped and less than 26% of the cars on
the train are loaded.

7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

Mile 139.5 - Darcy - Back track - Rail Bus Storage.
Equipment must not be left foul of this track.