

CPKC

Pacific Division

Time Table

42 General

Employees operating on the Pacific Division must be in possession of this General Time Table. In addition, employees operating within the Vancouver Terminal must be in possession of Time Table No 42 Module 13.4, and employees operating outside the Vancouver Terminal must be in possession of a Time Table No 42 subdivision module for each subdivision they operate on.

Time Table No 42 General ~~and all Modules 1 to 13~~

Effective at 0001 Wednesday October 14, 2015

Pacific Daylight Time

WHO WE ARE

At CPKC, we are a team of railroaders providing superior service to our customers to the benefit of our communities, economy and one another.

HOW WE WORK:

Our Values

Our Values drive our actions, foster respect and inspire our journey towards excellence.

WHAT WE DO:

Our Foundations

Our Foundations ground us in the principles of Precision Scheduled Railroad.

BUILT ON RESPECT:

Our Bedrock

Respect is non-negotiable. It fuels our success and is expected in everything we do.



ACCOUNTABILITY



DIVERSITY



PRIDE



OPERATE SAFELY



OPTIMIZE ASSETS



CONTROL COSTS



PROVIDE SERVICE



DEVELOP PEOPLE



R E S P E C T

Precision Scheduled Railroad: The CPKC way

An unrelenting commitment to moving customers' freight in the safest, most reliable and efficient manner possible.

Our Values

Our Values drive our actions, foster respect and inspire our journey toward excellence.



ACCOUNTABILITY

We are accountable for our commitments and our actions. Together, we provide exceptional service to our customers and communities while never sacrificing safety.



DIVERSITY

We embrace our cross cultural heritage and work to strengthen diversity. We respect and value the unique skills and abilities of everyone.



PRIDE

We honour our history and the railroaders who came before. We lead with integrity, doing what's right even when it's not easy. We are grateful for our CPKC family, past, present and future.

Our Foundations

Our Foundations ground us in the principles of Precision Scheduled Railroad.



OPERATE SAFELY

Protect our people. Protect our customers' goods. Protect our communities. Protect our environment. Safety is an obligation, not an option.



CONTROL COSTS

We always ask if we can safely do it better and more efficiently. We look at every cost, even small items, to improve.



DEVELOP PEOPLE

We are all railroaders. The passion, skills and dedication of our people fuel the engine of our growth and success.



OPTIMIZE ASSETS

We have only the assets we need to provide the service we promised. We intelligently exhaust all other ways to deliver or improve before spending one dollar of capital.



PROVIDE SERVICE

We do what we say we will do, meeting our commitments and always working to do better.



TIME TABLE NO 42 - GENERAL ~~AND ALL MODULES~~

Taking effect at 0001 Wednesday October 14, 2015

Governed by:

Pacific Daylight Time:

Commencing at 0300 on the second Sunday in March of each year.

Pacific Standard Time:

Commencing at 0100 on the first Sunday in November of each year.

**Time Signal**A CPKC approved time signal (NRC Eastern Time) can be obtained by dialing **613-745-1576**.**TABLE OF CONTENTS**

Our Foundations.....	2
Table of Contents & Pacific Division Module Numbers	3
Pacific Division Map	4
Contacts – Calgary OC RTC/Directors and CPKC Police Service	5
Trackside Radio System Special Instructions.....	6-7
Track Diagrams Legend & Time Table Symbols	8

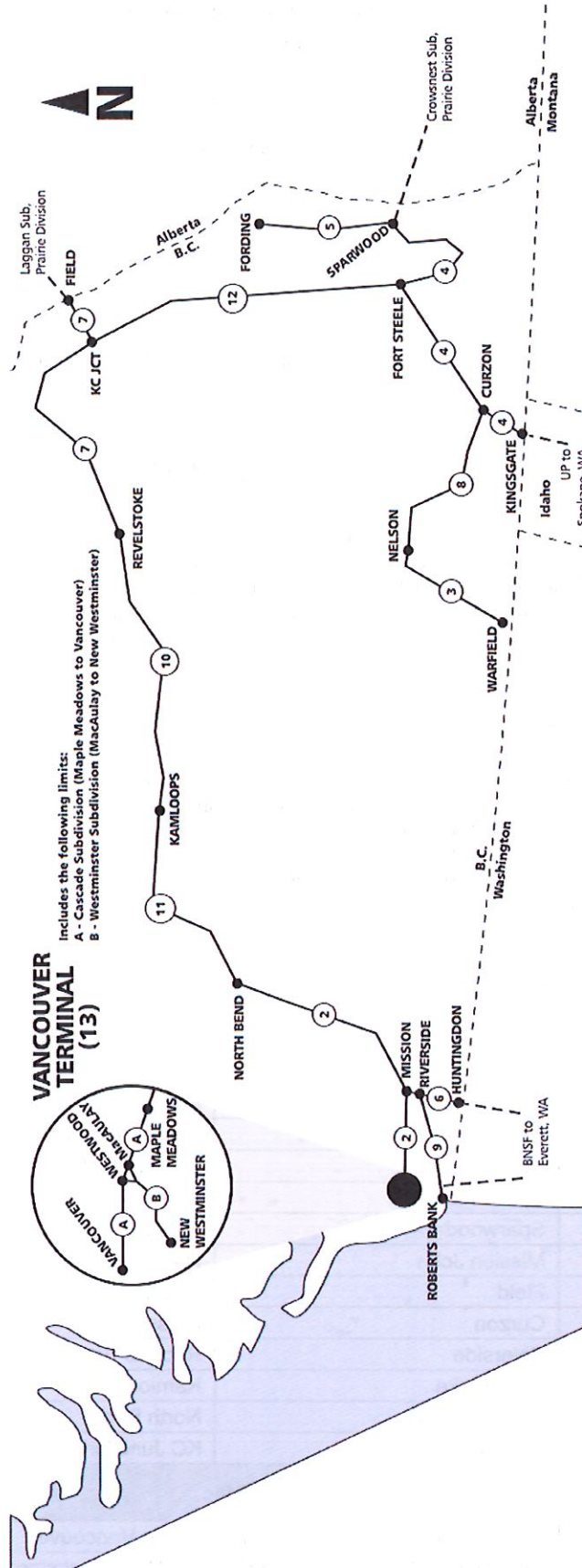
Subdivision Footnotes are indexed as follows:

0.0 Radio	7.0 Occupancy Control System
1.0 Hot Box Detector System	8.0 Automatic Block Signal System
2.0 Equipment Restrictions	9.0 Public Crossings at Grade
3.0 Dangerous Commodities	10.0 Interlockings
4.0 Speeds	11.0 General Footnotes
5.0 TGBO / DOB Limits	12.0 Spurs and Other Tracks
6.0 Centralized Traffic Control	13.0 Crossing DTMF Devices

PACIFIC DIVISION MODULE NUMBERS

Subdivisions	Module / Map No	Low Mile	High Mile	Miles
Byron-Creek	4	Fabre	Coal Mountain	40.0
Cascade	2.5	North Bend	Maple Meadows	106.4
Columbia	3.4	Nelson	End of Track - Warfield	48.0
Cranbrook	4.6	Sparwood	International Boundary at Kingsgate	141.26
Fording River	5.3	Sparwood	Fording	32.6
Mission	6.5	Mission Jct	Huntingdon	10.1
Mountain	7.3	Field	Revelstoke	125.7
Nelson	8.3	Curzon	Nelson	95.2
Page	9.3	Riverside	Roberts Bank	44.2
Shuswap	10.5	Revelstoke	Kamloops	128.5
Thompson	11.4	Kamloops	North Bend	121.5
Windermere	12.4	Fort Steele	KC Junction	144.8
Terminal	Module / Map No	Subdivisions, Low and High Mile		Miles
Vancouver	13.4	Cascade Subdivision, Maple Meadows to Vancouver		22.7
		Westminster Subdivision, MacAulay to New Westminster		9.2

PACIFIC DIVISION MAP



CALGARY OC - RAIL TRAFFIC CONTROLLERS AND DIRECTORS

7550 Ogden Dale Road S.E.
Calgary, AB

RTC TRANSFERS

During RTC transfers, it is imperative to have as few interruptions as possible.

RTCs should only be contacted in cases of emergency.

Unless otherwise specified, RTC transfers are from 0700-0715, 1500-1515 and 2300-2315 Mountain Time.

ALL TELEPHONE AND RADIO CALLS ARE TAPE RECORDED

Desk/Subdivision	Emergency	Telephone	E-mail IDs
	1-800-795-7851	-	-
Cascade, Mission, Westminster, Page	(403) 543-8444	(403) 806-4339	OM03249
Thompson West		(403) 806-4338	HHS0156
Thompson East	(403) 543-8442	(403) 806-4368	
Shuswap		(403) 806-4336	OM00918
Cranbrook, Fording River, Byron Creek	(403) 543-8441	(403) 806-4335	OM03252
Columbia		(403) 806-4351	HHS0465
Nelson		(403) 806-4346	
Mountain	(403) 543-8439	(403) 806-4337	OM00919
Windermere		(403) 806-4347	HHS0465
BCR Port Sub RTC – Roberts Bank	-	(604) 940-2847	-
Directors			
BC Mainline	-	(403) 260-5810	NMC0007
BC/AB South	-	(403) 260-5808	NMC0065
Prairie North	-	(403) 260-5822	NMC0008
SK/MB South	-	(403) 319-7902	NMC0090
ON North	-	(403) 260-5815	NMC0010
ON/QC South	-	(403) 319-4826	OM09975

CPKC POLICE SERVICE

24 HOUR COMMUNICATIONS CENTRE

TOLL FREE NUMBERS 1-800-716-9132 (Canada and USA), 1-800-551-2553 (Canada only)

Please call direct or through the RTC to report near misses and other incidents which affect the safe operation of the railway.

TRACKSIDE RADIO SYSTEM SPECIAL INSTRUCTIONS

Type of call in:	Switch to Channel:	Dial (code):	Listen for:	Action:
Emergency to RTC	Train Standby	911	3 second warble tone	Broadcast: "Emergency, Emergency, Emergency" within 10 seconds of hearing warble tone. Wait for RTC to respond
Normal to RTC	Train Standby or Utility	1 (see Note)	3 second warble tone	Wait for response
Engineering Services Reliability	Utility	3		
Diesel Specialist	Utility	5		
Local Trainmaster/Assistant	indicated in subdivision module RADIO footnotes	7 (see Note)		
PTC Help Desk	Utility	8		

Note: use this code unless otherwise indicated in subdivision module footnotes.

Point-to-Train System

Type-of-call:	Switch-to:	Dial:	Listen-for: (tone)	Action:
Emergency Call-in-to RTC	RTC Call-in Channel	911	"OK" + 8 seconds + "EMERGENCY"	Broadcast: "Emergency, Emergency, Emergency", [*] Return to Train Standby Channel. Wait for RTC to respond.
Normal Call-in-to RTC	RTC Call-in Channel	*(Z)1#	"OK" + 8 seconds + "RINGBACK"	Return to Train Standby Channel. Wait for RTC to respond.
Normal Call-in-to RTC [Alternate procedure]	RTC Call-in Channel	*(Z)16# *(Z)16(L)# for additional information to be added to the call.	"OK" + 8 seconds + "RINGBACK"	Switch to RTC Authorities Channel. [if no Authorities Channel, switch to Train Standby Channel] Wait for RTC to respond.
Extended Repeater Operation-to-Utility	RTC Call-in Channel	*(Z)2XXX#	"OK" + 8 seconds + "RINGING" + "EXT RPTR CONNECT"	Switch to Train Standby Channel. Voice call person being called. Switch to RTC Call-in Channel and dial *(Z)# to disconnect.

Utility System

Type-of-call:	Switch-to:	Dial:	Listen-for: (tone)	Action:
Emergency Call-in-to RTC	Utility Channel	911	"OK" + 8 seconds + "EMERGENCY"	Broadcast: "Emergency, Emergency, Emergency", [*] Wait for RTC to respond.
Normal Call-in-to RTC	Utility Channel	*(Z)1#	"OK" + 8 seconds + "RINGBACK"	Wait for RTC to respond.
Normal Call-in-to RTC [Alternate procedure]	Utility Channel	*(Z)16# *(Z)16(L)# for additional information to be added to the call.	"OK" + 8 seconds + "RINGBACK"	Wait for RTC to respond.
NOTE – not available on subdivisions with System 2 in effect**				
Local Repeater Operation	Utility Channel	*(Z)XXX#	"OK"	Voice call person being called. Dial *(Z)# to disconnect.
Extended Repeater Operation-to-Utility	Utility Channel	*(Z)2XXX#	"OK" + 8 seconds + "RINGING" + "EXT RPTR CONNECT"	Voice call person being called. Dial *(Z)# to disconnect.
Extended Repeater Operation-to-Point-to-Train	Utility Channel	*(Z)2XXX#	"OK" + 8 seconds + "RINGING" + "EXT RPTR CONNECT"	Voice call person being called. Dial *(Z)# to disconnect.

^{*} You have 10 seconds to make this broadcast.

^{**} Mission, Page, and Thompson Subdivisions; and Vancouver Terminal.

TRACKSIDE RADIO SYSTEM SPECIAL INSTRUCTIONS

Radio-Telephone-Interface (RTI) System (See RTI Notes)

Type-of-call:	Switch-to:	Dial:	Listen-for: (tone)	Action:
Emergency Call-in to RTC	Utility Channel**	**XXX9#	"OK" + 8 seconds + "RINGING"	Wait for RTC to respond.
Normal Call-in to RTC	Utility Channel**	**XXX1#	"OK" + 8 seconds + "Voice Instructions"	Follow Voice Instructions. Wait for RTC to respond.
Engineering Service Reliability	Utility Channel**	**XXX4#	"OK" + 8 seconds + "Voice Instructions"	Follow Voice Instructions. Dial *(Z)# to disconnect.

** If a Utility Channel is not provided, use the Train Standby Channel. When using the Train Standby Channel you must wait for the voice message to end before selecting your choice. Failure to do so will result in a call-in failure.

Notes

Train Standby and Maintenance of Way channels, Point to Train and Utility RTC Call-in Channels and tower codes are indicated in subdivision station columns. Zone Codes and instructions to contact Engineering Service Reliability are indicated in subdivision footnotes.

Radio-Telephone-Interface (RTI) System

The RTI is a backup communication system between office and field, and should only be used when you hear a "Call Failed" tone when trying to call-in, or when instructed to do so. It must be used when participating in a planned exercise at CP's Business Continuity Facility (BCF).

Codes

"(L)"..... denotes a number for additional information to be added to call as follows:

- 1 — Request TOP
- 2 — Cancel TOP
- 3 — Depart Train
- 4 — Switch or Snow Melter operation required
- 5 — Restored switch
- 6 — Investigate UTO
- 7 — Crossing Warning Device Status
- 8 — not used
- 9 — Parks Canada/Avalanche

"(Z)"..... denotes Zone Code indicated in Subdivision footnotes.

"XXX"..... denotes Tower Code as indicated in Subdivision station columns (nearest tower or tower you wish to connect to).

System Radio Tones

- "OK" (2 short beeps)..... call has reached radio tower
- "RINGBACK" (3 short rings)..... call has reached RTC's console
- "EMERGENCY" (2 second continuous)..... call has reached RTC's console
- "RINGING" (normal telephone ring)..... RTI call is progressing
- "BUSY" (busy signal)..... system is busy
- "EXT RPTR CONNECT" (1 second continuous)..... extended repeater is enabled for use
- "INVALID" (9 short beeps)..... invalid destination called
- "CALL FAILED" (hi-lo or bee-bop)..... radio site is inoperative

On subdivisions with System 2 in effect, several tones are different as follows:

- "RINGBACK" (single telephone ring)..... call has reached RTC's console
- "INVALID" (hi-lo or bee-bop)..... invalid destination called
- "CALL FAILED" (9 short beeps)..... radio site is inoperative

Track Diagrams

LEGEND

	CTC (including signalled track)	HBD/SO	Hot Box Detector set-off
	OCS	AURORA	Station Name
	OCS/ABS (Including ABS Cautionary Limits)		Controlled Signal
	Cautionary Limits		Intermediate Signal
	Interlocking		Road crossing - equipped with automatic warning devices
	Non-Main Track (Rule 105)		Road crossing - not equipped
	2 Main Tracks in CTC	*	See time table footnote
	1 Main Track in OCS		Track work - Cautionary Limits
15700'	Distance in feet		Switch not lined - Cautionary Limits
	Hot Box Detector	38.4	Mileage (may be rounded)

How to read these track diagrams

The top portion of each sheet gives a general representation of the entire subdivision. The shaded area indicates current page.

125.7	1	119.74	2	109.2	3	98.63	4	72.5	5	52.1	6	31.10	7	0.0	8	143.0	9
WINNIPEG																	KENORA EAST

These charts must be read from top to bottom, left to right. For instance, this subdivision is split into 9 sections. An eastward train would travel in box 1 from left to right, then box 2, etc...

It must be noted that these diagrams do not supersede current rules and special instructions. They are provided exclusively as a tool aid and operating bulletins will not be issued when changes occur to these diagrams. Note, they are not to scale, and may contain inaccuracies or omissions.

TIME TABLE SYMBOLS

The following symbols when used in the time table indicate:

- B Operating bulletins
- C Cautionary limits
- D Trains or Transfers report departure to RTC
- S Special Derail
- X Crossover between main tracks
- Y Wye
- * See footnote
- + Interlocking - see footnotes