



Prairie Region

Lakehead, Winnipeg
and Brandon Divisions

Time Table

67

Taking Effect at

0001 Central Standard Time

Sunday January 1, 1989

Governed by:

Central Standard Time

Safety Depends on You

S.L. Boyko

Vice-President

L.A. Boyko

General Manager

J.R. Boyko

Superintendent Transportation

WESTWARD TRAINS INFERIOR DIRECTION				Miles from Winnipeg	Yard Limits	CARBERRY SUBDIVISION	STATIONS	Train Order Office Signal	Car Capacity Sidings	Siding Capacity in feet	EASTWARD TRAINS SUPERIOR DIRECTION			
SECOND CLASS		FIRST CLASS									2 Psgr. Daily	SECOND CLASS		
949 Freight Daily	975 Freight Daily	1 Psgr. Daily										948 Freight Daily	976 Freight Daily	
.....	.....	0910		0.0		WINNIPEG	VD	Yard	.....	1545		.....	.....
.....	.....	.....		1.9		RUGBY Jct. La Riviere and Winnipeg Beach Subs.	....	Nil	.....	.....		.....	.....
1925	0645	.....		5.7	5.8	WOODMAN Jct. Glenboro Sub.	....	Nil	.....	.....		1750	1830
.....	.....	.....		7.5	.....	BERGEN	....	Nil	.....	.....		.....	.....
1936	0655	.....		15.2	.....	ROSSER	....	E133 W127	7440 7110	.....		1739	1820
1944	0703	.....		22.4	.....	MEADOWS	....	Nil	.....	.....		1731	1811
1951	0710	.....		28.9	.....	MARQUETTE	....	E129	7260	.....		1724	1803
2004	0722	.....		40.5	.....	POPLAR POINT	....	E129 W126	7020 7050	.....		1712	1751
2013	0730	.....		48.8	.....	HIGH BLUFF	....	Nil	.....	.....		1703	1741
2018	0735	.....		53.7	.....	TUCKER	....	Nil	.....	.....		1658	1735
.....	To Minn- edosa Sub	1000		55.6	.....	GEORGETOWN Jct. Minnedosa Sub.	F	7	435	1455		.....	From Minn- edosa Sub
.....		.....		56.9	.....	SHEPP	....	Nil	.....	.....		.....
.....			61.1	CONEY	169	9520
.....			73.1	BAGOT	169	9520
.....			77.8	MACGREGOR	Nil
.....	.....	.....		84.8	.....	AUSTIN	....	Nil	.....	.....		.....	.....
.....	.....	.....		92.9	.....	SIDNEY	....	Nil	.....	.....		.....	.....
.....	.....	.....		95.0	.....	MELBOURNE	....	169	9530	.....		.....	.....
.....	.....	1103		105.8	.....	CARBERRY	....	Nil	.....	1357		.....	.....
.....	.....	.....		108.5	.....	TAPLEY	....	169	9530	.....		.....	.....
.....	.....	.....		121.8	.....	DOUGLAS	....	169	9530	.....		.....	.....
2200	.....	1140		133.1	.....	BRANDON	DI	Yard	.....	1325		1530	.....
Daily 949	Daily 975	Daily 1									Daily 2	Daily 948	Daily 976	

MAXIMUM SPEED

Passenger trains
Other trains and engines

M.P.H.

75
60

PERMANENT SLOW ORDERS

55.0 to 56.2

M.P.H.

30

INTERCHANGES

Georgetown Interchange Track with C.N.R.
Do not foul the adjacent C.N.R. track at any time.

Rule 99 – OUTSIDE ABS TERRITORY –

When a train stops under circumstances in which it may be overtaken by another train, a flagman must immediately go back at least 2000 yards to ensure full protection.

Georgetown Grain Elevator Spur

Crews must protect against movements on the CP Minnedosa subdivision while switching the grain elevator. Maximum speed 5 M.P.H.

Minnedosa Subdivision Switch

The switch is normal when lined for the siding, against Minnedosa traffic.

NORTHWARD TRAINS INFERIOR DIRECTION		Miles from Georgetown	MINNEDOSA SUBDIVISION	Train Order Office Signal	Car Capacity Sidings	SOUTHWARD TRAINS SUPERIOR DIRECTION	
THIRD CLASS	SECOND CLASS					SECOND CLASS	FOURTH CLASS
977 Freight Daily	975 Freight Daily		STATIONS			976 Freight Daily	70 Freight Daily
0100	2000	0.0	GEORGETOWN	F	Yard	1100	0305
0116	2014	9.2	MACDONALD	.....	45	1045	0245
0128	2025	16.4	WESTBOURNE	.....	87	1034	0230
0143	2040	26.1	WOODSIDE	.....	Nil	1019	0215
0157	2053	34.4	GLADSTONE	.....	93	1006	0157
0210	2106	42.7	KEYES	.....	132	0953	0125
0225	2119	50.9	ARDEN	.....	Nil	0940	0110
0240	2134	60.3	NEEPAWA	.....	100	0925	0055
0300	2154	69.6	FRANKLIN	.....	Nil	0905	0035
0315	2205	74.7	AMEER	.....	43	0850	0020
		77.9	MINNEDOSA	MS	Yard		
Daily 977	Daily 975					Daily 976	Daily 70

Trains must obtain a clearance at Minnedosa and may leave Ameer without a clearance.

Trains may register at Georgetown by register ticket.

Rule 99 – OUTSIDE ABS TERRITORY –

When a train stops under circumstances in which it may be overtaken by another train, a flagman must immediately go back at least 2000 yards to ensure full protection.

MAXIMUM SPEED **50 M.P.H.**

PERMANENT SLOW ORDERS **M.P.H.**

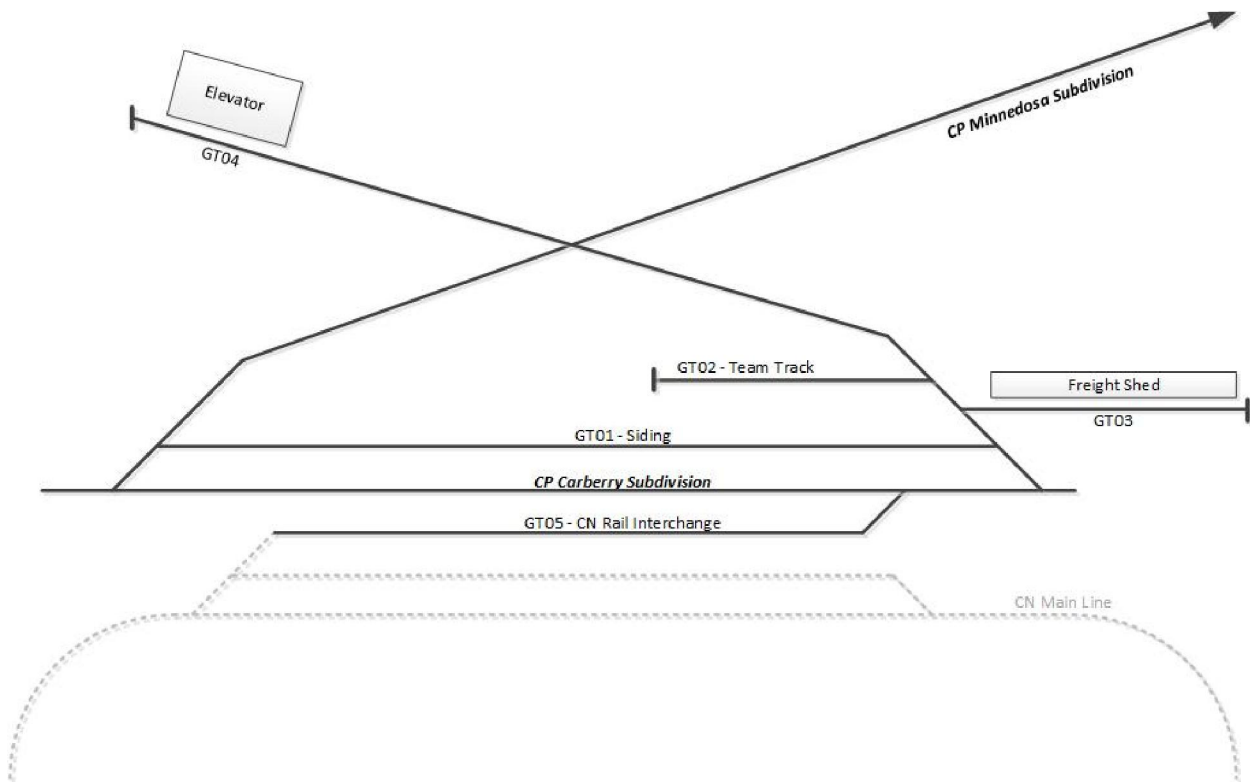
0.0 to 0.7 35

Car Control Manual Prairie Region



Georgetown

Track	Designation	Feet	Cars
GT01	Siding	442	8
GT02	Team Track	152	3
GT03	Freight Shed	210	3
GT04	Manitoba Pool Grain Elevator	232	4
GT05	CN Rail Interchange Track	297	6



Notes

- Georgetown switcher normally parked on GT04 spur east of the diamond

Staging



Track	Starting Train(s)	Ending Train(s)
1	CP	
2	CP	
3	CP	
4	CP	
Minnedosa Sub	CP	