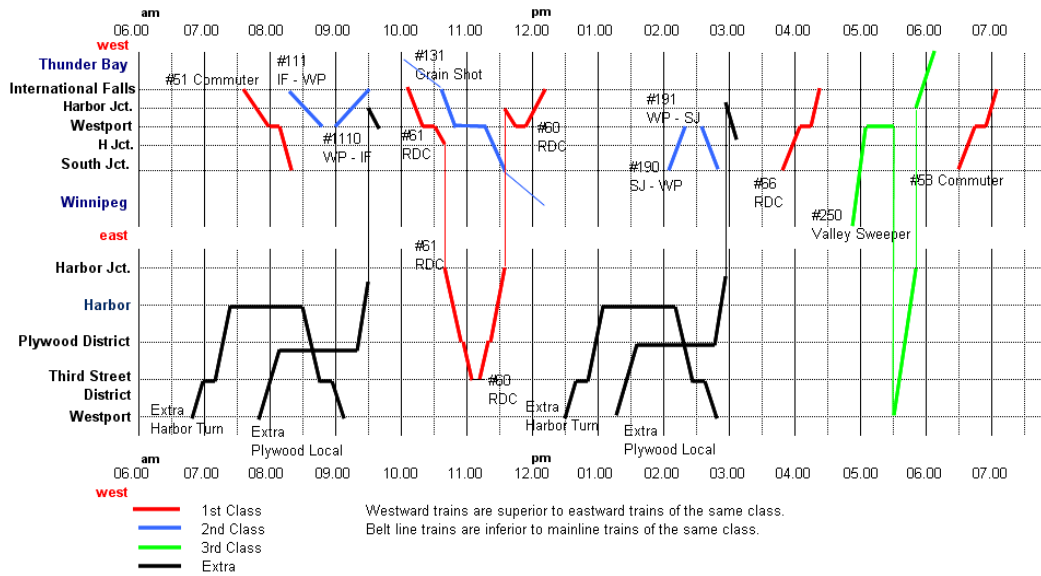
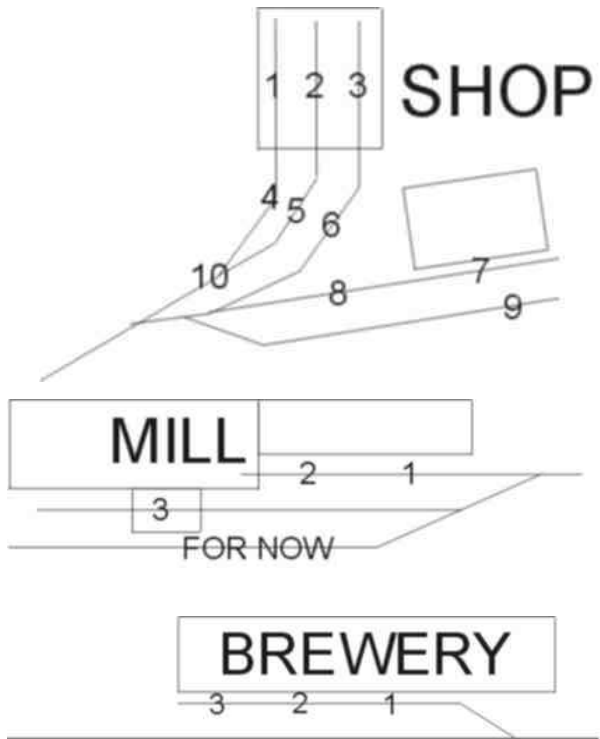


WESTPORT TERMINAL RR



WESTPORT TERMINAL RR						FIRST DIVISION							
Westward Trains					Time-Table No. 42 In effect Jul. 1, 1972	Capacity of sidings in 45 ft. cars exclusive of engine and caboose.	Eastward Trains						
SECOND CLASS		FIRST CLASS					FIRST CLASS	SECOND		THRD			
131	191	111	61	51	Distance from South Jct.	STATIONS	58	60	66	110	190	250	
Grain shot	Trans fer	Trans fer	RDC	Com muter			Com muter	RDC	RDC	Trans fer	Trans fer	Valley Sweeper	
Daily Except Sun.	Daily Except Sun.	Daily Except Sun.	Daily	Daily			Daily	Daily	Daily	Daily Except Sun.	Daily Except Sun.	Daily Except Sun.	
AM 9:55	PM	AM	AM	AM		Thunder Bay	AM	AM	PM	AM	PM	PM 6:35	
10:30	.....	8:20	10:00	7:40	0.0	YL INTERN.FALLS	yard 1	7:20	12:05	4:20	9:30	.....	6:15
10:45	.....	8:50	10:20	8:00	17.0	YL WESTPORT	yard 2	7:00	11:45	4:00	9:00	.....	5:55
11:15	2:35	.....	10:30	8:10	...	HARBOR JCT.		6:50	11:40	3:50	.....	2:20	5:05
11:22	.....	.....	10:40	.....	...			.....	11:30	.....	.....	.....	.....
11:35	2:50	.....	.....	8:25	25.5	YL SOUTH JCT.	yard 3	6:30	.....	3:55	.....	2:05	5:00
12:10						Winnipeg							4:10



WESTPORT TERMINAL RR					
West		Time-Table		East	
FIRST	Distance from HARBOR JCT.	No. 41 In effect Jul. 1, 2008		Station Numbers	FIRST
61					60
RDC					RDC
Daily		STATIONS			Daily
AM					AM
10:30	YL	WESTPORT			11:40
10:40		HARBOR JCT.			11:30
10:55	YL	PLYWOOD DISTRICT	1		11:25
11:05	YL	THIRD STREET	2		11:15

SPECIAL RULES Westward trains are superior to eastward trains of the same class.

YARD LIMITS:
Belt Line: Westport (300' west of west switch), Third Street District to Plywood District (300' east of Shop switch).

- Westward trains are superior to eastward trains of the same class.
YARD LIMITS: Belt Line: Westport (300' west of west switch), Third Street District to Plywood District (300' east of Shop switch).
- 93:
 Within yard limits (indicated by yard limit signs and in the time-table or by train-order), the main track may be used, clearing the time of first class trains at the next station where a time is shown.
 Protection against[second, third, and so on] class, extra trains and engines is not required.
-[Second, third, and so on] class, extra trains and engines must move within yard limits at yard speed unless the main track is known to be clear.
 A train or engine must not be moved against the current of traffic within yard limits until provision has been made for the protection of such movement.
 In case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99.