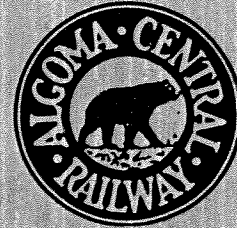


**WORK  
SAFELY  
AT ALL  
TIMES!**



**TIME 139 TABLE**

DESTROY ALL FORMER TIME TABLES  
CHECK THE DAYS OF THE WEEK WITH CARE  
READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY  
IMPORTANT CHANGES HAVE BEEN MADE

---

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND  
EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR  
TO TRAINS OF SAME CLASS IN THE OPPOSITE  
(INFERIOR) DIRECTION

---

**TAKING EFFECT 0100  
SATURDAY, MAY 29, 1982**

**L. N. SAVOIE,  
PRESIDENT**

**S. A. BLACK,  
VICE PRESIDENT - RAIL**

**TIME TABLE 139 — MAY 29, 1982**

**N. L. MILLS,**  
SUPERINTENDENT-  
TRANSPORTATION,  
STEELTON.

**G. LOWE,**  
TRAINMASTER,  
STEELTON.

**D. J. BOOTH,**  
ROAD FOREMAN OF  
ENGINES,  
STEELTON

**D. R. CHRISTIE,**  
SUPERVISOR RULES AND  
SAFETY,  
STEELTON.

**L. J. BERTOLO,**  
ASST. SUPERINTNEDENT-  
TRANSPORTATION,  
STEELTON.

**A. F. TOMAS,**  
TRAINMASTER,  
HAWK JUNCTION.

**J. A. O'LEARY,**  
ASST. TRAINMASTER,  
HAWK JUNCTION.

**YARDMASTERS, STEELTON**  
E. MATTHEWS  
W. SKOURIS  
L. BERGERON  
R. DAVIS

**DISPATCHING OFFICE, STEELTON  
(TELEPHONE CALL — ..)**

**J. H. NORTON,** CHIEF DISPATCHER - TRANSPORTATION  
**J. V. KERN,** RELIEF CHIEF DISPATCHER - TRANSPORTATION

M. C. BAIN  
A. S. WILSON  
J. V. KERN  
R. J. McCOLL  
J. D. SHIER  
G. D. SCOTT  
R. W. BAIN

**DISPATCHERS**

**DR. C. R. M. EAID,**  
CHIEF PHYSICIAN & SURGEON  
316 WELLINGTON ST. W.  
TEL. 256-6313 - SOO, ONT.  
P6A 1J1

**D. R. CHRISTIE,**  
WATCH INSPECTOR,  
INDUSTRIAL RELATIONS,  
DEPARTMENT,  
STEELTON.

**SCHEDULES**

Page	Subdivision	From	To	Miles
4-5	SOO	SAULT STE. MARIE	HAWK JCT.	164.6
8-9	NORTHERN	HAWK JCT.	HEARST	131.1
12-13	MICHIPICOTEN	HAWK JCT.	MICHIPICOTEN	26.0

**NOTE**

"E" heads in from East end      "S" heads in from South end.  
"N" heads in from North end.      "W" heads in from West end.

SPUR TRACKS	MILEAGE	CAPACITY 67' 6"	
		PER CAR OVERALL	CON- NECTS
Searchmont, Weldwood of Canada Ltd. S. ....	31.3	14	N
Searchmont, Weldwood of Canada Ltd. N. ....	31.7	23	N
Weyerhaeuser Canada Ltd. ....	42.6	6	S
Pick Timber Co. Ltd. - 10 car cap. S. portion ....	92.2	18	N&S
Gt. Lakes Power Co. - 8 car cap. N. portion ....			
Weldwood of Canada Ltd. ....	120.1	10	N
Pick Timber Co. Ltd. ....	122.59	Not in Service	
Abitibi Paper Co. ....	132.1	11	S
Company Spur ....	138.5	Not in Service	
Ballast Pit. ....	150.9	5	N
Company Spur ....	150.9	13	N
Abitibi Paper Co. ....	155.0	24	N&S
Dubreuil Bros. Ltd. ....	184.2	N/A	S
Company Spur ....	184.8	Not in Service	
Company Spur ....	212.4	N/A	N
Newaygo Timber Co. Mosher S. ....	217.3	40	S
Newaygo Timber Co. Mosher N. ....	218.0	24	N
Newaygo Timber Co. ....	275.3	N/A	N&S
Siderite Spur. ....	12.7	Not in Service	
Texaco Canada Ltd. ....	20.9	6	E
Canadian Propane ....	20.9	8	E
Abitibi Paper Company. ....	22.15	33	W
Newaygo Timber Co. ....	22.17	17	E



NORTHWARD TRAINS INFERIOR DIRECTION				Miles from Sault Ste. Marie	Km from Sault Ste. Marie	SOO SUBDIVISION	STATIONS
FOURTH CLASS		SECOND CLASS	FIRST CLASS				
11 Freight Daily	9 Freight Daily	3 Passenger Daily	1 Passenger Daily Except Mon.				
		0800	0930			SAULT STE. MARIE 2.0/3.2	
2345	0600	0810	0940	2.0	3.2	.....STEELTON..... 7.5/12.1	
0005	0618	0824	0955	9.5	15.3	.....ODENA..... 4.6/7.4	
0015	0627	0831	f 1004	14.1	22.7	.....HEYDEN..... 10.6/17.1	f 1736
0035	0649	0847	f 1023	24.7	39.8	.....NORTHLAND..... 6.0/9.7	f 1718
0046	0700	0858	1033	30.7	49.4	.....GOULAIS..... 0.8/1.3	1706
		0900	s 1037	31.5	50.7	.....SEARCHMONT..... 4.4/7.1	s 1703
0105	0717	0908	f 1046	35.9	57.8	.....WABOS..... 5.9/9.5	f 1651
0118	0729	0918	f 1056	41.8	67.3	.....ACHIGAN..... 6.3/10.1	f 1641
0131	0742	0928	f 1108	48.1	77.4	.....OGIDAKI..... 8.1/13.0	f 1629
0150	0800	0940	f 1121	56.2	90.5	.....MASHKODE..... 8.4/13.5	f 1614
<b>0220</b>	0822	0955	f 1139	64.6	104.0	.....MEKATINA..... 8.3/13.4	f 1558
0245	0842	1010	f 1156	72.9	117.3	.....SUMMIT..... 6.9/11.1	f 1540
0303	0900	1021	f 1210	79.8	128.4	.....BATCHEWANA..... 8.9/14.3	f 1524
0331	0925	1038	f 1229	88.7	142.8	.....REGENT..... 3.6/5.8	f 1505
		1044	f 1237	92.3	148.5	.....MONTREAL FALLS..... 3.2/5.2	f 1459
0350	0944	1052	f 1245	95.5	153.7	.....HUBERT..... 7.1/11.4	f 1450
0409	1003	1106	s 1305	102.6	165.1	.....FRATER..... 11.2/18.0	s 1435
0435	1028	A 1130	s <b>1330</b>	113.8	183.1	.....CANYON..... 6.3/10.1	s 1410
0450	1043		f <b>1350</b>	120.1	193.3	.....ETON..... 10.8/17.4	f <b>1350</b>
0510	1103		f 1408	130.9	210.7	.....AGAWA..... 9.9/15.9	f 1327
0529	1122		f 1426	140.8	226.6	.....TABOR..... 9.1/14.7	f 1309
0547	1140		f 1442	149.9	241.2	.....PERRY..... 6.6/10.6	f 1251
0600	1152		f 1454	156.5	251.9	.....LIMER..... 8.1/13.0	f 1238
0620	1210		1510	164.6	264.9	.....HAWK JCT..... Jct. Michipicoten Subdiv.	1220

Rule 41 is applicable.  
Main track commences at  
mileage 2.0. Rule 105  
applies to all movements  
between Sault Ste. Marie  
and Mileage 2.0.

SOUTHWARD TRAINS SUPERIOR DIRECTION				Symbols	Telephone Calls	Office Signals	CAPACITY 67' 6" PER CAR (OVERALL)	
FIRST CLASS	SECOND CLASS	FOURTH CLASS					Siding	House Track
2 Passenger Daily Except Tues.	4 Passenger Daily	10 Freight Daily	12 Freight Daily					
				Z	--		Yard	
1810	1700							
1800	1650	2340	0440	PCKZ		NS	Yard	
1745	1635	2322	0422				59	13
f 1736	1628	2313	0413				28	
f 1718	1613	2253	0353				49	19
1706	1603	2235	0335	Z			26	
s 1703	1601			Z	--	GR		12
f 1651	1555	2223	0323				56	13
f 1641	1546	2211	0311				48	14
f 1629	1536	2158	0258				50	13
f 1614	1523	2140	0240				61	8
f 1558	1509	2120	<b>0220</b>	PZ	....	K	77	14
f 1540	1454	2056	0156	P			51	
f 1524	1441	2031	0131	P			77	8
f 1505	1424	2006	0106				76	21
f 1459	1418							
f 1450	1409	1949	0049				50	13
s 1435	1355	1930	0030	Z	...	FR	81	18
s 1410	<b>L 1330</b>	1850	2350	PZ	---		45	25
f <b>1350</b>		1835	2335	PZ	---		48	13
f 1327		1815	2315	P			80	13
f 1309		1755	2255	P			79	33
f 1251		1732	2232	P	---		60	28
f 1238		1720	2220				59	13
1220		1700	2200	CKYZ	---	HJ	Yard	

Daily  
Except  
Tues.  
Passenger  
**2**

Daily  
Passenger  
**4**

Daily  
Freight  
**10**

Daily  
Freight  
**12**

**SOO SUBDIVISION FOOTNOTES**

1. Main Track commences at mileage 2.0. Rule 105 applies to all movements between Sault Ste. Marie and mileage 2.0.
2. First and Second Class Trains have no Time Table authority between mileage 2 and Sault Ste. Marie.
3. Times shown for First and Second Class Trains at Sault Ste. Marie is for information only.
4. First and Second Class Trains will leave Sault Ste. Marie without obtaining clearance and will obtain clearance at Steelton. First and Second Class Trains will register at Steelton by register ticket.
5. Time of First and Second Class Trains at Steelton applies at Steelton Yard Office.
6. Movements across Gore, Andrew, and Huron Streets must not exceed five miles per hour. Whistle signal 14(L) must be sounded and Rule 103 first paragraph is applicable at Gore and Andrew Streets.
7. Crossing circuits controlling the lights on Huron Street crossing have been shortened to 170 feet. Circuit locations are marked with permanent slow signs of 5 m.p.h. which govern the approach to the crossing. Compliance with the slow order will have been considered fulfilled when crossing is occupied.
8. Whistle signal 14(L) must be sounded and Rule 30 observed approaching private crossing at Queen Street Mileage 1.29.  
Rule 14(L) does not apply for public crossings at:  
Huron Street, Mileage 0.63      Second Line, Mileage 2.80  
Conmee Avenue, Mileage 2.43      People's Road, Mileage 3.31
9. Southward movements from Yard tracks onto Queen Street crossing must not exceed five miles per hour.
10. Movements from other than main track onto Conmee Avenue crossing must not exceed 10 miles per hour.
11. Rule 103 Paragraph 1 must be observed for movements across the private roadways of the Algoma Steel Corporation which includes Queen Street and across public roadways at Huron Street, Conmee Avenue, Second Line and People's Road.
12. When placing cars in Weldwood of Canada north spur at Searchmont they are to be placed just over and clear of crossing. Spotting of cars is not to be made beyond this point.
13. CANYON PARK—When yarding tour train consisting of 22 cars or less stop one half car length South of the South crossing. Trains consisting of more than 22 cars are to stop one half car length South of the North crossing.
14. Times for first class Trains No. 1 and No. 2 at Hawk Junction, applies at the Station.
15. Train No. 2 must obtain clearance at Hawk Junction.
16. Yard limit signs are reflectorized.

**MAXIMUM SPEED**

BETWEEN	PASSENGER	FREIGHT
Mileage 2.0 and Mileage 3.5	20 M.P.H.	20 M.P.H.
Mileage 3.5 and Mileage 64.6	45 M.P.H.	35 M.P.H.
Mileage 64.6 and Mileage 120.1	40 M.P.H.	30 M.P.H.
Mileage 120.1 and Mileage 164.6	45 M.P.H.	35 M.P.H.

**PERMANENT SLOW ORDERS**

Mileage	To	Speed	Notes
49.75	50.60	25 M.P.H.	Curves
68.75	69.90	25 M.P.H.	"
69.90	70.00	20 M.P.H.	Bridge
74.50	75.50	30 M.P.H.	Curves
83.25	84.25	20 M.P.H.	"
85.60	87.00	30 M.P.H.	"
87.00	87.70	20 M.P.H.	"
92.45		20 M.P.H.	Bridge
93.75	94.50	20 M.P.H.	Curves
96.10	97.40	30 M.P.H.	"
100.00	101.10	30 M.P.H.	"
103.40	103.70	30 M.P.H.	"
106.75	107.75	20 M.P.H.	"
115.50	116.50	20 M.P.H.	"
135.75	136.25	25 M.P.H.	"
143.15	143.75	25 M.P.H.	"
158.50	158.75	20 M.P.H.	"
162.50	163.20	30 M.P.H.	"

**SPEED RESTRICTIONS—SD-40 UNITS**

When the SD-40 units are being utilized or handled in the consist the following speed restrictions will apply:—

MILEAGE	MAXIMUM SPEED
37.0 — 38.5	30 m.p.h.
45.0 — 50.0	30 m.p.h.
57.0 — 67.5	30 m.p.h.
67.5 — 87.5	25 m.p.h.
92.0 — 109.0	25 m.p.h.
123.0 — 123.5	30 m.p.h.
133.5 — 136.0	30 m.p.h.
145.0 — 146.0	30 m.p.h.
147.0 — 147.5	30 m.p.h.

A speed of 12 miles per hour must not be exceeded passing through sidings.

General Speed Restrictions— See Page 27.

NORTHWARD TRAINS INFERIOR DIRECTION				Miles from Sault Ste. Marie	Km from Sault Ste. Marie	NORTHERN SUBDIVISION	SOUTHWARD TRAINS SUPERIOR DIRECTION			Symbols	Telephone Calls	Office Signals	CAPACITY 67' 6" PER CAR (OVERALL)	
FOURTH CLASS		FIRST CLASS	FIRST CLASS				FOURTH CLASS		STATIONS				Siding	House Track
15	5	1	2				6	16						
Freight Sat. and Sun.	Freight Daily Except Sat. and Sun.	Passenger Daily Except Mon.	Passenger Daily Except Tues.	Freight Daily Except Sun. and Mon.	Freight Sat. and Sun.									
	1045	1045	1520	164.6	264.9	Jct. Michipicoten Subdiv. ..... HAWK JCT. ....	1210	1555	1810	CKYZ	—	HJ	Yard	.....
	1120	1120	f 1535	173.0	278.7	8.4/13.8 ..... ALDEN .....	f 1152	1535	1753				65	13
	1143	1143	f 1545	177.8	286.2	4.8/7.5 ..... GOUDREAU .....	f 1143	1508	1743				56	10
	1155	1155	s 1557	184.2	296.4	6.4/10.2 ... DUBREUILVILLE ...	s 1131	1453	1728					7
	1202	1202	f 1604	188.3	303.0	4.1/6.6 ..... WANDA .....	f 1123	1445	1720				65	13
	1240	1240	s 1616	194.9	313.8	6.6/10.8 ..... FRANZ .....	s 1113	1430	1705	PZ	----	FZ	66	Yard
	1250	1250	f 1625	201.4	323.5	Interlocking C.P.R. 6.5/9.7 ..... SCULLY .....	f 1100	1352	1650				27	.....
	1302	1302	f 1637	207.7	333.9	6.3/10.4 ..... HILDA .....	f 1049	1341	1637				70	13
	1325	1325	s 1658	217.3	349.7	9.6/15.8 ..... MOSHER .....	s 1027	1325	1611	PZ	---		66	20
	1343	1343	f 1714	228.3	367.5	11.0/17.8 ..... DANA .....	f 1008	1305	1551				72	13
	1400	1400	f 1730	239.1	384.7	10.8/17.2 ..... LANGDON .....	f 0953	1249	1535				67	13
A	1410	1440	s 1744	244.7	393.8	5.6/9.1 ..... OBA .....	s 0945	1240	L 1520	PRYZ	----	OB	69	Yard
		1500	f 1758	252.9	406.8	Interlocking C.N.R. 8.2/13.0 ..... NORRIS .....	f 0929	1054						.....
		1511	f 1807	258.0	415.2	5.1/8.4 ..... KENNEDY .....	f 0921	1043						.....
		1528	f 1819	265.8	427.8	7.8/12.6 ..... HALE .....	f 0909	1026					35	.....
		1544	f 1831	273.1	439.5	7.3/11.7 ..... HORSEY .....	f 0858	1010					36	.....
		1549	s 1836	275.3	443.1	2.2/3.6 ..... MEAD .....	s 0853	1000		PZ				11
		1601	f 1845	280.9	452.1	5.6/9.0 ..... COPPELL .....	f 0844	0920					34	.....
			f 1855	287.1	462.0	6.2/9.9 ..... JOGUES .....	f 0834							.....
		1616	1857	287.8	463.2	0.7/1.2 ..... STAVERT .....	0832	0900					35	.....
		1630	f 1907	294.1	473.3	6.3/10.1 ..... WYBORN .....	f 0822	0845		P	---		34	26
		1632	1909	294.7	474.3	0.6/1.0 ..... HEARST JCT. ....	0820	0840		Y				.....
		1640	1915	295.7	475.9	Jct. With C.N.R. 1.0/1.6 ..... HEARST .....	0815	0830		KZ	--	RH	Yard	.....
	Sat. and Sun. Freight	Daily Except Sat. and Sun. Freight	Daily Except Mon. Passenger			Main track commences at Mileage 294. Rule 105 applies to movements between Mileage 294 and Hearst Junction.	Daily Except Tues. Passenger	Daily Except Sat. and Sun. Freight	Sat. and Sun. Freight					
	15	5	1				2	6	16					

### NORTHERN SUBDIVISION FOOTNOTES

1. Times for first class Trains at Hawk Junction, apply at the Station.
2. Train No. 1 must obtain clearance at Hawk Junction.
3. Position of Junction switch at Hawk Junction is normal when set for Northern Subdivision.
4. Signs indicating "No switching beyond this point" have been installed in spur at Dubreuilville. Crews to be governed accordingly.
5. Crews must assure that all loading apparatus is clear of loading spur at Dubreuilville and at Mead prior to switching.
6. Railway Crossings at Grade:

#### RAILWAY CROSSING AT GRADE WITH C.P.R. AT FRANZ

This crossing is interlocked and protected with approach and home signals of the prescribed type and colour.

Normal indication of the home signal—Stop.

Maximum permissible speed between approach and home signals—30 m.p.h.

The switch box referred to in Rule 672 and the C.P.R. dispatcher's telephone, are located northwest of the diamond.

If the interlocking signal indicates "Stop" and no immediate conflicting movement is evident, then a member of the crew will contact the Canadian Pacific Railway Dispatcher for instructions. If unable to contact him, movement to be in accordance with Rule 672.

#### RAILWAY CROSSING AT GRADE WITH C.N.R. AT OBA

This crossing is interlocked and protected only with home signals of the prescribed type and colour.

Normal indication of the home signal—Stop.

Do not approach within 500 feet of home signal in excess of 10 m.p.h.

The switch box referred to in Rule 672 and the C.N.R. dispatcher's telephone, are located southwest of the diamond.

If the interlocking signal indicates "Stop" and no immediate conflicting movement is evident, then a member of the crew will contact the Canadian National Railway Dispatcher for instructions. If unable to contact him, movement to be in accordance with Rule 672.

7. Times for first class Trains at Oba, apply at the Station.
8. Time of First Class Trains at Wyborn applies at Section House.
9. Main Track ends at mileage 294. Rule 105 applies to all movements between mileage 294 and Hearst Junction.
10. First Class Trains have no Time Table authority between mileage 294 and Hearst Junction.
11. Time shown for First Class Trains at Hearst Junction is for information only.
12. Movements on main track across Highway NO. 11 mileage 294.32 must not exceed 20 m.p.h. and movements from other tracks onto this crossing must not exceed 4 m.p.h.
13. Algoma Central Trains have no time table authority between Hearst Junction and Hearst and their movement is governed by C.N.R. time table and U.C.O.R. Rule 93.
14. Yard limit signs are reflectorized.

### MAXIMUM SPEED

BETWEEN	PASSENGER	FREIGHT
Mileage 164.6 and Mileage 184.5	40 M.P.H.	30 M.P.H.
Mileage 184.5 and Mileage 244.7	50 M.P.H.	45 M.P.H.
Mileage 244.7 and Mileage 295.7	40 M.P.H.	30 M.P.H.

### PERMANENT SLOW ORDERS

Mileage 212.73 — 25 M.P.H. (Bridge)

Mileage 232.2 — 25 M.P.H. (Bridge)

### SPEED RESTRICTIONS — SD-40 UNITS

When the SD-40 units are being utilized or handled in the consist the following speed restrictions will apply:—

MILEAGE	MAXIMUM SPEED
244.7 — Hearst	30 m.p.h.

A speed of 12 miles per hour must not be exceeded passing through sidings.

WESTWARD TRAINS INFERIOR DIRECTION	Miles from Hawk Junction	Km from Hawk Junction	MICHIPICOTEN SUBDIVISION		Telephone Calls	Symbols	Office Signals	CAPACITY 67' 6" PER CAR (OVERALL)		EASTWARD TRAINS SUPERIOR DIRECTION	
			STATIONS					Siding	House Track		
	0.0	0.0	Jct. Soo and Northern Subdiv. ..... HAWK JCT..... 12.7/20.4		—	CKYZ	HJ	Yard			
	12.7	20.4	..... SIDERITE ..... 3.9/6.3			P	.....	46			
	16.6	26.7	..... HELEN ..... 2.1/3.4			} Z	W	44	16		
	18.7	30.1	..... WAWA ..... 3.8/6.1						Yard		
	22.5	36.2	..... TREMBLEY ..... 27.4/4.4			PZ	.....	32	Yard		
	25.2	40.6	..... BRIENT ..... 0.8/1.2			} PYZ	.....	Yard	.....		
	26.0	41.8	..... MICHIPICOTEN .....								
			Rule 41 is applicable								

**MICHIPICOTEN SUBDIVISION FOOTNOTES**

1. The air brakes must be in service for all movements of cars within the Brient — Michipicoten Terminal. Running switches and the kicking of cars in this terminal is positively prohibited. These are precautions essential to safe operation and must be strictly adhered to.
2. The maximum loads to be handles off Michipicoten Dock is limited to 16 cars.
3. When dock is spotted with more than 16 cars, crews are advised to marshall train on highline, doubling as necessary.
4. Trains must not operate on Algoma Ore unloading tracks at Wawa until it is known that track is clear for safe movement.
5. All switching on Algoma Ore yard tracks must be with special care and in full compliance with Operating Rule 112, third paragraph.
6. Yard limit signs are reflectorized.

**MAXIMUM SPEED**

**All Trains**

Between Mileage 0.0 and Mileage 22.5      30 M.P.H.  
 Between Mileage 22.5 and Mileage 25.2      15 M.P.H.

Movements off coal dock Michipicoten must **NOT** exceed 15 m.p.h.

**PERMANENT SLOW ORDERS**

Mileage 5.25 To 6.75      20 M.P.H. (Curves)  
 Mileage 17.00 To 17.50      20 M.P.H. (Curves)  
 Mileage 1995      20 M.P.H. (Bridge)

**SPEED RESTRICTIONS SD-40 UNITS**

Between Mileage 0.0 and Mileage 22.5      25 M.P.H.  
 A speed of 12 miles per hour must not be exceeded passing through sidings.

**SIDERITE SPUR MILEAGE 12.70 Not in service**

**MICHIPICOTEN SUBDIVISION SPECIAL INSTRUCTIONS**

Train movements between Wawa and Helen are governed by Uniform Code of Operating Rules, Rule 93.  
 Switch to doubling spur at Helen has an Eastward connection.  
 All switching and/or train movements in Canadian Propane Spur Mileage 20.90 must be in accordance with and as prescribed by U.C.O.R., 112, 3rd paragraph.

### TRAIN INSPECTION

In addition to fulfilling the requirements of Rule III crews on freight trains must make a visual inspection of their train not less than twenty and not more than forty miles of the initial terminal and at intervals not less than sixty and not more than eighty miles thereafter.

Roll by inspections must be made at a speed not exceeding 6 miles per hour.

Should operations not require a stop within the above limits, freight trains must be inspected at the following points.

**NORTHBOUND** — Wabos and Canyon  
Franz — Oba

**SOUTHBOUND** — Mead and Mosher  
Agawa — Mekatina

Running inspections may be performed by other crews at meeting or passing points within the prescribed limits and will be considered as being in compliance with these instructions, providing the inspection is made from both sides of the train and at a speed not exceeding six miles per hour. Such inspections will not relieve crew members of the responsibility for their own trains.

Inspection points must be reported on Train Detention Report Form 780. Conductors and Enginemen will be held equally responsible for full compliance of these instructions.

In addition, visual inspections must also be made where curvature permits a satisfactory view of at least 50 car lengths from the front or/and rear of trains at intervals not in excess of 10 miles. Inspection of track from rear of moving trains, particularly at night should be from rear platform of caboose where any possible track damage could be more easily detected. Rear platform inspection on night trains must be made at intervals of not more than 10 miles.

Headend and tailend will communicate that visual running inspection has been completed.

When hot boxes in trains are observed, movement must be stopped to examine same. If inspection indicates it is safe to do so without causing damage to journals, train may proceed to first siding where necessary attention will be given. Under no circumstances must hot boxes on fire be taken beyond point where observed without proper servicing.

When necessary to set off cars with hot journals, dope or lubricating pads must be pulled from the box and inspection made to assure fire has not reached underside of car, before leaving car unattended.

### TRAIN INSPECTION — SPECIAL INSTRUCTIONS

Inspection from rear platform of vans/coaches must be made to ascertain that there is no evidence of derailed or dragging equipment on trains approaching all bridges. Conductors will see that inspection is carried out sufficient distance from bridges to ensure train movement can be stopped should evidence of equipment failure be detected prior to train entering onto bridge.

### SWITCHING RESTRICTIONS — STEELTON TERMINAL

The switch leading into the Abitibi Paper Company Mileage 1.33 is a spring switch with normal position being lined for the Abitibi Spur. A derail has been installed in the spur about 250 feet from the switch. Switch lamp and target will indicate red when lined for the spur. It will be necessary to stop at this switch and line same for movements South. Switch is to be returned to normal position and locked immediately after being used.

C.P.R. Railway Crossing at Grade has been installed on spur track leading to Abitibi Paper Company Mile 1.22 Soo Subdivision (R. T. C. R. - 26769). Crossing is protected by automatic interlocking signals normal signal indication set for A. C. R. movements which are not to exceed 10 M.P.H. (R.T.C.-R-29360).

Should interlocking signal indicate stop and no immediate conflicting movement is evident, movement over crossing may be made in accordance with Rule 672.

### CAR SHOPS

The engine must be coupled and Rule 103 Paragraph 1 must be observed for movement across roadways in the Car Shop yard. Cars must not be left foul of roadways.

Prior to switching within locked switch area at Car Shops, Yard Foreman must contact the Shop Foreman on duty, or the Yardmaster, during off shifts, who will declare the track clear for movement.

When switching inside Car Shop building a minimum number of cars should be handled. Before coupling to cars, the Conductor should contact the Shop Foreman who will put warning signals into operation and declare track clear for movement.

Your attention is drawn to restricted side clearance in Shop 7 caused by car washer at North end of Car Shop building.

Derailed has been installed on transfer lead, just East of track leading into Shop Track No. 7 Southend. Except when in actual use it is to be left in derailing position.

### TRADERS METAL YARD

All movements must not proceed beyond the restricting sign reading "No switching beyond this point."



### SPECIAL INSTRUCTIONS

1. Standard Time will be transmitted 1154 to 1156 daily.
2. A close watch must be maintained at all times for pulpwood protruding from cars in trains and if necessary stop must be made to replace or remove same. Pulpwood removed at sidings must not be left between tracks.
3. Passengers are not permitted to ride in cupola of caboose or on any part of engine or freight car, except as authorized by the proper authority and only then after Company's release from has been executed.
4. When trains are delayed enroute, report to train dispatcher must be made as promptly as practicable.
5. All employees must be awake and alert at all times while on duty.
6. Train crews are responsible for knowing speed recorders are registering the correct speed. A check of the speed recorder by timing speed by watch must be made when the speed has stabilized and as soon as possible after leaving Terminal.
7. (a) Passenger equipment must not be detached while in motion and air must be cut in while switching occupied passenger cars.  
(b) Vestibule doors and platforms on all coaches must be kept closed while train is in motion between stations. Trainmen in charge of train and railway officials only are permitted to ride on coach platforms.  
(c) When coupling to passenger or boarding car equipment, movement must be stopped not less than 6 nor more than 12 feet before coupling is made.
8. (a) Persons in, on or about boarding car equipment, snow plows, flangers and other units of work equipment, must be warned before coupling to or moving such equipment.  
(b) Occupied boarding cars and light equipment must be handled on rear of trains unless otherwise instructed.  
(c) Air must be cut in for all movements of boarding cars at any point at which hazard might exist to the occupants.  
(d) Boarding cars left at any point must be protected in accordance with safety rule 23.
9. High loads must be handled next to engine.
10. Main track switches and yard limits may be equipped with reflectorized switch lamps or target of the prescribed colour in lieu of lights.
11. Derails not equipped with targets and/or lamps are indicated by yellow marker posts.
12. Except on straight track, a car having an overall length of 56 feet or more must not be coupled to any other car until it has been ascertained that drawbars are in line and coupling will be made without excessive side thrust.
13. Back up air hose equipment must be in service on rear platform of passenger trains and air whistle must be sounded approaching crossings when reverse movements are being made.

14. Conductors are responsible for knowing that members of their crew are in position at all times for the proper performance of their duty and that train is equipped with the required tools and supplies in good working order.
15. Loaded cars must not be handled without waybills unless authorized by the proper authority. Waybill must remain with the car when set off short of destination.
16. Cars must not be spotted within 15 feet of end of tracks or stop blocks in spur track unless such can be accomplished without hazard to equipment.
17. All occupied cabooses and occupied service equipment, other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

Where track configurations require extreme care in set-off movement, such occupied service equipment may be moved on the headend of freight trains behind locomotive units, but for no greater distance than twenty miles, and at no greater speed than 20 M.P.H.

18. When stop is made with a train or cars that have air brakes in operation, before removing units or a set-off of cars, the brake line pressure must be exhausted.
19. During switching operations tank cars loaded with flammable compressed gas must be shoved to a coupling or to rest; cars following tank cars loaded with flammable compressed gas into the same track must be shoved to a coupling or shoved to rest.
20. The braking and working of trains on Bridge Mileage 69.9 should be avoided whenever possible.
21. Northward freight trains handling in excess of "C" rating and required to stop at Montreal Falls, will make stop so as to avoid working engines on bridge when starting train.
22. Engines in all service must be equipped with a full set of flagging signals and a white light. This equipment to be maintained in good order and available for immediate use.
23. Engines must not be operated through water exceeding three inches in depth over top of rail. When water does not exceed this depth movement may be made at slowest possible speed.
24. Frequent sounding of whistle signal 14 (L) is essential for the safety of track forces between the hours of 0700 and 1800.
25. On multiple unit engines making station to station movements the engineman must operate the controls from the leading engine whenever possible. If, for mechanical or other reasons, the engine is not controlled from the leading engine, Rule 103 will apply.
26. Back-up and Forward Pushing Movements:  
When operating engines in multiple, these movements must be made with extreme care in as low a throttle position and load range as possible, after having ensured

that brakes are fully released and that slack has been taken by a movement in the opposite direction. This feature must be watched closely because excessive engine effort will cause derailment in the train or cut of cars by forcing the draft gear sideways.

27. Except in cases of emergency, reverse movements on grades with tonnage trains must not be attempted when the horsepower of the three trailing units exceeds 5000 horsepower.  
When power is supplied solely by the SD-40 units, the power of the two trailing units only is to be utilized. This course of action is necessary to prevent the possibility of derailment due to extreme lateral pressure on drawbar.
28. When coupling an engine consist of three or more units to a train or cut of cars, a stop must first be made between 6 and 12 feet from point of coupling.
29. Headend crews will alert tailend crews by radio, that section forces are being passed and to be on the lookout for signal to indicate train is in order.
30. All employees are prohibited from occupying the top of box cars, house cars and cabooses while in motion.
31. Employees are cautioned that during switching operations and or when setting off car(s) the requirements of Uniform Code Operating Rules, Rule 112, must be strictly adhered to.
32. Employees are cautioned that the use or possession of alcohol and or narcotics in/on Company property is prohibited.
33. Employees are cautioned that being under the influence of intoxicants, alcoholic beverages or narcotics while on duty or subject to duty is prohibited.
34. "Canadian Transport Commission General Order 1979-7 RAIL amended Section 16 Part III of the Regulations No. 0-8 UCOR to allow the use of radio communication in lieu of communicating signals on passenger trains when locomotives are not equipped with communicating signal appliances."
35. "Canadian Transport Commission General Order 1979-6 RAIL amended Section 46 Part III of the Regulations No. 0.8 UCOR to permit the use of reflectorized signals in lieu of light signals at night of the colours prescribed by Rules 41 to 44."
36. Where provided, engine crews are required to sign Enginemens Register Form 357 prior to commencing a shift or tour of duty.
37. Where provided, train and yard crews are required to sign the Train Register Form 757 prior to commencing a shift or tour of duty.
38. All southward trains carrying Special Dangerous Commodities must undergo Gateway Inspection at Heyden, such trains must stop and inspect that portion of the train from the units up to and including second car behind the last carload of Special Dangerous Commodity.

#### INSTRUCTIONS TO MAINTENANCE OF WAY AND STATION EMPLOYEES

1. No fires whatsoever must be set out along the right-of-way between April, 1st and October 31 without permit. Roadmasters must secure such permit from the delegated authority.
2. Brush and dead grass must be cut and removed from beneath and around all timber bridges and ground under such bridges kept clear of combustible matter.
3. Special Patrol Instructions will be issued annually.
4. Water barrels with covers and in good condition, must be kept full of water and placed on or at ends of bridges as directed. Trackmen must promptly report damaged barrels to the Roadmaster who will arrange early repair or replacement.
5. During the fire season no employee, railway contractor or agent, shall burn or cause to be burned, any ties, cuttings, debris, litter etc., upon or near the right-of-way, except under such supervision as will prevent such fires from spreading beyond the immediate area.
6. It is the responsibility of employees to effect the extinguishment of fires that are presumably started by the railway, regardless of the site of such fires, as well as all fires located on the railway right-of-way, no matter how started. Sectionmen or other employees of the railway, as are available, shall either independently or at the request of any authorized forest officer, proceed to the fire immediately and take action to extinguish it, if not at the time engaged in labours immediately necessary to the safety of trains.
7. As quickly as possible after the discovery of such fire, employees must report same. Maintenance of Way employees, at the request of any authorized forest officer, must follow the instructions of such officer in fighting fire upon the right-of-way or within 300' of the track.
8. Fires further than 300' from the track must be reported by employees, but they are not obligated to fight same without instructions, unless the fire started on the right-of-way or within 300' of the track. Employees will follow and extinguish fires which spread from the railway to other lands.
9. All fires which occur within 300' of any track in any National or Provincial Park or Forest Reserve, shall be reported promptly to the Dispatcher.
10. Any employee who fails or neglects to carry out these instructions is subject to a penalty as may be provided in the Railway Act.

#### INSTRUCTIONS TO TRAINMEN AND ENGINEMEN

1. Burning materials are to be extinguished before being discarded from trains.
2. Burning or smouldering lubricators taken from journal boxes, shall be extinguished immediately and buried.
3. Care must be taken to avoid throwing fusees where they may cause a fire.

4. During the fire season, employees will take precautions to prevent passengers from throwing burning material from trains. In forested territory, smoking shall only be permitted in passenger cars the windows of which cannot be opened or are fully screened. Smoking is prohibited in the vestibules of passenger cars.

**GENERAL INSTRUCTIONS RE HANDLING CARS OF EXPLOSIVES, POISON GAS, CLASS D POISON AND PLACARDED TRUCKS OR TRAILERS ON CARS OR PLACARDED TANK CARS IN TRAINS**

(Reference to cars in instructions below apply also to cars carrying placarded trucks or trailers)

Section 74.512 of the Canadian Transport Commission Regulations for the Transportation of Dangerous Commodities by rail, is mandatory for carriers in Canada.

This section stipulates that, Carload Trailer load and container load shipments of dangerous commodities, originating in Canada, shall be accompanied by a "Hazard Information — Emergency Response Form," which shall be furnished by the shipper to the carrier and which shall accompany the car, trailer or container from the shipper's siding to the consignee's siding. These forms will contain the potential hazards of the lading and immediate action information in the event of a mishap. These response forms will be separate and apart from the waybill for quick and ready reference in the caboose and where crews are changed off, transfer of forms will be made with waybills via the yard office. Fuel Oil is not considered a dangerous commodity.

Section 74.562 of the Canadian Transport Commission Regulations for the Transportation of Dangerous Commodities by rail, stipulates that a tank car placarded "Dangerous," which has been unloaded shall be placarded "Dangerous-Empty," which is printed on the reverse side of the placard. Reversing of the placard is the consignee's responsibility and is mandatory.

There are no switching or marshalling restrictions involving cars placarded empty.

Placarded tank cars must have air and hand-brakes in service and must not be handled in a train which carries passengers, except where there are no regular trains operating in freight service only. Train and engine crews must be advised in writing of the presence and location in the trains of cars placarded "EXPLOSIVES." This notice must be transferred from crew to crew at points other than terminals.

No car moving under its own momentum shall be allowed to strike any car placarded "EXPLOSIVE" or "POISON GAS," nor shall such car be coupled to with more force than is necessary to complete the coupling.

Cars placarded **EXPLOSIVES, POISON GAS, CLASS "D" POISON** must not be cut off while in motion.

In switching operations, cars placarded "EXPLOSIVE" must be separated from the engine by at least one nonplacarded car. Closed cars placarded "EXPLOSIVE" shall have doors closed before they are moved.

**PLACARDED LOADED TANK CARS** or a draft including such cars, must not be cut off in switching operations until the preceding car or cars have cleared the lead track and cars must not be allowed to follow **PLACARDED LOADED TANK CARS** until they in turn are clear of the lead. When **PLACARDED LOADED TANK CARS** are controlled by **HAND BRAKES**, the brakes must be tested and determined to be in good working order before cars are cut off.

Cars placarded "EXPLOSIVES" should be so placed in yards or on sidings that they will be safe from all probable danger of fire and provision made for quick removal and **ISOLATION** in case of fire. Such cars must not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations, except for loading or unloading purposes. Engines on parallel track must not stand opposite or near them.

Cars placarded Poison Gas or containing Poison Liquid Class "A" in drums, tank or bombs, must not be next to cars placarded Explosives or Dangerous; these cars shall at all times be next to and ahead of the car occupied by the gas handling crews when accompanying such car.

Cars placarded "DANGEROUS" or known to contain flammable liquids, gases or vapours must not be entered with a lighted open-flame lantern, torch or other fire, until both car doors have been opened and sufficient time allowed for ventilation and escape of any vapours.

**EXPLOSIVES**

When length of freight or mixed train permits, cars placarded Explosive must be placed not nearer than the **SIXTEENTH** car from both the engine or occupied caboose. When length of freight or mixed train will not permit it to be so placed, then it must be near the **MIDDLE** of train, except when moving in a freight or mixed train performing pick up and/or set off service, it shall be placed not nearer than the **SECOND** car from both the engine or occupied caboose.

**RESTRICTIONS**

Cars placarded Explosives, must not be handled next to cars placarded Dangerous, Poison Gas, or Class "D" Poison; Engine Wooden Underframe Car; Loaded Flat Car; Open Top Car when lading extends or protrudes above or beyond the ends or sides thereof; Cars equipped with Automatic Refrigeration of the Gas-Burning Type; Cars containing Lighted Heaters, Stoves or Lanterns; Cars loaded with Live Animals or Fowl occupied by an attendant; Occupied Caboose, Passenger or Combination Car other than when occupied by Gas Handlers or Military Personnel accompanying shipments.

**MARSHALLING OF LOADED PLACARDED TANK CARS:**

When length of freight or mixed train permits it must be **SIX** cars from engine, occupied caboose or passenger car, but in no case nearer than the **SECOND** car from engine, occupied caboose or passenger car, unless the remainder of the train consists of placarded loaded tank cars.

**RESTRICTIONS:**

Loaded placarded Tank Cars must not be handled next to cars placarded Explosives; Engine, or Occupied Caboose (except when train consists only of placarded loaded tank cars); Cars placarded

Poison Gas; Wooden Underframe Cars; Loaded Flat Cars; Open Top Cars when lading extends or protrudes above or beyond the ends or sides thereof; Cars Equipped with Automatic Refrigeration of the Gas-Burning Type; Cars containing Lighted Heaters, Stoves or Lanterns; Cars Loaded with Live Animals or Fowl, occupied by an attendant; Occupied Caboose, Passenger or Combination Car other than where occupied by Gas Handlers or Military Personnel accompanying shipments.

#### MOVEMENT OF CLASS "A" EXPLOSIVES

By order of the Canadian Transport Commission, provisions of the Task force on Dangerous Commodities No. W.G. 3-5 are to be implemented and they are as follows:

1. Rail carriers shall implement the same surveillance program for carloads, container loads or T.O.F.C. loads of Class "A" explosives, as is now in effect for such commodities as liquor and tobacco while in transit.
2. That provision be made requiring that:
  - (a) Shippers shall secure doors with bull-rings or equivalent, in addition to conventional seals.
  - (b) Shippers shall stipulate the Class "A" explosives on their billing and notify the carrier accordingly, for surveillance purposes.
  - (c) Carriers shall report immediately by telephone to the Director of Operation, Railway Transport Committee, any thefts of Class "A" explosives or any irregularity in connection with carloads of such explosives, while the shipment is in their custody, with written, preferably telex confirmation to follow.
  - (d) Consignee shall re-secure rail car, container or T.O.F.C. doors with suitable locking devices upon breaking seals after placement of cars at destination.
  - (e) Consignee shall report immediately to the Director of Operation, Railway Transport Committee, any theft of Class "A" explosives from Rail car.

**NOTE:** Securing devices to be approved by the Commission for example cable device approved by Department of Energy, Mines and Resources.

#### SPECIAL RESTRICTIONS:

In addition to marshalling requirements specified under section 74.589 of the Canadian Transport Commission **Regulations for the Transportation of Dangerous Commodities by Rail**, Algoma Central Railway shall marshal tank car shipments so that flammable compressed gases are separated from tank car shipments of chlorine, anhydrous ammonia or sulphur dioxide by at least 5 (five) non-placarded rail cars which are not listed in section 74.589(J) of the **Regulations for the Transportation of Dangerous Commodities by Rail**.

#### FIRST AID TREATMENT OF INJURIES

Remember — The objectives of First Aid are:— preserve life, promote recovery and prevent further injury.

1. Make sure injured person is breathing and air passages are clear.
2. Control bleeding.
3. Immobilize fractures and dislocations.

#### CONTROL OF BLEEDING:

**Slight bleeding** — can generally be controlled and stopped by applying firm pressure to the bleeding point. Cover with sterile dressing, apply a pad if necessary and bandage.

**Severe bleeding** — cover wound with sterile dressing and apply direct pressure to the bleeding part. Constrictive bandage above wound, using bandage, belt, necktie, may be necessary to help control and stop bleeding. If possible, have patient laying down in a comfortable position.

In all cases of bleeding, elevate bleeding part.

#### FRACTURES:

There are two kinds of fractures, simple and compound. Simple fractures means a broken bone. Compound fracture is when air comes in contact with the broken bone through a wound in the flesh.

Splints, firm enough and long enough to support joints above and below fracture should be applied before patient is moved. Splints can be improvised i.e. umbrella, broom handle, piece of wood, cardboard, firmly folded newspaper or magazine. Bandages to hold splints should be firm but not tight enough to constrict circulation.

#### UNCONSCIOUSNESS:

When patient is unconscious:

**If face is pale** — keep head low and turned to one side.

**If face is flushed** — raise head slightly and turn to one side.

In both conditions, loosen clothing, procure fresh air, cover up and keep warm. **DO NOT** give an unconscious person anything by mouth.

#### BURNS AND SCALDS:

Do not break blisters, exclude air by covering with clean dry dressing and secure with bandage. Keep patient warm and secure medical assistance as soon as possible.

### INJURIES TO PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES

1. In assisting in providing medical relief for persons injured, the Company has in view humanitarian considerations and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.
2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Superintendent.
3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or of the Municipal Authorities.
4. Where the injuries are of such a character as to require hospital treatment, this should be arranged for by the friends or the Municipal Authorities.
5. Where it is impossible to reach friends or Municipal Authorities, such as in cases occurring in the night or in rural districts, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. At the same time all concerned, including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made and particulars of this should appear on the casualty report.
6. The instructions of the Transportation Officer should be given in writing, or by telephone message if necessary, so that a copy may accompany the medical accounts for first aid or such other medical services as may be authorized, for the information of our Chief Surgeon and the Comptroller.
7. Employees of the Company, whether authorized to do so or not, when calling for the services of a physician should notify said physician that the call is for first aid only, and will not include the services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.
8. The services of a Company's physician must be requisitioned when practicable.
9. In cases of accidents proving immediately fatal, the Coroner of the District should be notified at earliest possible convenience.

### REPORT OF ACCIDENTS (SPECIAL INSTRUCTIONS)

1. In compliance with regulations set out in General Order O-1 Section 6, attention is drawn to the following —

#### MANNER AND FORM IN WHICH TO BE REPORTED SECTION 7 APPENDIX A

2. Any accident, attended with personal injury to any person using the railway, or to any employee of such company, or whereby any bridge, culvert, viaduct or tunnel on or of the railway has been broken or so damaged as to be impassable or unfit for immediate use, having occurred upon the railway owned by such company, or operated by it, including accidents involving railway companies to which running rights have been granted over the track involved, shall be reported to the Board by the operating company in the following manner:—

The conductor or other employee in charge of the train, engine, car, or other rolling stock, place or structure in connection with which such accident occurred shall, at the expense of the company as soon as possible after such accident occurs and at the same time as he reports to the company, sent a telegram to the Board containing the following information:

- A. Date and place;
- B. Name of railway;
- C. Number and description of train or trains, engine or engines concerned;
- D. Number of passengers, employees or others killed or injured.
- E. Statement of any damage to any bridge, culvert, viaduct or tunnel;
- F. A short and concise statement of the apparent cause of the accident; and
- G. Name and title of person sending report.

#### FOOTNOTE:

Dispatch of actual telegram will continue to be forwarded by Superintendent's Office except that Conductors/Foremen are charged with assuring that all necessary information is provided in their Telephone Report of Accident (Form 792) and/or Accident and Miscellaneous Report (Form 791).



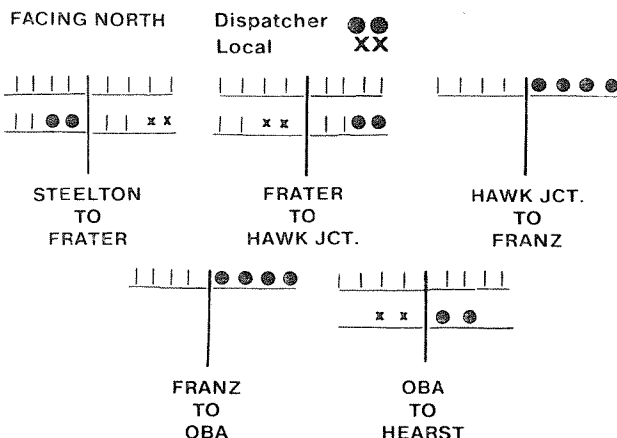
# LOCOMOTIVE TONNAGE RATING

	1500 H.P. GP-7 No. 100 - 170			1750 H.P. No. 171-172  2000 H.P. No. 200-205			3000 H.P. SD-40 No. 180 - 188		
	A	B	C	A	B	C	A	B	C
<b>NORTHWARD</b>									
Steelton-Goulais	1600	1490	1440	1865	1740	1680	2510	2330	2260
Goulais-Frater	1250	1160	1125	1460	1350	1310	1960	1825	1765
Frater-Hawk	1500	1395	1350	1750	1625	1575	2350	2185	2115
Hawk-Hearst	2950	2745	2655	3440	3200	3100	4620	4300	4160
<b>SOUTHWARD</b>									
Hearst-Hawk	3100	2890	2790	3615	3370	3255	4800	4460	4320
Hawk-Mekatina	1400	1300	1260	1630	1515	1470	2170	2020	1955
Mekatina-Goulais	1550	1440	1395	1810	1680	1625	2400	2230	2160
Goulais-Steelton	1650	1535	1485	1925	1790	1730	2560	2380	2305
<b>WESTWARD</b>									
Hawk-Siderite	1350	1255	1215	1575	1465	1415	2120	1970	1910
Siderite- Brient	1800	1675	1620	2100	1955	1890	2820	2620	2540
<b>EASTWARD</b>									
Brient-Helen	1000	930	900	1165	1085	1050	1550	1440	1395
Helen-Hawk	1430	1330	1285	1670	1550	1500	2220	2065	2000

### WEIGHTS OF VARIOUS EQUIPMENT

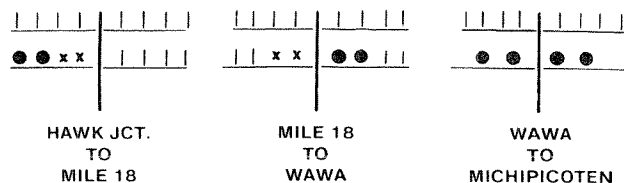
Coaches .....	70
Baggage Cars 303-306 .....	40
Baggage Cars 300-302 .....	75
Steam Gen. Units 72-74 .....	69
Steam Gen. Unit 76 .....	73
Steam Gen. Unit 80 .....	117
Steam Gen. Unit 81 .....	118
Cabooses 9500 series .....	25
Cabooses 9600 series .....	30
Snow Plow Deadhead .....	100
Flanger 10120 .....	30
Hoist 10215 .....	84
Wrecking Crane 10211 .....	130
Business Car Canyon View 551 .....	65
Business Car Agawa 550 .....	90
Business Car Michipicoten 552 .....	94
Jordan Spreader 10475 .....	48
Jordan Spreader 10476 .....	61

### DIAGRAM SHOWING LOCATION OF TELEPHONE LINES



Employees must exercise extreme care when putting out telephones between Montreal Falls and Frater, account power lines strung on poles above the telephone wires.

### FACING WEST



### GENERAL SPEED RESTRICTIONS

Trains handling wrecking crane 10211, and Hoist 10215, must not exceed 25 m.p.h. with care being exercised on descending grades and on sharp curves. Hoist 10215 must be hauled with boom trailing.

Trains handling occupied boarding car equipment must not exceed 25 m.p.h.

Time Table speed restrictions which apply at public roadways are considered fulfilled when foremost portion of the movement has occupied the roadway.

Conductors and Enginemen will be held equally responsible for carrying out all speed restrictions and complying with the Air Brake and Air Signal rules of the Company, dated Jan. 1959.

### SPEED SCHEDULE

M.P.H.	TIME PER MILE	M.P.H.	TIME PER MILE
5	12 minutes, 0 seconds	34	1 minute, 46 seconds
10	6 minutes, 0 seconds	36	1 minute, 40 seconds
15	4 minutes, 0 seconds	38	1 minute, 35 seconds
20	3 minutes, 0 seconds	40	1 minute, 30 seconds
22	2 minutes, 43 seconds	42	1 minute, 26 seconds
24	2 minutes, 30 seconds	44	1 minute, 22 seconds
26	2 minutes, 18 seconds	46	1 minute, 19 seconds
28	2 minutes, 8 seconds	48	1 minute, 15 seconds
30	2 minutes, 0 seconds	50	1 minute, 12 seconds
32	1 minute, 52 seconds	55	1 minute, 5 seconds

### SPECIAL INSTRUCTIONS GOVERNING THE USE OF RAILWAY RADIO COMMUNICATION SYSTEM

A Railway Radio Communication System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points. This facility is provided so that certain duties, which have always been required to be performed by personnel, may be carried out with more convenience, with less delay and with added safety.

#### GENERAL

1. Engines, cabooses and stations (listed herein, and others so specified) are equipped with radios. It is necessary for those using radio equipment, to adhere strictly to the rules and instructions.
2. Failure of radio equipment at fixed stations must be reported promptly to the dispatcher. Failure of radio equipment on engines must be reported when booking engine at completion of trip. Cochose radios which have failed must be turned in and reported at Steelton or Hawk Junction Stations. Communications Department will be advised promptly of faulty radio equipment by employees so designated.
3. No employee shall transmit any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language via radio.
4. Train orders must not be transmitted by radio between head and rear end of a train.
5. Only authorized employees are permitted to make adjustments to railway radio unit.
6. Radio shall **NOT** be used by train dispatcher for the transmission of train orders, except as authorized by the Chief Dispatcher, and when so used, rules governing the transmission of train orders by telephone must be observed.
7. Radio transmitters must be turned off when within 150 feet of blasting operations which involve the use of electric blasting caps.

**NOTE:** Dispatchers will advise train and engine crews of any known locations where blasting is being carried out with electric caps.

8. Radio equipment must be handled with care.

#### OPERATION

9. On Trains that are Radio equipped, the Conductor must contact the Engineman and obtain acknowledgment.
  - (a) When approaching and leaving points where train is restricted by permanent slow order, or by train orders issued for the protection of impassable or slow track, Rules 42 or 43.
  - (b) On trains affected when approaching yard limits.
  - (c) Between one and three miles from every Station at which it is to meet or wait for a train, clear a superior train or move through a siding or crossover when so instructed except as provided for by Rule 90.

- (d) When approaching sidings or bridges.

Conductor will advise Engineman that track has been inspected and of any conditions observed.

Failure by either Head or Tail end to respond, the train must be stopped and movement protected.

10. Cabooses and engines are equipped with special mounting racks for portable radios as well as external antenna. Both facilities must be used when radios are operate in cabooses or engines.
11. To put radio in operation, lift microphone and push down on on-off switch. No warm up time is required.
12. To transmit on radio the push-to-talk button located on microphone must be depressed, released to receive.

#### CALLING PROCEDURE

13. In speaking, the employee must use a clear distinct tone and speak directly into the microphone. **DO NOT SHOUT.**
14. Before speaking by radio, employees must listen long enough to ensure that the circuit is not already in use. If an emergency arises, interruption is permitted.
15. Positive identification of party calling and party being called must be ensured.

#### EXAMPLE:

"Conductor Train No. 11 calling Engineman over".

"Engineman Train No. 11 calling Conductor go-ahead over".

"Engineman Train No. 11 calling CKV 43 over".

"CKV 43 calling Engineman Train No. 11 go-ahead over".

#### CALL SIGNS FOR BASE STATIONS

CKV 43 — Steelton	CJM 512 — Hawk Junction
CJN 686 — Mekatina	CJM 745 — Wawa
CJM 724 — Frater	CJM 723 — Oba

16. Within range of wayside stations, other trains, or end to end, the radio is to be used as outlined below:
  - (a) To expedite the testing of air brakes.
  - (b) For checking train orders received and fulfillment of same.
  - (c) For locating the position of train.
  - (d) To verify that flagman has returned to his train.
  - (e) For information relative to Train defects or to provide information that will benefit train operations and assist in yarding trains, improve safety or prevent accidents.
  - (f) For emergency conditions which shall be prefaced by the word "**EMERGENCY**" repeated three times and to be used to report any irregular or unsafe condition observed on trains or right-of-way.
17. Radio maybe used in lieu of hand signals when more convenient to do so. During switching operations when radio is being used both the **direction** and **distance** of the movement must be given.

**EXAMPLE:** (Following proper identification procedure).

"A.C. Engine 161 back up two car lengths."

Answer from Engineman: "A.C. Engine 161 back up two car lengths."

18. There must be a definite understanding between all concerned that movements are to be controlled by radio in lieu of hand signals or when a change from radio to hand signals is planned.
19. In the event of communication failure or if no further communication is received after the movement has moved one-half the distance given in the last instruction the movement must be stopped at once.
20. In the event of failure of radio equipment or if communication is interrupted during switching operations the movement must be stopped at once and no further movement made, except as authorized by hand signals or until radio communication is restored.
21. Instructions and messages received by radio must be acknowledged or repeated to the sender by the person receiving them. An acknowledgement or receipt must not be given until the receiving person is certain that the transmitted message or information has been completely and correctly received and understood.

## TAKING EFFECT SATURDAY, MAY 29, 1982

Governed by:

Eastern Daylight Saving Time  
commencing 0100 Saturday May 29, 1982.

### INSTRUCTIONS FOR CHANGING RAILWAY TIME

Wherever reference is made to Standard Time in the Uniform Code of Operating Rules, it also applies to Daylight Saving Time wherever and whenever it is in effect.

In order that action will be uniform in making the change in time, watches and clocks must be changed as follows:

#### TO CHANGE FROM DAYLIGHT SAVING TO STANDARD TIME

At 0200 Daylight Saving Time, on the date time changes, watches and clocks must be **RETARDED** one hour to indicate 0100 Standard Time.

#### TO CHANGE FROM STANDARD TO DAYLIGHT SAVING TIME

At 0100 Standard Time, on the date time changes, watches and clocks must be **ADVANCED** one hour to indicate 0200, Daylight Saving Time.

#### OPEN TRAIN ORDER OFFICES AND OPEN DESIGNATED STANDARD CLOCK LOCATIONS

After standard clocks have been set for new time, time must be compared with the Train Dispatcher before resuming normal duties.

#### CLOSED TRAIN ORDER OFFICES AND CLOSED DESIGNATED STANDARD CLOCK LOCATIONS

Standard clocks must be set for new time immediately the office is opened.

After clocks have been set for new time, time must be compared with the train Dispatcher before resuming normal duties.

#### EMPLOYEES ON DUTY AND COMING ON DUTY

All employees required to carry a railway grade watch and all other employees concerned in train movements on duty at 0100 on the date time changes, or as they come on duty after that hour, must change their watch to conform with the new time.

#### CONDUCTORS:

Must compare watch immediately with rear trainmen on freight trains, all Trainmen and Baggage men on passenger trains and with Enginemen at the first opportunity.

#### ENGINEMEN:

Must compare watch immediately with all members of the crew on the engine and with the Conductors at the first opportunity.

#### YARD CREWS:

Must compare watches immediately with all members of the crew.

#### OTHERS:

Must compare time:

- (a) With designated standard time or
- (b) With the Train Dispatcher or
- (c) With an employee who has complied with (a) or (b) above.