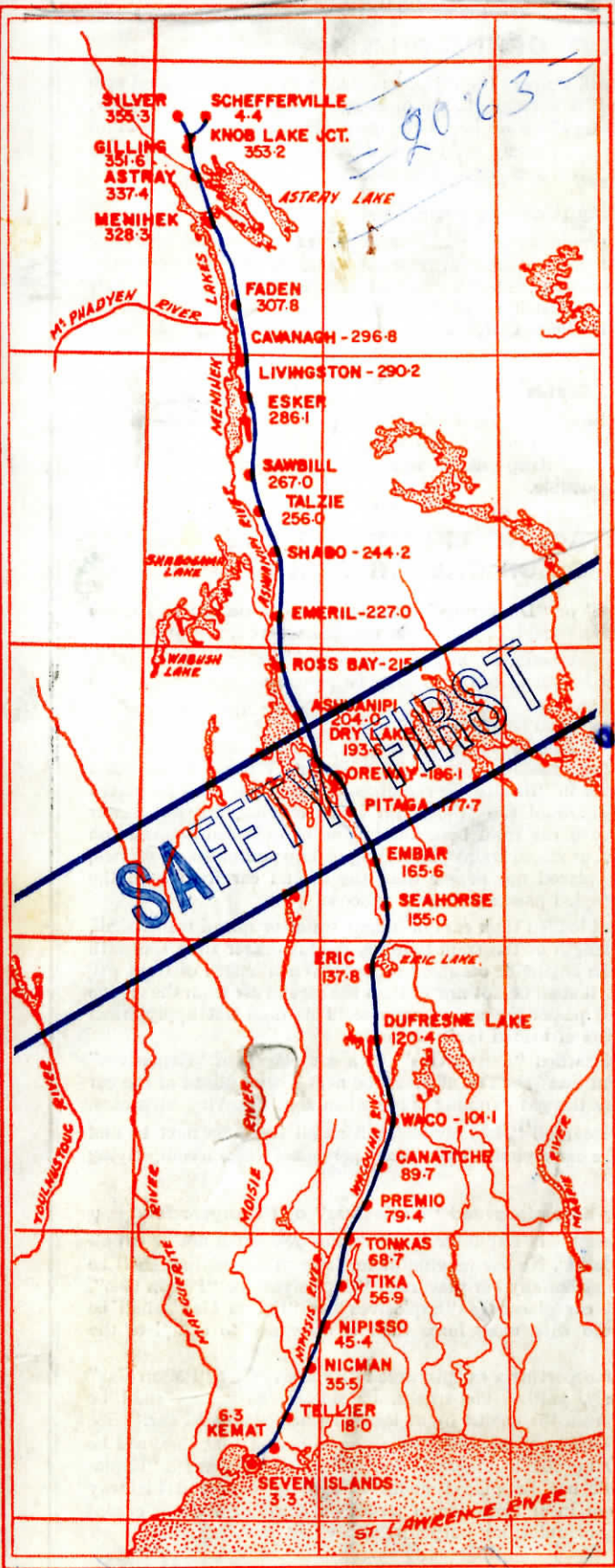


Heard on Beaver



Safety Always



**QUEBEC NORTH SHORE
AND LABRADOR RAILWAY**

Moisie Division

J. S. Hudson
6
TIME TABLE

11959 J. S. HUDSON

**Taking Effect 12:01 A.M.
Sunday April 26th, 1959**

Governed by Atlantic Standard Time

**FOR THE INFORMATION
AND GOVERNMENT OF
EMPLOYEES ONLY**

**Read Special Rules and Instructions Carefully;
Important Changes Have Been Made**

Tracy

RULES FOR FIRST AID TREATMENT OF INJURIES

Severe Hemorrhage (Bleeding)

With a sterile gauze pad or the inside fold of a clean handkerchief, apply pressure directly over the wound. Hold dressing in place with a firm bandage. If bleeding does not stop apply additional pads on top of the first one. If this does not control the hemorrhage, place a constrictive bandage above the wound tight enough to stop further bleeding using a triangular bandage, handkerchief, tie, rope, etc. Be sure to loosen this constrictive bandage every 15 or 20 minutes and re-tighten if necessary. Secure medical assistance as soon as possible.

Slight Hemorrhage (Bleeding)

Expose wound. Do not disturb blood clots. Clean wound of any loose and easily removed foreign objects, and apply an antiseptic. Apply a sterile dressing and bandage firmly.

Fractures (Broken Bones)

Unless life is in immediate danger from some other cause, attend to the fracture on the spot keeping in mind the following rules:

Steady and support the injured parts. In case of a fractured arm or leg, place it with great care in as natural a position as possible, without using force or increasing pain. To prevent movement of broken bone, tie firmly the injured arm to body or the injured leg to good leg with padding and bandages.

Insensibility (Unconsciousness)

If face is pale, keep head low and turned to one side. If face is flushed or if head is injured, raise head slightly turned to one side. In both conditions, loosen clothing, allow an abundance of fresh air and make sure such air passage is clear. Give no fluid by mouth while unconscious. Cover up, keep warm and send for a doctor or ambulance.

Burns and Scalds

Do not break blisters. Exclude air by covering with clean dry dressing and secure with bandage. If possible, give large quantities of warm fluids. Keep patient warm and obtain medical assistance as soon as possible.

HANDLING AND MARSHALLING CARS CONTAINING EXPLOSIVES AND CARS PLACARDED "DANGEROUS" AND "POISON GAS" IN TRAINS

GENERAL INSTRUCTIONS

Cars containing "Explosives — Class A", "Poison Gases or Liquids Class A" and tank cars requiring "Dangerous" placards must not be handled in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points where there is no regular freight train service.

Cars placarded "Explosives", "Dangerous" or "Poison Gas" must have air and hand brakes in service.

Train and engine crews must be advised in writing of the presence and location in train of cars placarded "Explosives". At intermediate points, where crews change off or are relieved, this information must be transferred from crew to crew.

Cars placarded "Explosives" must not be placed in train next to: engine, occupied passenger car, combination car or caboose except when occupied by gas handlers or military personnel accompanying shipments; car placarded "Dangerous" or "Poison Gas"; wooden underframe car; loaded flat car; open top car when lading extends above or beyond ends or sides; car equipped with automatic refrigeration of gas-burning type; car containing lighted heaters, stoves or lanterns; car loaded with live animals or fowl occupied by an attendant.

A placarded loaded tank car must not be placed in train next to: engine (except when train consists only of placarded loaded tank cars); occupied passenger or combination car other than car occupied by gas handlers accompanying shipments; occupied caboose (except when train consists only of placarded loaded tank cars); cars placarded "Explosives" or "Poison Gas"; wooden underframe car; loaded flat car; open top car type; car containing lighted heaters, stoves or lanterns; car loaded with live animals or fowl occupied by an attendant.

A car placarded "Dangerous — Class D Poison" (radioactive materials) must not be placed in train next to cars placarded "Explosives" or next to carload shipment of undeveloped films.

In event of derailment or damage to lading in a car placarded "Dangerous — Class D Poison" the car with any loose radioactive material must be isolated as far as possible from danger of human contact and no persons must be allowed to remain close to car or contents needlessly until qualified persons are available to supervise handling.

In event of derailment or accident involving a car placarded

"Explosives" or "Dangerous" instructions as contained in Bureau of Explosives Pamphlet No. 22 should be observed.

In a freight train, or mixed train, car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine, occupied passenger car or caboose, and when length of train will not permit, it shall be placed near the middle of train. When helper power is cut in, it must be separated from the helper by at least six cars. When a freight train is marshalled in "Blocks" or classification, such car shall be placed near the middle of the "Block" in which moving, but not nearer than the sixth car from both the engine or occupied caboose; on local freight or mixed trains performing pickup and/or set off service, it shall be placed not nearer than the second car from both the engine, occupied passenger car or caboose.

Placarded loaded tank cars in freight trains or mixed trains shall, when the length of the train permits, be not nearer than the sixth car from the engine or occupied caboose. When length of train will not permit, it shall be not nearer than the second car from the engine or occupied passenger car or caboose. This does not apply when train consists of loaded tank cars only.

A car placarded "Poison Gas", or a car placarded "Explosives" and "Poison Gas" shall at all times be next to and ahead of the car occupied by the gas handling crews when accompanying such cars.

A car placarded "Explosives" shall at all times be next to and ahead of the car occupied by military personnel when accompanying such cars.

Switching cars placarded "Explosives" or "Dangerous"

A car placarded "Explosives" or "Poison Gas" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives" or "Poison Gas". No freight car placarded "Explosives" or "Poison Gas" shall be coupled onto with more force than is necessary to complete the coupling.

When transporting a car placarded "Explosives" or "Poison Gas" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossing, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

J. A. LITTLE
General Manager

A. BYBEE

Superintendent **Seven Islands**
 E. J. BAZILSKY Trainmaster Seven Islands
 G. F. McDONALD Trainmaster Seven Islands
 D. B. NEUFELD Trainmaster Seven Islands
 L. A. LAMONTAGNE Trainmaster Seven Islands
 A. JELLETT Road Foreman of Engines Seven Islands
 W. A. ADAMS Road Foreman of Engines Seven Islands
 B. TREMBLAY Watch Inspector Seven Islands
 K. N. BACON Chief Dispatcher Seven Islands

G. T. O'CONNOR
 M. G. BROWN
 Y. J. LEBLANC
 J. G. VIENNEAU
 R. J. DESCHENES
 A. J. DECICCIO
 J. R. THIBAUT } Dispatchers Seven Islands

J. J. MILLER
Chief Mechanical Officer **Seven Islands**

B. CARRIER
 Mechanical Supervisor Seven Islands

B. M. MONAGHAN
Chief Engineer **Seven Islands**

M. MICHAUD
 Engineer Maintenance of Way Seven Islands

W. E. SWITZER
Superintendent of Signals
and Communications **Seven Islands**

SPEED RESTRICTIONS

SPEEDS SHOWN ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED; SLOWER SPEEDS MUST BE OBSERVED WHERE CONDITIONS REQUIRE.

Designation "Exp."

Train with all cars equipped for passenger train service.

Designation "Frnt."

Train with freight cars; train with cabooses only;
 train with locomotive only. All except ore.

Designation "Ore"

Train with one or more carloads of ore.

Where rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and look out for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

	Miles Per Hour		
	Exp.	Frnt.	Ore
At any point	60	50	40
On curves at any point	50	50	40
Within yard limits	30	15	15
Steam locomotives	50	30	30
Trains or engines shoving cars	20	20	20
Trains handling wrecking derricks:			
with boom trailing	30	30	30
with boom leading	20	20	20
Trains handling locomotive cranes on their own wheels:			
regular roadway machines	20	20	20
Burro type machines	15	15	15
Trains handling Jordan Spreaders and other machines of spreader type:			
with wings trailing	25	25	25
with wings leading	15	15	15
in operation	15	15	15
Trains handling wedge type snow plow, in service or in train	35	35	35
Trains handling scale test car	20	20	20
Trains handling air dump cars or loaded ballast cars	35	35	35
When using cross-overs or turn-outs:			
to or from main track	20	20	20
to or from yard track or back track	15	15	15
wye tracks	10	10	10

WACOUNA SUBDIVISION

Location	Miles Per Hour		
	Exp.	Frnt.	Ore
Maximum Speed:			
Between Mile 7 and Mile 57.9 at any point	60	40	40
Between Mile 7 and Mile 57.9 on curves	40	40	40
Between Mile 11 and Mile 12	20	20	20
Between Mile 12 and Mile 15.2	30	30	30
Between Mile 18.8 and Mile 19.3	30	30	30
Between Mile 20.2 and Mile 21.7	35	35	35
Between Mile 25.6 and Mile 25.8	35	35	35
Between Mile 25.8 and Mile 26.5	30	30	30
Between Mile 28.3 and Mile 28.6	30	30	30
Between Mile 30.2 and Mile 30.4	30	30	30
Between Mile 30.8 and Mile 31.4	35	35	35
Between Mile 32.2 and Mile 32.3	35	35	35
Between Mile 33.2 and Mile 33.4	35	35	35
Between Mile 34.6 and Mile 34.7	30	30	30
Between Mile 36.7 and Mile 37.2	35	35	35
Between Mile 37.2 and Mile 37.7	30	30	30
Between Mile 46.5 and Mile 46.8	35	35	35
Between Mile 49.2 and Mile 49.6	30	30	30
Between Mile 51.5 and Mile 51.8	35	35	35
Between Mile 54.4 and Mile 57.9	30	30	30
Between Mile 57.9 and Mile 75	25	25	20
Between Mile 75 and Mile 80	30	30	30
Trains using retainers, Mile 75 to Mile 57.9	..	20	20
Between Mile 81.4 and Mile 82.3	35	35	35
Between Mile 84.1 and Mile 84.4	35	35	35
Between Mile 88.6 and Mile 88.9	35	35	35
Between Mile 89.4 and Mile 89.6	30	30	30
Between Mile 90.4 and Mile 90.7	35	35	35
Between Mile 93.5 and Mile 94.4	30	30	30
Between Mile 98.2 and Mile 98.4	30	30	30
Between Mile 129.7 and Mile 130.4	40	40	40
Between Mile 131.9 and Mile 132.1	40	40	40

MENIHEK SUBDIVISION

Location	Miles Per Hour		
	Exp.	Frnt.	Ore
Over Menihek Dam and by Power House	25	25	25

NORTHWARD (Read Down)		WACOUNA SUBDIVISION			SOUTHWARD (Read Up)						
Symbols	Train Order Office or Telephone	Station Numbers (Nearest Mile Post)	TIME TABLE No. 6 APRIL 26th., 1959		Station Signals	Miles from Seven Islands	Ore Car Capacity				
			STATIONS				Sidings	Other Tracks			
↓	CKYZ	DN	3	Centralized Traffic Control		S	3.3	YARD			
		P	6			SEVEN ISLANDS 3.0					
		P	18			ss KEMAT 11.7	KM	6.3	130		
		P	35			TELLIER 17.5	RI	18.0	170	24	
		P	45			NICMAN 9.9	NC	35.5	170	26	
		P	57			NIPISSO 11.5	NP	45.4	166	44	
		P	69			TIKA 11.8	KA	56.9	170	19	
		P	79			TONKAS 10.7	YS	68.7	130	33	
		P	90			PREMIO 10.3	PR	79.4	130	53	
		P	101			CANATICHE 11.4	CA	89.7	170	62	
		P	120			WACO 19.3	WA	101.1	175	40	
		P	138			DUFRESNE LAKE 17.4	DK	120.4	175	30	
		P	155			ERIC 17.2	RC	137.8	175	24	
		P	166			SEAHORSE 10.6	HO	155.0	170	23	
		P	178			ss EMBAR 12.1	MA	165.6	130	23	
		KY	DN			186	ss PITAGA 8.4	PA	177.7	130	23
							OREWAY	RW	186.1	175	160

GET THE SAFETY HABIT

WACOUNA SUBDIVISION FOOTNOTES

North switches of sidings prefixed by small letters "ss" are spring switches. All other siding switches are dual control switches.

Opposing and following movements of trains or engines by signal indication governed by Rules 261 to 271 inclusive, Rule 104a and Special Instructions.

Other Tracks

Quarry Spur, mileage 16.2, points facing south. (Electric Lock)

Ballast Spur, mileage 83.7, points facing south. (Electric Lock)

Yard Limit Signs

Seven Islands—350 feet north of North Switch.

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
1' 0"	60.	1' 35"	37.9
1' 1"	59.	1' 40"	36.
1' 2"	58.	1' 45"	34.3
1' 3"	57.1	1' 50"	32.7
1' 4"	56.2	1' 55"	31.3
1' 5"	55.3	2'	30.
1' 6"	54.5	2' 15"	26.6
1' 7"	53.7	2' 30"	24.
1' 8"	52.9	2' 45"	21.8
1' 9"	52.1	3'	20.
1' 10"	51.4	3' 30"	17.1
1' 11"	50.7	4'	15.
1' 12"	50.	5'	12.
1' 15"	48.	6'	10.
1' 20"	45.	7'	8.6
1' 25"	42.3	8'	7.5
1' 30"	40.	10'	6.

NOTE: The pole line averages 20 poles per mile.

NORTHWARD (Read Down)		MENIHEK SUBDIVISION			SOUTHWARD (Read Up)						
Symbols	Train Order Office or Telephone	Station Numbers (Nearest Mile Post)	TIME TABLE No. 6 APRIL 26th., 1959		Station Signals	Miles from Seven Islands	Ore Car Capacity				
			STATIONS				Sidings	Other Tracks			
↓	KY	DN	186		OREWAY	RW	186.1	175	160	↑	
		P	194	ss	7.5 DRY LAKE	DY	193.6	130	21		
		P	204		10.4 ASHUANPI	HU	204.0	175	21		
		P	215		11.1 ROSS BAY	RB	215.1	170	42		
		P	227		11.9 EMERIL	MR	227.0	185	35		
		P	244		17.2 SHABO	BO	244.2	175	24		
		P	256		11.8 TALZIE	AZ	256.0	170	30		
		P	267		11.0 SAWBILL	SW	267.0	175	24		
		P	286		19.1 ESKER	KS	286.1	165	23		
		Y	P	290	4.1 LIVINGSTON	SA	290.2				
			P	297	6.6 CAVANAGH	AH	296.8	165	50		
			P	308	11.0 FADEN	FN	307.8	160	25		
			P	328	20.5 MENIHEK	NK	328.3	170	24		
			P	337	9.1 ss ASTRAY	RY	337.4	130	17		
			P	352	14.2 ss GILLING	GI	351.6	130	19		
			P	353	1.6 KNOB LAKE JCT.	KL	353.2				
		CKYZ	DN	355	2.1 SILVER	KB	355.3	YARD			

TAKE THE SAFE COURSE

MENIHEK SUBDIVISION FOOTNOTES

North switches of sidings prefixed by small letters "ss" are spring switches. All other siding switches are dual control switches.

Opposing and following movements of trains or engines by signal indication governed by Rules 261 to 271 inclusive, Rule 104a and Special Instructions.

Yard Limit Signs

Silver — 2000 feet south of South Switch.

OTHER TRACKS

Spur, mileage 240.3, points facing south. (Electric Lock)



Spur, mileage 330.3, points facing south. (Electric Lock)

Note: The Pole Line averages 20 poles per mile.

RULE No. 6 QUOTED FOR READY REFERENCE

The following symbols when used in the time table indicate:

- A.... Arrive.
- B.... Bulletins and train register.
- C.... Fuel.
- D.... Day train order office.
- F.... Flag stop to receive or discharge traffic.
- K.... Standard clock, bulletins and train register.
- L.... Leave.
- N.... Night train order office.
- P.... Telephone.
- R.... Train register.
- S.... Regular stop.
- V.... Station protection signal. On both sides of station name indicates signals on both sides of station; when preceding station name, signal is east or south of that station; when following station name, signal is west or north of that station.
- W.... Water.
- X.... Crossover.
- Y.... Wye.
- Z.... Yard limit sign.

NORTHWARD (Read Down)		KNOB LAKE SUBDIVISION			SOUTHWARD (Read Up)			
	Symbols	Train Order Office or Telephone	Station Numbers (Nearest Mile Post)	TIME TABLE No. 6 APRIL 26th., 1959	Station Signals	Miles from Knob Lake Jct.	Ore Car Capacity	
	Z	P	353	STATIONS			Sidings	
	KY	P	A-4	KNOB LAKE JCT. 4.4	KL	.0		
				SCHEFFERVILLE	SC	4.4	YARD	

KNOB LAKE SUBDIVISION FOOTNOTES

All extra trains and engines will obtain permission from dispatcher before using trackage between Schefferville and Knob Lake Jct.

Yard Limit Signs

Yard Limit Sign is located at clearance point Knob Lake Jct. with no one mile approach sign. Entire subdivision is within yard limits. Trains and engines will be governed by Rule 93.

LOCATION OF STANDARD CLOCKS

Seven Islands.....	Dispatcher's Office
Seven Islands.....	Train Order Office
Oreway.....	Train Order Office
Silver.....	Train Order Office

Note: The Pole Line averages 20 poles per mile.

SPECIAL INSTRUCTIONS

SIGNAL SYSTEM

1. When a train or engine is stopped by a signal governing movement over a dual control switch, and no conflicting movement is apparent, a member of crew must communicate with dispatcher and be governed by his instructions. Reference to Rule 680, in Rules 264 and 265 is cancelled.

1a. Dual control switches must not be hand operated without authority from dispatcher, except when communication fails. The clock time and limits, within which the switch or track may be used, must be clearly stated and understood, and, when possible, first move over switch must be made on signal indication.

Selector lever on all switches over which movement is to be made must be placed in HAND position and left in that position until all movements over the switches have been completed, except when only one movement is to be made over switch, selector lever may be restored to POWER position as soon as any part of train passes the signal. Indications of Stop signals governing movements over those switches may be considered suspended while selector lever is in HAND position, but movements must be at restricted speed.

After all movements over switches have been completed and selector levers have been restored to POWER position, dispatcher must be notified, when possible, and authority to proceed must be received from him.

2. When a member of crew on train or engine, which is standing or switching or working in work train service, observes a call light displayed, he must communicate promptly with dispatcher.

When a train is stopped between stations under circumstances that will further delay train the conductor or other crew member must, if possible, promptly contact dispatcher, using field telephone provided, or relaying communication by train radio via some crew located near dispatcher's phone.

3. When authorized to proceed from a Stop signal governing

movement over a dual control switch and hand operation of switch is not necessary, selector lever on all switches over which movement is to be made must be placed in HAND position, and, even though switch points appear to be in proper position, before making first movement over switch, the switch operating lever must be moved back and forth until switch points are seen to move with movement of lever. Switch must then be lined for route to be used. Selector levers may be restored to POWER position as soon as any part of train passes signal.

4. After passing signal governing movement over a dual control switch, if train or engine stops before entire movement has passed next opposing signal and makes a reverse movement out of that block, no forward movement may again be made into that block except on signal indication, or as provided in Special Instruction 3.

5. If a train or engine over-runs a signal indicating Stop, a member of crew must communicate with dispatcher at once and be governed by his instructions. Front of train must be protected immediately.

6. Authority from dispatcher to proceed from a stop signal, as provided in Rule 264, must be issued to a member of the crew on clearance Form C and be delivered to engineman.

7. Authority from dispatcher for exclusive occupancy of track to work, as provided in Rule 266, must be on clearance Form C showing track and time limits. Trains, so authorized, must move at restricted speed within those limits keeping careful lookout for motor cars.

7a. If dispatcher issues authority for a train to proceed from a stop signal, following a preceding train, the following train must comply with the requirements of both restricted speed and yard speed. If view is obstructed, flagman must be sent ahead unless the engineman of the following train can keep in definite radio contact with the preceding train.

SPECIAL INSTRUCTIONS (Cont'd)

8. Reverse train or engine movements must not be made unless train or engine has been given exclusive occupancy of track as per Rule 266 or unless other definite protection has been provided.

9. Unless otherwise and specifically directed, protection of the rear of a train or engine on the main track, within the signal limits of CTC, is not required.

10. Hand throw switches equipped with electric locks must be operated in accordance with instructions posted at the switch. The dispatcher will authorize use of switch and must be informed when use of switch is completed.

10a. Within CTC territory, the fouling point of back tracks and spur tracks is indicated by yellow mark on rail, and equipment must not be left foul of that point.

11. Dwarf signals and Double aspect signals displaying stop must not be passed, except as provided in Rules 261 to 271 inclusive. Other signals are Stop and Proceed signals.

12. "End of Block" signs are installed 3000 feet south of North Seven Islands, and at South Silver. Trains or engines leaving Silver or Seven Islands must not pass "End of Block" signs on any track until permission is granted by train dispatcher. To contact dispatcher at Seven Islands by radio, use road frequency.

GENERAL

13. Time will be transmitted at 11:00 A.M. daily except Sunday.

14. All trains originating at Seven Islands must receive clearance Form C before proceeding.

When train order operator is on duty at Oreway or Silver all trains originating at those stations must receive clearance Form C before proceeding.

Where train order operator is not on duty north of Seven Islands, trains may proceed from originating point or point of resuming duty, without receiving clearance Form C but must be authorized by dispatcher to do so, in each instance.

Conductors and enginemen will arrange to have supply of clearance Form C available while on duty.

15. In addition to those employees listed in Rule 2, the following must also carry, while on duty, a railway grade watch: Trainmasters, Road Foremen of Engines, Roadmasters, Yardmasters, Section Foremen, Bridge Foremen, Extra Gang Foremen, Train Order Operators (except where assigned in offices where standard clocks are located), Signal Maintainers, all authorized Motor Car Operators. A railway grade watch is one equipped with a lever set.

16. Rule 3 is modified as follows: Employees subject to time service rules will not be required to submit watches to a designated Watch Inspector for comparison. Watches must not vary 30 seconds or more from the correct time and employees must arrange for such professional attention as may be required to keep watches within that tolerance. Train dispatchers and employees listed in Rule 2, and in Special Instruction 15, must not wear wrist watches while on duty.

17. Silver Yard and all mines area trackage is operated by the Mines Organization. Mines area switching limit is established 2000 feet south of South Silver. Operation on all trackage north of that switching limit is under the jurisdiction of the Mines Organization. All trackage is within yard limits and Rule 93 governs. Northward trains destined Silver will switch train radios to yard frequency before passing Gilling and must receive head-in instructions before entering Silver switching limits.

18. Seven Islands Terminal, including all trackage south of the block signals at North Seven Islands is operated by the Terminal Organization. All trains and engines must move at Yard

Speed on all terminal trackage and all southward trains must be brought to a full stop north of Lindstrom's Landing Crossing before moving into yard trackage and, in addition, must have head-in instructions before moving from that point.

19. When so instructed, trainmen on trains arriving Seven Islands will cut off caboose when train stops at Lindstrom's Landing Crossing and handle caboose by gravity to caboose service track.

Crews handling trains from Seven Islands empty ore car trackage will, after brake test is completed in empty yard, move train north of caboose track lead and, by gravity, pick up the first-out caboose. It must be known that other equipment is properly secured before releasing hand brake on first-out caboose.

20. Before power is detached on trains arriving Seven Islands, sufficient hand brakes must be applied on front end cars to properly secure train. At least eight hand brakes must be applied on loaded ore trains.

Conductors arriving Seven Islands should promptly deliver all train reports to employee at train register office. Train list on other than ore trains must be provided and should indicate contents and consignee of each car. Cars should be listed from south to north, as they stand in train.

21. Conductors and enginemen working out of and into Seven Islands must turn in time return forms at register office on arrival each trip, and, in work train service or other service on line such reports must be mailed to the superintendent's office on the express train each trip. Conductors train reports must be handled on the same basis.

22. Employees must attend to their duties during the hours prescribed, reside where required by management, and comply with instructions from proper authority. They must not absent themselves from duty, exchange duties or substitute others in their place, nor engage in other business without proper authority.

An employee subject to call must not absent himself from his usual calling place without notice to those required to call him.

The reading of newspapers, books or periodicals or playing of games while on duty is prohibited.

Employees must not sleep while on duty. Lying down, or in a reclining position, with eyes closed or with eyes covered or concealed will be considered as sleeping.

23. Rule 49 is revised as follows:

A square yellow sign with clipped corners bearing black figures indicating the permissible speed, placed at the side of the track, will indicate the beginning of a permanent slow order. A vertical green sign with a white border placed at the side of the track will indicate the point where speed may be resumed. A diagonal yellow advance warning sign will be located one half mile in the rear of the speed reduction sign and the black numerals on both signs will indicate in miles per hour the maximum speed permitted between the speed reduction sign and the resume speed sign.

24. If, for any reason, it is necessary to open a speed recorder case, a report must be made to superintendent's office, stating the time and place that the recorder was opened and the reason therefore, and the same information must be entered in the unit log book.

If enginemen receive a control unit with the speed recorder not properly sealed, that fact must be reported at the point where the engine is received.

25. The top pair of wires on the pole line is energized with a potential of 23,000 volts, between Seven Islands and Scheferville. Employees are warned not to attach telephones or in any way to come within six feet of these wires. Precautions must be taken at all times when dealing with any irregularity

SPECIAL INSTRUCTIONS (Cont'd.)

on the pole line, as there is a chance that either pair could be energized with 23,000 volts.

26. No wires are to be strung under or over conductors of the pole line and nothing is to be attached to the poles unless authority is granted in writing by the Superintendent of Signals and Communications.

Field telephones are to be connected to line with Universal Line Pole only and must be disconnected when not in use. If phone does not operate properly, remove connection from line immediately and inspect for shorted or open leads. Phones other than field phones will be connected to the line by qualified Communication and Signals personnel only.

Any irregularity in the pole line, such as broken pole, broken wire, wire hanging on pole line wires, etc., should be reported to the dispatcher as soon as possible.

27. Employees must not go between or in front of moving engines or cars to uncouple, open, close or arrange knuckles of couplers or to manipulate other equipment. They must not remove any of the appliances of an engine or car which would endanger the safety of themselves or others, nor follow other dangerous practices.

28. No persons except employees in the discharge of their duties thereon, or officers in line of duty, will be permitted to ride on an engine or in a baggage, mail or express car, unless authorized by the superintendent or a superior officer.

29. Every precaution must be taken to prevent loss and damage by fire. The rules and instructions governing fire prevention must be fully complied with. Lighted cigarettes, or burning material of any kind must not be thrown from a train or left where it may communicate fire.

30. When car is set out account hot box, packing must be removed and fire extinguished. In addition, conductor must ascertain that there is no fire on car body, and that dust guard is not burning or smoldering, taking whatever action necessary to preclude possibility of fire.

31. Trainmen and enginemen must promptly report to train dispatcher the presence of fires on or near the right of way, unless such fires are being controlled by other employees. Train radio may be used to relay report to dispatcher, if practicable. When that cannot be done, train should stop at once, use portable phone and report. In case of danger of a fire spreading to a bridge or other structure, train must be stopped, if practicable, and crew must assist in extinguishing fire.

32. Member of train crew must give each train a close roll-by inspection leaving Silver, Oreway and Seven Islands. At any point where train is delayed enroute trainmen must make walking inspection of as many cars as time and circumstances will permit. Enginemen will arrange to move trains slowly enough, the first train length, to permit trainmen to safely board the caboose.

33. On locomotive and freight car wheels, flat spots two inches or longer, or if there are two or more adjoining spots each one and one-half inches or longer, and on passenger cars one inch or longer are condemnable and when discovered in train, conductor or engineman must immediately report to dispatcher and be governed by his instructions. When such cars are reported to dispatcher, report should include car number, contents, destination and approximate weight of car.

34. Each journal bearing on our diesel units, ore cars, steel cabooses and other cars so equipped is provided with a stench bomb type Heat Indicator Device. If any such roller bearing becomes overheated, the excessive heat will melt the fusible seal in the Heat Indicator Device which will then emit an extremely pungent and penetrating odor. When this odor is detected the train must be stopped at once and the overheated bearing located and inspected. If careful inspection indicates equipment

with overheated bearing can be safely moved it may be taken to the next siding where crew will report to dispatcher and be governed by his instructions.

35. Moisture permitted to accumulate in the main reservoir and train pipe of locomotives becomes a dangerous and damaging thing during freezing weather. Before coupling the train line between locomotive and train, trainman should first open the angle cock sufficiently to permit all moisture to blow from the train pipe on engine. While enroute the moisture should be drained from the main reservoir of each unit, as often as practicable, allowing only sufficient amount of air to escape to insure removal of all moisture. Drain cock must be properly and immediately closed after all moisture is removed from each reservoir. Enginemen should do this at every opportunity. Rear end trainman should check air pressure, as indicated on the caboose gauge, often enough to be sure that proper pressure is being maintained.

36. Trains unloading ballast or heavy roadway material must stop when a train or engine is approaching or passing on an adjacent track.

37. Cars used in transporting men to and from work should be pulled if practicable.

38. Blind shoves must not be made on any track. Switching must be carefully done and trains, engines and cars must be handled in a manner that will avoid shocks from abrupt starting or stopping. Movements into spur tracks must be carefully controlled to prevent damage at end of spur. When switching where engines may be working at both ends of a track, movements must be made carefully and an understanding of movements to be made must be reached with other crews in order to prevent accidents.

39. Before occupied boarding cars are coupled on, occupants must be notified. When being switched, they must be handled carefully and air brakes must be cut in and operative.

40. In setting hand brakes on cars on a grade, brakes must be set on low end of the cut of cars and slack must be bunched to know cars will stand when engine is cut off.

41. When a train is stopped on a grade, air brakes must be released and air brake system recharged and where possible, train must be held with independent brake. If train cannot be held by independent brake alone, a sufficient number of hand brakes must be applied to hold train. Between Premio and Tika, engineman must not leave his position at controls of locomotive, unless it is definitely known that train and engine are properly secured.

42. Trainmen must know that couplings are properly made. After coupling to cars standing on a grade, slack must be stretched and it must be known that air brakes are fully charged before releasing hand brakes. When switching, it must be known that cars are properly coupled before shoving tracks.

43. The doors of empty cars in trains must be kept closed. The doors of loaded cars must be kept closed and properly secured unless required to be left open for ventilation.

44. Cars designated below must be handled in rear of train, and next to caboose in the order named:

Wooden underframe cars;

Scale test cars;

Any cars unsafe to be handled in head end of train;

Cars marked or billed "Handle only at rear of train";

Boarding cars.

45. Cars must not be handled ahead of engine between stations, except when necessary to take cars to or from a spur or in work train service, and the movement then must be for no greater distance than necessary.

SPECIAL INSTRUCTIONS (Cont'd.)

46. A trainman must ride in control cab of moving locomotive at front of train except while performing duties requiring him to be elsewhere as specifically provided by the rules.

47. Conductor must know that train is being handled safely and speed restrictions are being observed. He must take immediate action to stop train when necessary.

48. When conditions require that the train be stopped or speed of train be reduced and the engineman or conductor fails to take proper action to do so, or should the engineman become incapacitated, brakeman must take immediate action to stop the train.

49. Conductors are responsible for the security of all freight carried by their trains while in their charge, and for its delivery with the necessary waybills or manifests, at its destination or at terminals.

50. Enginemen must make report to mechanical and other designated supervisors of any defect or improper condition of engine, and at the end of trip a record of repairs required must be provided on prescribed form.

51. When stopped in yards and at points between terminals where time will permit, enginemen must get on ground and inspect both sides of their locomotive. This applies to any type of locomotive in all classes of service.

52. To provide greater advance warning to Maintenance-of-Way forces during daylight hours, locomotives must burn their headlights dim during ordinary weather, and at full power when weather is dull or foggy.

53. Where conditions are such as not to permit safe movement without engineman being on the leading unit of an engine, he will transfer to and operate from leading unit in direction of movement. In all cases when engine is not operated from the leading unit, movement will be made in accordance with Rule 103.

54. See Rule 104b. All derails must be kept locked in derailing position except when they are in actual use. All back track and main track switches must be kept locked when not in actual use.

55. Spring switches must not be operated until points are closed. Heavy springs are compressed when wheels force the switch points open. If handle of switchstand is released with springs compressed, the force in the springs will be transmitted to the trainman and may cause injury. If absolutely necessary to deviate from the foregoing, trainmen must exercise great care to keep away from the handle when it is being released.

56. Electric flashing crossing protection signals are installed as follows:

At airport crossing, mile 3.34. Northward block signals 33 and 33B will not clear for an approaching train or engine unless flashing crossing signals have been in operation for at least twenty-two seconds. If it is necessary to proceed northward from stop signal at this point, per Rule 264, movement to crossing must be made not to exceed 10 m.p.h. to insure having flashing signals in operation at least twenty-two seconds before train or engine enters crossing.

At crossing 250 feet south of south switch, Silver. Dwarf signals, located on each side of crossing, are normally at stop and will not clear until the crossing approach section of track has been occupied for at least twenty seconds. On-track equipment must not pass the signal governing the direction of movement, until it clears, unless it is definitely known that flashing lights have been in operation for at least twenty seconds. Carefully review Rule 103.

57. Employees using radio equipment shall not transmit any

false, unnecessary, irrelevant or unidentified communication, nor utter obscene, indecent or profane language.

58. Head end and rear crew members on trains with train radio operative on engine and caboose will communicate with each other by its name the indication of each signal affecting the movement of their train or engine. In any case that the train radio is not operative on engine or caboose, so equipped, report must be made to train dispatcher from the first available point that will not involve delay to train. Dispatcher will promptly relay such report to the Communication Department and to the superintendent.

59. West wall of power house at Menihek provides three inches less than standard clearance. Employees be governed accordingly.

60. The maximum load capacity of our general freight equipment is as follows:

Flat cars:—	
600, 1300 and 1400 series	80,000 lbs.
Car 1500	200,000 lbs.
1800 series	160,000 lbs.
Box cars:—	
700 series	60,000 lbs.
1601 to 1619 inclusive	100,000 lbs.
1620 to 1629 inclusive	80,000 lbs.
Gondolas:—	
Car 600	100,000 lbs.
1425 to 1449 inclusive	150,000 lbs.

Any car loaded beyond the above load capacity must not be accepted for movement unless special handling is specifically authorized.

The weights of our heavy maintenance equipment are as follows:—

Company Number	Type	Weight	
		Tons	lbs.
2244	500 Dominion	67	134,000
2250	450 Dominion	58	116,000
2251	450 Dominion	58	116,000
2254	450 Dominion	58	116,000
2255	450 Dominion	58	116,000
2258	450 Dominion	58	116,000
2259	450 Dominion	58	116,000
2231	54B Bucyrus Erie	80	160,000
2232	54B Bucyrus Erie	80	160,000
2233	54B Bucyrus Erie	80	160,000
I.O.C.	54B Bucyrus Erie	80	160,000

SPECIAL INSTRUCTIONS GOVERNING OPERATION OF AIR BRAKES AND AIR BRAKE APPLIANCES

1. Each employee will so familiarize himself with the operation of the air brake appliances as to be able to act intelligently and promptly under all circumstances.

2. Conductors and trainmen must familiarize themselves with the location of the emergency valve on each car and on diesel locomotives. Emergency valves are to be used only in cases of emergency and when used must not be closed until train is stopped.

3. Caboose emergency valves are intended to be used only in an emergency and only to stop the train. They are so designed that, once opened, they cannot be properly closed until the operating handle has been moved to its fully open position.

If an immediate stop is necessary, valve must be fully opened

SPECIAL INSTRUCTIONS (Cont'd.)

and left open until train is stopped. If an immediate stop is not required, the operating handle should be moved to first position and kept there for about 30 seconds then be moved to second position for 30 seconds and so on until the train brakes have applied with sufficient force to stop the train. The operating handle should be moved no further than is necessary to obtain that result. After the train has stopped, the handle should be moved on to its last position, after which it can be returned to its normal closed position.

4. Enginemen will apply and release the brakes to ensure that they are in working order before the engine leaves the shop track.

5. The engineman must be notified when any brake on his train is cut out.

6. The brake pipe on the locomotive always must be blown out thoroughly just before the air hose are coupled. Inspectors or trainmen making couplings must do this.

7. Conductors must report any car which has a defective brake to the car inspector on arrival, to the superintendent's office, and to the connecting conductor on through trains.

8. Where the engine, with or without cars, is to be uncoupled from the train or where train brake pipe has been separated or angle cock closed on a grade, a sufficient number of hand brakes must be applied to hold that portion of the train left standing without air. After air is coupled back through train, hand brakes must not be released until it is known that the train air brake system is fully recharged.

9. In detaching cars or engines, where there is air pressure in brake pipe, air hose couplings must be parted by hand after first having closed angle cocks.

10. The engineman must handle the brake valve when a test of train brakes is made from the locomotive. He must not apply or release the train brakes during any standing test until the proper signal is given.

11. Standard brake pipe pressure on all locomotives in all classes of service is 90 lbs.

12. Ore car "LOAD" and "EMPTY" change-over valves will be placed in "LOAD" position on all loaded cars of ore at loading point and will be placed in "EMPTY" position at Seven Islands or where car is made empty. Operation of these valves will ordinarily be done by carmen at terminals, however, trainmen must make roll-by inspection of their trains leaving terminals and must know that valves are in proper position.

13. Retaining valves must be used, on all cars in train, between Premio and Tika, on all southward trains averaging 50 or more gross tons per operative brake. Retaining valves will also be used between these points on any train where, in the judgment of the engineman or conductor their use is required. Where the use of retaining valves is required, except on ore trains, train will stop at Premio to turn up retainers and at Tika to turn them down and trains should be carefully inspected at these points. Efficiency of train brakes must be carefully observed approaching Premio and train must not pass or leave Premio unless brakes are operating properly.

14. On Ore trains, retaining valves will be placed in "Slow Direct Exhaust" position on loaded ore cars at Silver, by carmen, at time brake test is made and will be returned to "Direct Release" by car-

men at Seven Islands. This will not relieve enginemen and conductors of their responsibility and they must not pass Premio unless it is definitely known that all retaining valves are in proper position. Enginemen should understand that "Slow Direct Exhaust" position of retaining valve provides a slow blowdown of brake cylinder pressure. The pressure will reduce through a choke opening from 50 pounds to 10 pounds in approximately 90 seconds after the release action of the control valve occurs. The complete blowdown of the last 10 pounds takes a little additional time. In positioning the retaining valve for this operation the valve handle is pushed upward as far as it will go, to an upward angle of 45 degrees.

15. Enginemen and trainmen must closely observe air gauges on engine and on caboose sufficiently to know at all times that brakes are functioning properly and to detect any irregularities that may be indicated. Where there is any indication that brakes are not working properly or that air supply is not being properly maintained, the train must be stopped at once.

16. Conductors must advise enginemen the number of cars, total tonnage, average tons per operative brake and location of loads and empties in train.

17. Enginemen must observe the length and strength of brake pipe exhaust during automatic brake operation as an added assurance that there is no brake pipe obstruction near head end of train.

18. The air brake systems on our equipment cannot be properly operative unless they are fully charged. Old "K" type triple valve systems will charge from a constant 90 lb. pressure supply at the rate of about 7 lbs. per second. The new "AB" type control valve systems charge at the much slower rate of about 1 lb. for each ten seconds. Enginemen and trainmen making either switching or train movements should always keep this in mind and where the use of train brakes may be necessary, movement must not be started until the brake system is definitely known to be fully charged and it is known by actual test that the train brakes are properly operative. Time and air must not be wasted in testing brakes before auxiliary reservoirs have had time to become fully charged.

19. Test of train brakes must be made at terminal at which a train is made up, as follows:

The air brake system must be charged to within 15 pounds of standard brake pipe pressure, but to not less than 60 pounds for a freight train or less than 80 pounds for a passenger or ore train, as indicated by an accurate gauge at rear end of train. The brake system shall be examined for leaks and the necessary repairs made to eliminate excessive leakage. It must be known that angle cocks, cutout cocks and retaining valve handles are properly positioned, that reservoir drain valves are closed, that air hoses are properly coupled and in suitable condition for service and that hand brakes are fully released unless required because of grade.

On receiving the signal to apply brakes for test, a 15-pound brake pipe service reduction must be made in automatic service operation, the brake valve lapped and the brake pipe leakage noted as indicated by the brake pipe gauge. Leakage should not exceed 5 pounds per minute. A further brake pipe reduction should then be made to ensure a full service brake application. The train shall then be examined to see that brakes are applied on each car and that piston travel is within permissible limits. When this inspection has been completed, the re-

SPECIAL INSTRUCTIONS (Cont'd.)

lease signal must be given, the brakes released, and each brake inspected to see that all have released.

When the test has been completed the engineman and conductor shall be informed of the number of cars in their train and the number having inoperative brakes, if any.

20. Test of train brakes must be made on a train operating through intermediate terminals or points where motive power or engineman has been changed, cars added or removed, angle cocks closed, or brake pipe hose disconnected, as follows:

The train brake system must be charged to within 5 pounds of standard brake pipe pressure for that train as indicated by the gauge on the locomotive. It must be known that the angle cocks, cutout cocks and retaining valves are properly positioned and hand brakes released on cars added to train. Test of air brakes must be made to determine that brake pipe leakage does not exceed 5 pounds per minute as indicated by the brake pipe gauge after a 15-pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to a total of 20 pounds, and it must be known that the brakes on all cars added and on the rear car of train apply and release. As the train pulls out it should be known that all brakes are released.

21. Before coupling yard charging line or motive power to train, inspectors or trainmen making the couplings must blow the condensation from the pipe from which the air is taken.

With passenger train the signal pipe on locomotive must also be blown out.

22. When the locomotive used to haul the train is provided with means for maintaining constant brake pipe pressure during service application of the train brakes, tests of the train brakes must be made with the maintaining feature cut out.

23. A train must not be allowed to proceed until the proper train brake test has been completed. The engineman and conductor shall be jointly responsible for knowing that the prescribed brake application and release tests have been made.

24. On passenger trains a running test of the train brakes shall be made under the following circumstances:

After leaving any point where terminal, intermediate or road test has been made;

As first paragraph of operating Rule 90 requires;

Approaching junctions, railway crossings at grade, drawbridges, and before commencing the descent of heavy grades.

A running test shall be made when the speed of the train permits, and without shutting off power unnecessarily, by applying the train brakes with sufficient force to ascertain if brakes are operating properly. The locomotive brakes should not be allowed to apply when making this test. If the air brakes do not operate properly the train must be stopped, the cause of failure ascertained and corrected, and the running test repeated.

