SAFETY FIRST

Duluth, Winnipeg & Pacific Railway

TIME

TABLE

TAKING EFFECT AT 12:01 A. M.

SUNDAY, SEPTEMBER 10, 1944

For the Information and Government of Employees Only

GOVERNED BY CENTRAL TIME

The Superior Direction is East or South and Eastward or Southward Trains are Superior to Trains of the Same Class in the Opposite (Inferior) Direction

DESTROY FORMER TIME TABLES

The Company's Operating Rules are Printed Separately in Book Form. All Employees Whose Duties are Connected with the Movement of Trains Must Have a Copy of the Rules Accessible and a Copy of the Current Time Table With Them while on Duty

READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY, IMPORTANT CHANGES HAVE BEEN MADE

CHECK DAYS OF WEEK WITH CARE

W. I. MUNRO,

Genl. Supt. Transportation, Winnipeg, Man. N. P. NORTH,

General Superintendent,
Winnipeg, Man.

W. McSPARRON

Supt. Transportation, Winnipeg, Man. J. CONERY

Superintendent,

Virginia, Minn.

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I TIME

TABLES

Supt. Transportation

Winniped, Man.

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MPORTANT CHANGES HAVE SEEN MADE

Taft Subdivision Footnotes

Times shown at Duluth are for information only.

Trains are governed by time table and rules of the C. St. P. M. & O. Ry. between C. St. P. M. & O. Ry. station Duluth and Garfield Avenue, and by time table and rules of the N. P. Ry. between Garfield Avenue and D. W. & P. Jct.

Trains will not receive terminal clearance at D. W. & P. Jct.

No. 19 must obtain terminal clearance at West Duluth.

Special Rule No. 9 governing the handling of Air Brakes, applies to Eastward Freight Trains between Simar and West Duluth Yard.

The switch at South Loop is in normal position when set for MAIN TRACK for direct movement to West Virginia. No. 417 will register at West Virginia.

Positive stops for inspection of freight trains:

Eastward Shaw
Westward Bartlett

Speed Restrictions

Passenger trains: Between West Duluth and Nopeming	30 miles per hour.
Passenger trains: Between Nopeming and Virginia	40 miles per hour.
Freight trains: Between West Duluth Yard and Harney	20 miles per hour.
Freight trains: Between Harney and West Virginia	
All trains: Through tunnel, mileage 7.4	
All trains: Over crossings of Second and Third Streets South, Loop Track, Virginia	() D
All Trains: Between home signals of interlocking plants	20 miles per hour.

YARD LIMIT BOARDS Are Located as Follows:

West Virginia, 1530 feet east of switch at South Loop.

Shaw, \\ \frac{5300}{5300} \text{ feet east of siding east switch.} \\ \frac{5300}{5300} \text{ feet west of siding west switch.} \end{array}

Bartlett, \\ \frac{5300}{5300} \text{ feet east of siding east switch.} \\ \frac{5300}{5300} \text{ feet west of siding west switch.} \end{array}

Simar, 3500 feet east of siding east switch. 3000 feet west of siding west switch.

West Duluth Yard, 3912 feet west of yard west switch. At Junction switch, D. W. & P. Jct.

Railway Crossings at Grade

and delivery background one		on red Mil. and	All Employee
With D. M. & I. R. Ry.	Mileage 66.8	Interlocked	THE RESIDENCE DESCRIPTION OF THE PERSON OF T
With D. M. & I. R. Ry.	" . 70.7	Interlocked	
With D. M. & I. R. Ry. (Loop Track)		Non Interlocked	of the Curre
With D. M. & I. R. Ry. (Loop Track)	73.6	Non Interlocked	CARDIO GIAS AND

Commercial Spurs

	Mileage	Capacity	Connected
Brewer	8.1	8	west
			east and west

Tunnel Superintendent.

Mileage 7.4, length 520 feet, width 16 feet, clearance from top of rail, 23 feet.

	WEST TRA Inferior	INS	TAFT		l t		fices	Calls	Capa 44 ft.	city	EAST\ TRA Superior	INS
	Second Class	First Class	From P. Je	Symbols	SUBDIVISION	ler Off	ph Ca		ks	First Class	Third Class	
	417 Time Freight Daily	19 Psgr. Daily Ex. Sun.	Miles From D. W. & P. Jct.	3 Sym	STATIONS	Train Order Offices and Phone Offices	Telegraph	Sidings	Other Tracks	20 Psgr. Daily Ex. Mon.	418 Time Freight Daily	
	M	L 7.15M	3.6	K	DULUTH	A	4		el	A 9.35AM	ULL	
			2.5		GARFIELD AVE							
		7.29	0.0	,.	D. W, & P. JCT Jet. with N. P. Ry. 0.7					9.18		
		s 7.33	0.7	R	WEST DULUTH	T	WN			s 9.16		
	L 9.00PM	7.36	1.8	CKW	WEST DULUTH YARD	T	DU		455	9.12	A 7:00AM	
		f 7.53	9.4		NOPEMING	P			14	f 8.56		
	10.00	s 8.02	12.5		HARNEY	P		41		s 8.50	6.20	
	10.25	f 8.17	19.8	Y	siMAR	P		89	82	f 8.35	6.01	
	10.35	f 8.24	24.4		TWIG				16	f 8.28	5.51	
	10.46	f 8.29	27.0	w	BARTLETT	P	.6	90	9	f 8.23	5.44	
	11.00	f 8.40	33.2	1.4.		T	FR	42		f 8.12	5.30	
	11.22	f 8.55	41.6	w	8.4 SHAW	P		40		f 7.56	5.00	
Į	11.36	f 9.04	46.6	gati	WHITEFACE				20	f 7.46	4.35	
	11.50M	f 9.14	51.7		MELRUDE	P		59		f 7.37	4.20	
100	12.01	f 9.21	56.1		CENTRAL LAKES	P			10	f 7.29	4.05	
1	12.15	f 9.32	62.5	III W	6.4 PEARY			40		f 7.17	3.45	
	12.32	f 9.44	69.2		DEFOREST				5	f 7.05	3.25	
1	A12.40	9.50	71.8		south Loop		ten	01·2		7.00	3.15	
-	Direc	(roine)	73.3	CKW	WEST VIRGINIA	т	ws		268		L 3.00AM	
	TRE	A10.00PM	74.0	к	virginia	T	DE		1	L 6.50AM		
	Daily	Daily Ex. Sun.			CENTRAL TIME					Daily Ex. Mon.	Daily	
0	417	19	ni s	riati	e Printed Senar	10 1	plin	510	tite	20	410	

Train Order Offices Are Open as Follows:

Movement of Trains Must Have a Copy of the Rules Accessible and a Copy of the Curren

West Duluth, 8:00 A.M. to 12:00 Noon—1:00 P.M. to 5:00 P.M. and for No. 19. West Duluth Yard, 6:00 P. M. to 2:00 A. M. Taft, 6:30 A. M. to 12:00 Noon—1:00 P. M. to 3:30 P. M. West Virginia, 12:01 A. M. to 4:00 P. M. Virginia—Continuous.

Jeneral Superintendent, Winniped, Man, Despatchers office, Virginia, Minn. Telegraph call "DE"

H. A. Monteith, Chief Despatcher

H O Gish

H. G. Engstrom Despatchers
J. C. Tario

T. J. Plunkett, Relief Despatcher

W. J. Mason, Extra Despatcher

Winnipey

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Fre M	13 lay light on., .,Fri.	417 Time Freight Daily	19 Psgr. Daily Ex. Sun.	Miles From D. W. & P. Jct.	eculario Signatura de Companyo	departure if there are act particles in the special state of the freque ROOITATE must be	Train Order and Phone (Telegraph Calls	Sidings	Other Tracks	E	20 Psgr. Daily x. Mon.	418 Time Freight Daily	514 Way Freight Tues., Thurs.,Sat.
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8	.10	3.37	f 10.46	91.3	N. O.S.	3.7 IDINGTON	.ban	upat a	33	eir assi	f	6.06	1.07	and other maloyees
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11	.55M	5.56	f 12.16	137.9	******	ARBUTUS	. 01.50	eldie	59		f	4.42	10.20	11.05
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oi man	.50	7.45	1.30	167.0	dW/-a	1.8 Jet. with C. N. Rys. 1.0	P	one si	and o		331	3.25	7.15	ing Rule 31 (amended 8.45
A 2	.OOM	A 8.00M	A 1.35M	168.0	CKWY	FORT FRANCES	T	FC	Chigo V	riorid.	L	3.20AM	L 7.00M	L 8.30M Land and
Wed	n., ,Fri.	Daily 417	Daily Ex. Mon. 19	ial lis de going	A popular	CENTRAL TIME	nem owj mio	place	when the will	s that		Daily k. Mon. 20	Daily 418	Tues., Thurs.,Sat.

Train Order Offices Are Open as Follows:

Virginia—Continuous.
West Virginia, 12:01 A. M. to 4:00 P. M.
Britt, 6:30 A. M. to 11:30 A. M.—12:30 P. M. to 3:30 P. M.
Angora, 6:30 A. M. to 11:30 A. M.—12:30 P. M. to 3:30 P. M.
Cook, 9:00 A. M. to 5:00 P. M.—10:30 P. M. to 6:30 A. M.
Gheen, 9:00 A. M. to 5:00 P. M.—10:45 P. M. to 6:45 A. M.

Orr, 8:00 A. M. to 4:00 P. M.—11:00 P. M. to 7:00 A. M. Ray, 9:00 A. M. to 5:00 P. M.—10:30 P. M. to 6:30 A. M. Ranier—Continuous. Fort Frances—Continuous.

Cusson Subdivision Footnotes

Nos. 417 and 418 will register at West Virginia.

No. 417 must obtain terminal clearance at West Virginia. Switch at North Loop is operated from Virmount Tower, mileage 74.1.

No. 20 must obtain terminal clearance at Ranier.) has that edd no seiligue 201 slu I .

Draw bridge, mileage 165.4, will not clear a man riding on top or sides of cars or engines.

Junction switch at Duluth Junction is in normal position when set for Canadian National Railways. Trains will not receive terminal clearance at Duluth Jct. or North Loop.

Times shown at Fort Frances are for convenience only and do not convey any authority on Canadian National Railways.

Trains are governed by Canadian National Railways time table, Fort Frances Subdivision, between Duluth Jct. and Fort Frances.

Nos. 19 and 20 will stop on flag at Leander Spur to entrain and detrain passengers.

Positive stops for inspection of freight trains:

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in trains, the speed of

and the percentage of the Bure of	
Eastward	Ash Lake and Cook

Speed Restrictions good base guilband al

pilot on tender, shall not exceed a speed of twenty (20) miles per hour at any point.

8. Engines running tender first, other than Suburban

pony trucks, or all side rods have been removed are hau

Passenger trains	
Freight trains	25 miles per hour.
All trains: Bridge mileage 74.2 loop track	
All trains: Between home signals of interlocking	
Eastward freight trains: Draw Bridge mileage 1	65.4 5 miles per hour.
Westward passenger trains: Drawbridge mileage	

YARD LIMIT BOARDS are located as follows:

Ranier 10 6 75 follow	4455 feet west of siding west switch. 3500 feet east of Falls Jct. yard east switch.
Ash Lake	3850 feet west of siding west switch.
Orr	{ 2545 feet west of west switch. 4250 feet east of east switch.
Gheen	3670 feet west of siding west switch.
Cook.	2350 feet west of siding west switch.
West Virginia	6865 feet west of switch at North Loop.

Rallway Crossings at Grade

With G. N. Ry. (Main Track)	Mileage	74.1	Interlocked
With D. M. & I. R. Ry. (Main Track)	**	74.5	Interlocked
With G. N. Ry. (Loop Track)	"	74.6	Interlocked
With D. M. & I. R. Ry. (Loop Track)	"	74.9	Non Interlocked

Commercial Spurs

Forsman Spur	Mileage 87.5	Capacity 5	Connected
Leander	95.9	8	west
Haley Spur	105.0	on coi 15 mail a	ridisou east w engisivifulus a
Gundersen	115.7		east and west
Brown	124.2	15	th at the station tast and
Anderson	136.4	10	ll not be necessa tass. Ston.
Brewery	166.1	5	west

12. Freight trains passing stations where work trains are tied up will leave a

register of their train with engine watchman or with conductor of work train.

GENERAL SPECIAL INSTRUCTIONS

- 1. Time will be transmitted daily except Sunday from Montreal from 9:58k until be 10:00k Central Time.
 - 2. Rule 405 applies on the Taft and Cusson Subdivisions.
 - 3. Rule 42 applies on the Taft and Cusson Subdivisions.
 - 4. Single-arm train order signals will govern trains in both directions.
- 5. Where a speed restriction is prescribed, either by time table, train order or bulletin, specified speed must not be exceeded in any one mile.
- 6. The speed of light engines must not exceed thirty (30) miles per hour at any point.
- 7. Unless authorized by Special Instructions, trains must not take turnouts entering or leaving the main track at a greater speed than ten (10) miles per hour.
- 8. Engines running tender first, other than Suburban Tank Engines equipped with pilot on tender, shall not exceed a speed of twenty (20) miles per hour at any point.
- 9. In handling dead locomotives in trains, they must be hauled with the pilot first, except locomotives with trailing trucks from which the engine trucks have been removed, in which case they must be hauled with trailing truck leading.

The dead locomotive must be placed not less than five (5) and not more than seven (7) cars from the locomotive handling train.

If more than one dead locomotive in a train, they must be separated by not less than five (5) and not more than seven (7) cars; the separation being necessary to prevent extreme violence in starting; also to prevent concentration of weight on bridges.

When six or eight wheeled switch engines or engines from which engine trucks, pony trucks, or all side rods have been removed are hauled in trains, the speed of train must not exceed fifteen (15) miles per hour.

Locomotives just out of shop after repairs, will be treated similar to switch locomotives, over the first subdivision, and must not be handled at a speed greater than fifteen (15) miles per hour. If found O. K. after the first subdivision, they can be handled on any freight train.

Disabled engines from which three or more side rods have been removed on one or both sides must not be moved either dead or under steam at a greater speed than fifteen (15) miles per hour.

Disabled engines with main rod only disconnected but with side rods on all wheels, can be moved under their own power either light or hauling a train at a speed not exceeding twenty-five (25) miles per hour.

Pile Drivers, Steam Shovels, Hoist Cranes, (except Wrecking Cranes when moving to Wrecks) Steam Ditchers, or Drag Lines loaded on flat cars, must not be moved in trains unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to body of car and secured by safety chains, which must also be wired. This will not necessitate the taking off of cable, but ample slack must be allowed in cable to allow for curvature or slack.

Unless further restricted by special instructions, trains handling such equipment must not exceed 20 miles per hour. Speed must in all cases be regulated to safety limit in rounding curves.

When possible, at least three cars must be placed between this equipment and the engine handling train.

Pile drivers, steam shovels, scale test cars, boarding, advertising or other cars occupied by employees or passengers must be placed immediately ahead of caboose when handled on freight trains, and immediately ahead of passenger equipment when handled on mixed trains, except that when occupied boarding cars are equipped with steel underframes they may be handled in any location in freight or mixed trains.

Conductors will be held responsible for strict observance of this rule.

- 10. Trains must not pass a catch post where mail is to be picked up by them at a speed exceeding twenty (20) miles per hour.
- 11. Freight trains must be inspected within thirty (30) miles after leaving a terminal. Thereafter an inspection must be made at least every thirty (30) miles. On subdivisions where positive inspection points are shown they will govern instead of the foregoing, except that where a stop is made and inspection requirement is complied with at the station immediately in advance of the one shown as an inspection point, it will not be necessary to stop again at such designated point for inspection.
- 12. Freight trains passing stations where work trains are tied up will leave a register of their train with engine watchman or with conductor of work train.

- 13. Before moving or coupling on to cars being loaded or unloaded at freight sheds, team tracks and other places, or boarding outfit cars, snow plows, flangers, other units of work equipment and dead engines, persons in, on or about them must be warned to avoid injury.
- 14. Conductors are required to give personal attention to the switching at terminals and intermediate points.
- 15. Conductors of mixed and freight trains must see that doors of all empty cars in their trains are kept closed.
- 16. Air brakes must be in service while switching occupied passenger equipment, also while switching empty equipment on or off occupied passenger equipment.
- Before making a coupling to or between passenger equipment any of which contains passengers, stop must first be made not less than six and not more than twelve feet from the point where coupling is to be made.
- 17. Before coupling on to occupied boarding outfit cars, engine must be brought to a stop not less than six feet and not more than twelve feet distant.
- 18. In case of accident, Conductors of trains may command the service of work trains, trackmen and other employees in the vicinity when their assistance is required.
- 19. In the event of a train or engine striking stock or any obstruction, same must be brought to a stop and a careful examination made of equipment, to see that everything is in proper order before again proceeding.
- 20. Lamps and torches must be kept a safe distance away from gas transports, and cars being supplied therefrom, or when gas is being transferred from one car to another.
- 21. In all cases of derailment of, or accident to, passenger cars lighted with Pintsch gas or commercial acetylene, the supply of gas must be shut off by closing the stud valves in storage tanks underneath the car by means of the key provided for the purpose in the gauge box under the car. Trainmen will see that gas is shut off in all such cases. The valves are opposite to the standard threads; that is, turn to the left to close off, and to the right to open.
- 22. Laws of Minnesota require that trains or engines shall come to a full stop not less than 10 nor more than 60 rods before reaching any railroad junction or crossing at grade, unless such stoppage is rendered unnecessary by an interlocking plant or other device approved by the Railroad and Warehouse Commission.
- 23. Wooden under-framed empty flat cars, coal cars and Hart convertible cars must be handled on the rear of trains immediately ahead of caboose, such cars to be considered as empty unless loaded to twenty tons or over.
- 25. Operating Rule 15, paragraph 2 (Ruling): The explosion of two torpedoes is not a signal which of itself calls for a specific answer by means of the engine whistle; it is simply notice to reduce speed and look out for a stop signal which may be given or conveyed (a) by a flagman, or (b) by means of the outer red flag under Rule 42, which is a stop signal and is there in lieu of flagman; therefore, on seeing the flagman's signal in (a) or the red flag in (b), these signals only will be acknowledged by whistle signal 14 (g), in accordance with Rule 29.
- 26. Operating Rule 31 (amended): Signal 14(1) changed to—two long, one short, one long.
- 27. In the application of Rule 91, the restrictions on a light engine following any train will also apply to an engine moving with caboose only.
- 28. Operating Rule 93, paragraph 5 (amended): By night or in foggy or stormy weather a red light must be placed on any unattended cars or dead engines obstructing main tracks within yard limits.
- 29. Operating Rule 99 (Interpretation): Rule 99 requires that when the flagman has gone out the necessary distance under the conditions existing, he will place two torpedoes on the rail.
- It must be further understood that when the flagman goes beyond this point he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.
- 30. Operating Rule 103, paragraph 1 (amended): When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates or otherwise), a flagman must take a conspicuous position on the leading car.

- 31. Whenever it is necessary after arrival for a mixed train to back up the passenger cars away from a station platform in order to perform switching, unloading of freight, or other service, a second stop must be made at such platform before final departure if there are any passengers to detrain or entrain.
- 32. When spreaders are being used for spreading snow, ballasting and other operations, the speed of the train must not exceed fifteen (15) miles per hour, and frequent inspection must be made of the equipment to see that everything is in order.
- 33. The car capacity of sidings and other tracks is the total capacity, exclusive of turnouts, and deduction should be made for length of engine.
- 34. Backup air hose equipped with air whistle must be in service on rear platform of all passenger trains moving backwards and whistle sounded approaching public highway crossings or when necessary to warn persons crossing or approaching the track.

SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES

....8. 18.01

7.45

- 1. To All Employees—Employees must be thoroughly conversant with the Brake and Signal Equipment and instructions issued in connection therewith, and must report promptly any trouble or defects.
- 2. Responsibility—The Engineman and Conductor are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, also from any point where consist of train has been changed or hose uncoupled. Enginemen must personally handle brake valve when making all tests.
- 3. Terminal, Road and Running Tests—Engine and Train crews operating in United States territory must be governed by I. C. C.—A. A. R. Train Brake Test requirements.
- 4. Double Heading, Assisting and Pusher Service—When two or more engines are used in any train all hose must be coupled, and brakes tested and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all except the leading engine. In case of the leading engine giving up the train short of the destination of the train, a test of the brakes must be made to see that the same are operative from the engineman's valve of the engine remaining with the train.
- 5. Observing Air Gauges—Air gauges on engines and cabooses must be observed frequently to see that maximum pressure is being maintained.
- 6. Setting Out Cars—When cars are set off at any point between terminals auxiliary reservoirs must be bled before the hand brakes are applied.
- 7. Standing on Grades—When the engine, either with or without cars, is to be uncoupled from the train on a grade, a sufficient number of hand brakes must first be applied to hold the portion of the train to be left standing. After recoupling, hand brakes must not be released until it is known that the train air brake system is fully charged.
- 8. Calling For Brakes—A call for brakes when running must be promptly responded to by each Trainman, opening a Conductor's valve, and then applying hand brakes.
- 9. Retaining Valves—Retaining valves must be used when descending the grades designated in special instructions.
- 10. Operative Brakes—All trains going to the United States must have 100% of brakes operative leaving the last terminal and must not be run with less than 85% at any time. When necessary to cut out brakes on any cars enroute in such trains they must be placed together at the rear of the train ahead of the caboose before entering that territory.

Cheen, 9:00 A. M. to 5:00 P. M - 10:45 P. M. to 6:45 A. A.

INSTRUCTIONS TO PASSENGER TRAIN CONDUCTORS AND TRAINMEN

TOLINESIFICATION AND PERCENTAGE RATING OF LOCOMOTIVES

Conductors and trainmen assigned to passenger train service, when on duty, are required to be neat and clean in their appearance, dressed with standard uniform, clean plain white or blue linen, black shoes, black tie, clothes pressed and brushed.

At initial stations the conductor should stand at the rear of the train when practicable. Trainmen must stand between the coaches (with stepping boxes when necessary), coats buttoned, ready to ask destination and direct passengers to their proper cars. As far as possible at all stations each open coach vestibule should be protected by some member of the train crew.

Employees on passes are prohibited from riding in first class coaches in dirty or greasy working clothes which would soil seats in coaches to the detriment of other passengers who might afterwards occupy such seats.

where passengers may be required to change, trainmen will announce change of cars and name principal stations along the line or lines to which passengers may be destined. Coach seats must be turned in the direction in which train is running when not in use. See that all coaches carrying passengers are supplied with water for drinking and washing. Stepping boxes must be used when required; coach closets should be locked before arriving at Terminals or important stations. Attention must be given to the heating, ventilating and lighting; the end to be attained is comfort, proper ventilation and even temperature. The carriage of other than reasonable hand baggage in coaches and obstruction of car aisles and vestibules must not be permitted. Doors and vestibules of passenger equipment being dead-headed must be kept closed.

On passenger and mixed trains vestibule doors and platforms of coaches must be closed between stations. Vestibule curtains should be closed and not be uncoupled until train stops at Terminal or whenever change is made in equipment. Tail gates, chains or bars at the rear of last car on train must invariably be kept closed and securely fastened, and the appliance at the rear of the last passenger car must also be

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kept closed and securely fastened when a baggage car, flanger or caboose is immediately behind it.

On arrival at Terminals, stand at coaches, in full uniform, until all passengers have detrained, and direct passengers to exit or give information that may be asked for.

Train baggagemen must not permit any one to ride in baggage cars except officers of this railway and the Express Company, messengers and conductors and brakemen in the discharge of their duties. Train baggagemen must remain in the baggage car, except when required by the conductor to perform other duties. When necessary to leave the car, they must see that all the doors are locked.

Conductors of trains carrying passengers must report by wire to their Superintendents any case or cases of which they have knowledge or have reason to suspect of a passenger or passengers suffering from contagious or infectious diseases having travelled in any of the cars in their train, in order that arrangements may be made for such cars to be immediately fumigated.

PERSONAL INJURIES

1. Whenever passengers or employees are injured, everything must be done to care for them promptly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the

Company surgeon can take charge of the case.

No surgical operation must be performed until the arrival of the Company surgeon unless it may be required for the immediate safety of the patient.

2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.

When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Local Surgeon being notified by wire to come immediately to the place of the accident.

3. If persons are killed in train operation, the trainmen who are aware of the circumstances may remove the bodies from the railway right of way and transport same to the nearest station, if possible within the same municipality, where the Coroner should be notified immediately.

If a body is found on or near the right of way by sectionmen or train crew, it is permissible to make an examination of the body to ascertain if any signs of life are present, and, if so, immediate first aid should be given and the nearest available doctor called, or, if able to be moved safely, the patient taken to his office. If the person is dead and no delay in fraffic will be caused, a guard should be left with the body until the Coroner is notified and instructions obtained by him as to disposal. This applies particularly to cases where there may be a question of foul play, poisoning, etc.

4. A report of all accidents must be made, and immediately sent by wire to officers stated on Form 3903, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons

on the train, and of the injured, and the extent of their injuries. This information Must be obtained on form 3904.

5. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employees, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

6. In every case of personal injury in any Department, a full and complete report must be made at once by every employee immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.

7. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and addresses of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified and immediately turned over to the Superintendent.

8. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

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 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 Chief Despatcher of the Division.

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 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 telegraph 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 Medical Officer and the Auditor.

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 duty only, and will not include 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, see instructions under heading "Personal Injuries," paragraph three.

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Virginia, Minn	MEDICAL DEPART Chief Surgeon District Medical Offic Surgeons Surgeon Surgeon *Also Eye, Ear and Phy HOSPITALS	MENT *Dr. E. N. Peterson Dr. R. P. Pearsall Drs. David A. Sher and W. S. Neff rs. Karl Emanuel, S. N. Litman, *E. W. Minty Dr. F. G. Chermak Dr. William C. Heiam sical Examiners Municipal Hospital { St. Luke's St. Mary's Webber	Speed per Hour stands of the s	SPEED 1 Mile in Min. Sec. 12. 6. 4. 3. 2.24	Speed per Hour 30 35 40 45 50	2. 1.42 1.30 1.20 1.12	Hurst's Jewelry Store McCabe Jewelry G. H. Gledhill	care for them premetry. If they nearest place at which the Conners nearest Company surgeon. If the innuedately produced, the conduct a seriest cargeton available to add a seriest cargeton available to add a makes it may be required for the unless it may be required for the selection must be sele, must give their undivided at selection to those who are signed for this purpose, the conductors its return or safe keeping attending the interest of the selection of the local Surgeon being notified in the Local Surgeon being notified in a same to the nearest aution if the confined in making the permeasures and the same to the nearest aution if the permeasure of the nearest aution if the permeasure of the nearest aution if the permeasure of the nearest aution of the permeasure of the nearest aution of the permeasure of the contract of the con

EQUATED TONNAGE RATINGS

GENERAL INSTRUCTIONS

1. The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents,

> Example—(1) 42 Cars......Total Gross Weight.....2100 Tons EQUATED TONS...2520 (2) 84 Cars.....Total Gross Weight.....1680 Tons Car Factor....10x84 Cars...... 840 Tons

2. The car factor is an allowance for frictional car resistance and varies on different subdivisions according to the ruling grade, the principle being that on low gradients the frictional resistance is a higher proportion of the total resistance than on steeper gradients. By use of the car factor the trainload is so adjusted that the resistance is the same for all trains of equal equated tonnage whether composed of fully loaded, partly loaded or empty cars.

EQUATED TONS...2520

3. Established ratings will be exceeded by 1% if by so doing another car can be handled in the train.

4. The equated ratings shown are "A" or fair weather. These ratings will be reduced as authorized by ratings "B" to "K" for temperature.

TONNAGE REDUCTIONS

TEMPERATURES	Weather Condition Modifications					
IEMPERATURES -	RATING	Reduction in tonnage				
To 25°F. above. 24°F. above to 11°F. above (or bad rail). 10°F. above to Zero. Zero to 10°F. below. 11°F. below to 20°F. below. 21°F. below to 25°F. below. 26°F. below to 30°F. below. 31°F. below to 35°F. below. 36°F. below to 40°F. below. 46°F. below to 45°F. below.	A B C D E F G H I J K	NII 5% 10% 15% 20% 25% 30% 35% 40%				

The Chief Despatcher will issue special instructions in case of storm or temperatures lower than those shown.

- 5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first outward trip and 10% light on return trip. Locomotive Foreman will advise Train Despatcher and Yardmaster in such cases.
 - 6. Passenger engine in freight service will be allowed a further reduction of one hundred (100) tons.
- Unless special ratings are given, a reduction of 10% from the ratings shown in tables will be allowed for certain specified time freight trains. General Superintendent of the district will designate for which trains this allowance is to be made.
- 8. When an engine of different capacity from those shown in the tables is used, the proper equated tonnage will be arrived at by taking the rating for the 100% engine and reducing this figure to the percentage rating for the engine in question. This is done by multiplying the equated tonnage of the 100% engine by the percentage of the engine in question and striking off the last two figures.

Example—To find the equated tonnage for a 38% engine. Equated tonnage for a 100% engine = 5835. 5835 x 38 = 2217.30 Equated tonnage for 38% engine is therefore 2217

9. To determine proper tonnage for pusher, double-header or helper engines, unless special rating is given, add to equated rating of the first engine 100% of the equated rating in effect for each class of helper.

10. In making up trains, weights must be obtained by taking tare and contents from the waybill. When tare weights are not available, car weights may be taken as under:

Passenger Cars-6 wheel trucks (Baggage, Steel Underframe Gondola Cars......20 tons Freight Refrigerator Cars. 30 tons
Steel Automobile and Box Cars. 25 tons
Steel Frame Automobile and Box Cars. 21 tons Caboose......20 tons Wooden Frame Automobile and Box Cars.....18 tons

11. In computing tonnage, fully loaded cars of grain, coal, rails, ties, lumber, pulpwood, etc., for which weights are not shown on waybill, will be considered as carrying the marked carrying capacity of the car, except that where weight agreement weights are shown on way bills covering cars of pulpwood, such weights will govern.

- 12. When dead engines are included in a train, four times the car factor will be added to the actual weight of each engine.
- 13. The ratings given in the rating table are for the ruling grade; excess tonnage will be handled when it is to be set out short of or picked up beyond the ruling grade.
- 14. When an engine is unable to handle the authorized rating, a joint message, signed by Conductor and Engineman, will be sent to the Chief Despatcher, advising the reduction made and giving the reason for same.
- 15. Yardmasters and Conductors will be held responsible for their trains being loaded to full authorized rating, less the proper reduction for weather or rail condition, when tonnage is available.

1000			E	QUATED TONNAGE RATINGS				
Westward (Read Down)					Eastward (Read Up)			
Car Factor	44% Eng.	50% Eng.	100% Eng.	B	100% Eng.	50% Eng.	44% Eng.	Car Factor
				TAFT SUBDIVISION				
5 5 10	1115 1920 2730	1270 2185 3410	2540 4370 6820	West Duluth and Harney Harney and Simar Simar and Virginia	10570	5285	4650	12
				CUSSON SUBDIVISION				
6 6 6 9 9	1410 1830 1830 2665 2665	1600 2080 2080 3030 3030	3200 4160 4160 6060 6060	BETWEEN Virginia and Britt Britt and Forsman Forsman and Ash Lake Ash Lake and Ray Ray and Fort Frances	3640 3640 4000 4000 6060	1820 1820 2000 2000 3030	1600 1600 1760 1760 2665	6 6 6 6 9

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

General Instructions

Cars containing EXPLOSIVES or tank cars placarded DANGEROUS must not be handled in a train which carries passengers, except on lines where there are no regular trains operating in freight service only.

Cars containing EXPLOSIVES must have air and hand brakes in service, and the train and engine crew must be advised

in writing of the presence and location in the train of such cars.

Cars containing EXPLOSIVES must not be placed in trains next to dead engines, loaded tank cars, refrigerator cars equipped with automatic refrigeration of the gas-burning type, wooden frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel or similar lading which by shifting on account of rough handling may break through end of car containing EXPLOSIVES; nor next to cars containing lighted heaters, stoves or lanterns; nor next to cars with live stock or poultry in charge of an attendant.

Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves or lanterns; nor next

to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to gondola or flat cars with lading such as logs, lumber, rails, pipe or similar articles which are liable to shift.

On Through or Local Freight Trains the Following Also Applies

Cars containing EXPLOSIVES must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the engine nor the eleventh car from the caboose, if the length of the train will permit, and when helper power is cut in, must be separated from such helper by at least one car; on local freight trains, they must not be placed nearer than the second car from the engine or caboose; and on through and local trains they must not be placed next to box cars placarded DANGEROUS unless the remainder of the train consists only of such cars.

Placarded loaded tank cars must not be placed in through freight trains nearer than the sixth car from the engine or caboose,

and in local freight trains not nearer than the second car from the engine or caboose, when length of train permits; this does not apply when train consists of loaded tank cars only.

Where Only a Mixed Train Service is Operated or Where Passengers Are Carried in the Caboose of a Freight Train the Following Also Applies

A car containing a shipment of EXPLOSIVES not exceeding 1000 pounds must be so placed in the train that not less than three freight cars are between it and the car carrying passengers and not less than one freight car between it and the engine

A car containing a shipment of EXPLOSIVES in excess of 1000 pounds must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the engine

NOTE—Not more than one car of EXPLOSIVES may be handled in a mixed train, or where passengers are carried in the caboose of a freight train.

When practicable to do so, a car containing EXPLOSIVES must be placed between freight cars not bearing DANGEROUS or POISON GAS placards.

Tank cars placarded DANGEROUS must not be placed next to cars carrying passengers or next to the engine.

SHOTTOWATER LABORS

1. The equated tonnege of any train is determined by maticiplying the number of cars in the train by the car factor and adding the result to the sum of the care and contents.

Example—(1) 42 Cars...... I ed Gross Weight 2190 Tons TO 20 20 20 20 20 EQUATED TONS ... 2520

2. The car factor is an allowance for frictional car quistance and varies on different subdivisions according to grade, the principle being that on low gradients the fricts of resistance is a higher proportion of the total resistance to an existence is the resistance in the trainload as so adjusted that the resistance is the assis for all train of equal equated tonnage whether composed of fully loaded, partly loaded or empty cara.

3. Established ratings will be exceeded by 1% if by to doing snother can can be bandled in the train.

4. The equated ratings allows are "A" or fair weather. These ratings will be reduced as authorized by ratings "N to "K"

Reduction in tonnage	RATING	- SMPERATURES
Squares in new states	Onital.	
NH 55% 15% 15% 20°5 20°5 20°5 20°5 20°5 20°5 20°5 20°5	ABOUTH OF LUX	To 25°F, above 24°F, above to 11 F, above (or had rail) Ziore above to 210, 11°F, below to 20°F, below 21°F, below to 20°F, below 21°F, below to 30°F, below 31°F, below to 30°F, below 41°F, below to 40°F, below 45°F, below to 40°F, below

The Chief Despatches will leade special instructions in case of storm or sengeratures lower than those allower.

5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first outward trip and 10% light on return 11. Locomotive Foreman All calcium Train Decomplement Vardum ter in such cases.

6. Passance engine in Lightle service will be allowed a further reducting of one hundred (100), tensor

7. Unless special rations are duen, a reduction of 107 from the rathers shown in tables will be allowed for certain specified time freight trains. General Sa counterdent of the district will design to be which trains. General Sa counterdent of the district will design to be which trains.

B. When an engine of different expective from those at wear in the tables is used, the proper equated commary will be critical at by taking the rating for the 100 c engine in question. This is done by ranifolding the copyright that the

Example-To find the constant bounce for a 58% engine.

Equated toucast for a 100% engine == 5835.

Equated toucast for a 100% engine == 5835.

Equated tomorgi for 35% engine is therefore 2217

9. To determine proper to make her pusher, doubled arter or helper regiment upless seed at rating is given, will to a quated rating of the first engine 100 % of the equated rating in a set of seed class of helper.

10. In making up train, weldts must be distaired by taking ture and contents from the waybill. When the religious not a wilable, our weights use the clean association in Passenger Corn - 4 when Arnold

Hart Convertible Cars
Flat Cars
Flat Cars
Depressed Flat Cars
Cabonse
Cabonse
20 tons

II. In computing tennage, fully loaded care of prairies at lamber, pulpwood, rec., for which weights are not shown on wayfull, will be considered as carrying the marked carriving capacity of the car, except that where weight experient weights are shown on way bills executing care of pulpwood, treb weights will govern.

EQUALED TOMINGE RATINGS

"12, When dead engines are included in a train, four times the early ofter will be added to the actual weight of each engine.

The tarings of some the rails are to the rails, crede the set out to be set out series comage will be handled when it is to be set out short or or proked up beyond the rails, crede.

14. U. Nick an angine is unable to unable the surborized rating a frint message, signed by Conductor and Engineman, will be went to the Chief Despatcher, advisor the reduction made and twing the reason for some.

IS. Vardmesters and Conductors will be held responsible for hele trains being loaded to full authorized rating, less the proper reduction for weather or rail condition, when connege is available

				RATINGS	B	EQUATED TOWNA				
	(Read Up)	Esstward						(Read Down)	Westward	
Car	44% Eng.	50% Eng.	100% Eng.				Sent Sent	SO% Eng.	44% Eng.	Car Factor and stand

				TAFT SUBDIVISION					
EL	4650	6286	10570	BETWEEN West Duluth and Yarney Harriey and Sinner Sinner and Vivginia		1270 2185 2410	1118e 1120 1920 2730		
				COSSON SUBDIVISION					
0 0 0 0	1600 1600 1760 1760 2665	1820 1829 2000 2000 3030	3640 3640 4000 4000 6060	GETWEI Vieginia and Siet Evit and Furanan Fortman and Am Lake Ash Lake and Furit Stances Hay and Furit Stances	0046 00 f4 00 f4 00 f8 00 f8	7500 2080 2080 3030 3030	1810 1830 1830 2865 2865	0 0 0 0 0 0	

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

AOUS must not be handled in a train which carries passfight service only in the tr service, and the train and engine erew must be advised

Conditional partition of the placed in the placed in the in fact or good ole care, earloads of pipe, lember, poles, from the with his stock or poultry in charge of an attendant containing lighted becters, stoves or lanterns; nor near rock as light laminer faith, pipe or similar articles whichers hallfe

On Through or Local Freight Trains the Following Also Applied

than the sixteenth car from the engine nor the eleventh car from that shoes, if the length of the train will permit, and when helper power is cut in must be reparated from such helper by at let those carry on local freight trains, they must not be placed never than the second car from the engine or capous; and on throught and local trains they must not be placed of the train permits; this does not apply when their consists at leaded from consists at leader from the case of the train of the train permits; this does not chins near the middle of the train and must not be nearer

Where Only a Mixed Train Service to Operated or Where Pake in ore Are Carried in the Caboose of a Kreight Train the Following Also Applies

A car containing a shipment of PXPLOSIVES not exceeding 100 counds must be so placed in the train that not less than three freight ours are between it and the our currying passengers ago at her tour one freight car between it and the engine

A car containing a shipment of IX (LOSIVES to excess of 190) pour de must be so placed in the train that not less than five freight cars are between it and the car carrying parents and not be a than three freight cars between it and the engine

NOTE-Not more than one car of EXT LOSIVES may be handled in a mixed train, or where passengers are carried in the

Tank cars phoarded DANGEROUS must not be placed next to cars curreing passengers or next to the engine.