

**Safety Always**

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**QUEBEC NORTH SHORE  
AND LABRADOR RAILWAY**

**Moisie Division**

**TIME 12 TABLE**

**Taking Effect 12:01 A.M.**

**Sunday May 8, 1966**

**Governed by Atlantic Standard Time**

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

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

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**A. Bybee  
GENERAL MANAGER**



**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.

## TIME TABLE NO. 12, MAY 8, 1966

**D. B. NEUFELD Superintendent** ..... Sept-Iles

**G. F. McDonald Trainmaster** ..... Sept-Iles  
**L. A. Lamontagne Trainmaster** ..... Sept-Iles  
**R. P. Morris Trainmaster** ..... Sept-Iles  
**A. F. Jellett Trainmaster** ..... Sept-Iles

**W. A. Adams Road Foreman of Engines** ..... Sept-Iles  
**B. Gosselin Road Foreman of Engines** ..... Sept-Iles

**K. N. Bacon Chief Dispatcher** ..... Sept-Iles  
**G. T. O'Connor Assistant Chief Dispatcher** ..... Sept-Iles

<p><b>M. G. Brown</b>  <b>J. G. Vienneau</b>  <b>R. J. Deschenes</b>  <b>A. J. Deciccio</b>  <b>J. R. Thibault</b>  <b>W. G. Lee</b>  <b>J. A. Papillon</b>  <b>J. A. Boucher</b>  <b>J. R. Bernard</b>  <b>J. B. Murray</b></p>	}	<p><b>Dispatchers</b> ..... Sept-Iles</p>
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**J. J. MILLER Chief Mechanical Officer** ..... Sept-Iles  
**B. Carrier Mechanical Supervisor** ..... Sept-Iles

**M. MICHAUD Chief Engineer** ..... Sept-Iles  
**R. W. MacLean Engineer Maintenance of Way** ..... Sept-Iles

**L. P. Ditner Roadmaster** ..... Sept-Iles  
**C. J. Doiron Roadmaster** ..... Sept-Iles

**W. E. SWITZER**  
**Superintendent of Signals**  
**and Communications** ..... Sept-Iles

**J. R. Doucet Signal Supervisor** ..... Sept-Iles  
**N. A. Hagan Communications Supervisor** ..... Sept-Iles  
**C. W. Robertson Electronics Supervisor** ..... Sept-Iles

### 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 "Frft."** - Train with freight cars; train with van only; train with locomotive only. All except ore.

**Designation "Ore"** - Train with one or more carloads of ore.

### GENERAL

	Miles Per Hour		
	Exp.	Frft.	Ore
At any point.....	50	40	30
On curves at any point.....	40	40	30
Within yard limits.....	15	15	15
Trains or engines shoving cars.....	20	20	20
Trains handling auxiliary derrick.....	30	30	30
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.....	20	20	20
in operation.....	15	15	15
Trains handling wedge type snow plow, in service or in train.....	35	35	30
Trains handling scale test car no. 1.....	20	20	20
Trains handling air dump cars or loaded ballast cars.....	35	35	30
When using cross-overs or turn-outs:			
to or from main track.....	15	15	15
to or from yard track or back track.....	15	15	15
wye tracks.....	10	10	10


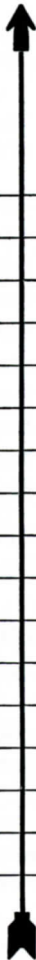
### WACOUNA SUBDIVISION

Location	Miles Per Hour		
	Exp.	Frft.	Ore
Maximum Speed:			
Between Mile 7 and Mile 57.9 at any point..	50	40	30
Between Mile 7 and Mile 57.9 on curves....	40	40	30
Between Mile 11 and Mile 12.....	20	20	20
Between Mile 12 and Mile 37.7.....	30	30	30
Between Mile 46.5 and Mile 49.6.....	30	30	30
Between Mile 51.5 and Mile 51.8.....	35	35	30
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	30
Between Mile 88.6 and Mile 90.7.....	30	30	30
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 132.1.....	40	40	30

### MENIHEK SUBDIVISION

Location	Miles Per Hour		
	Exp.	Frft.	Ore
Over Menihék Dam and by Power House....	25	25	25

**TIME TABLE NO. 12, MAY 8, 1966**

NORTHWARD (Read Down)			Station Numbers (Nearest Mile Post)	<b>WACOUNA SUBDIVISION</b>	Station Signals	Miles from Sept-Iles	Ore Car Capacity		SOUTHWARD (Read Up)	
	Symbols	Train Order Office or Telephone					Sidings	Other Tracks		
				<b>STATIONS</b>						
				<b>SEPT-ILES</b>	S	3.3	YARD			
		CKYZ	P	3	3.2					
			P	6	KEMAT*	KM	6.5	177		
			P	8	1.8					
			P	18	ARNAUD JCT*	AD	8.3			
			P	27	9.8					
			P	35	TELLIER	RI	18.1	170		46
			P	45	9.3					
			P	57	SAUMON	SO	27.4	167		47
			P	69	8.2					
			P	79	NICMAN	NC	35.6	170		55
			P	90	9.7					
			P	101	NIPISSE	NP	45.3	168		45
			P	120	11.9					
			P	138	TIKA	KA	57.2	171		59
			P	155	11.2					
			P	166	TONKAS	YS	68.4	205		33
			P	178	11.2					
			P	186	PREMIO	PR	79.6	184		52
				10.1						
				CANATICHE	CA	89.7	168	60		
				11.4						
				WACO	WA	101.1	175	39		
				19.4						
				DUFRESNE LAKE	DK	120.5	173	30		
				17.5						
				ERIC	RC	138.0	180	23		
				17.3						
				SEAHORSE	HO	155.3	170	23		
				10.4						
				EMBAR	MA	165.7	134	50		
				12.1						
				PITAGA	PA	177.8	167	23		
				8.3						
				OREWAY	RW	186.1	1-176 2-148	163		

**SÉCURITÉ D'ABORD!**

**WACOUNA SUBDIVISION FOOTNOTES**

Movement of trains and engines governed by CTC Rules 261 to 273 inclusive and by special instructions.

**Other Tracks**

Quarry Spur, mileage 16.2, points facing south. (Electric Lock)  
Ballast Spur, mileage 83.7, points facing south. (Electric Lock)

\* See Special Instruction 14.

Permanent wayside phones are installed at various locations and are plainly identified with a large letter 'P'.

**Yard Limit Signs**

Sept-Iles—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.

**TIME TABLE NO. 12, MAY 8, 1966**

NORTHWARD (Read Down)			Station Numbers (Nearest Mile Post)	<b>MENIHEK SUBDIVISION</b>		Station Signals	Miles from Sept-Iles	Ore Car Capacity		SOUTHWARD (Read Up)	
	Symbols	Train Order Office or Telephone						Sidings	Other Tracks		
↓	KY	P	186	Centralized Traffic Control	<b>OREWAY</b>	RW	186.1	1-176 2-148	163	↑	
		P	194		7.5 DRY LAKE	DY	193.6	177	21		
		P	204		10.6 ASHUANUPI	HU	204.2	177	20		
		P	215		10.9 ROSS BAY	RB	215.1	171	48		
		P	224		8.9 ROSS BAY JCT	HK	224.0				
		P	227		3.2 EMERIL	MR	227.2	182	32		
		P	244		16.8 SHABO	BO	244.0	174	24		
		P	256		12.0 TALZIE	AZ	256.0	172	34		
		P	267		10.8 SAWBILL	SW	266.8	173	24		
		P	286		19.2 ESKER	KS	286.0	166	23		
		P	290		4.2 LIVINGSTON*	SA	290.2				
		P	297		6.7 CAVANAGH	AH	296.9	168	51		
		P	308		11.0 FADEN	FN	307.9	158	25		
		P	328		20.5 MENIHEK	NK	328.4	170	24		
		P	337		9.0 ASTRAY	RY	337.4	166	17		
		P	344		6.2 REDORE JCT	RD	343.6				
		P	352		8.0 GILLING	GI	351.6	136	19		
		P	353		1.6 KNOB LAKE JCT	KL	353.2				
		CKYZ	P		355	2.1 SILVER	KB	355.3	YARD		

**ACCIDENTS ARE DEADLY REAPERS!**

**MENIHEK SUBDIVISION FOOTNOTES**

Movement of trains and engines governed by CTC Rules 261 to 273 inclusive and by special instructions.

**Yard Limit Signs**

Silver—2000 feet south of South Switch.

**OTHER TRACKS**



Ballast Spur, mileage 240.2, points facing south. (Electric Lock)  
 \*Ballast Spur, mileage 290.2, points facing north. (Electric Lock)  
 Spur, mileage 330.2, points facing south. (Electric Lock)

Note: The Pole Line averages 20 poles per mile.

**THE FOLLOWING SYMBOLS INDICATE**

- \* See footnote.
- B . . . Bulletins and train register.
- C . . . Fuel.
- F . . . Flag stop to receive or discharge traffic.
- K . . . Standard clock, bulletins and train register.
- 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 between main tracks.
- Y . . . Wye.
- Z . . . Yard limits.

**TIME TABLE NO. 12, MAY 8, 1966**

NORTHWARD (Read Down)			Station Numbers (Nearest Mile Post)	REDORE SUBDIVISION	Station Signals	Miles from Redore Jct	Ore Car Capacity		SOUTHWARD (Read Up)
	Symbols	Train Order Office or Telephone					Sidings	Other Tracks	
	Z	P	344	REDORE JCT	RD	.0			
		P	B-4	REDORE	RO	3.6	YARD		



**REDORE SUBDIVISION FOOTNOTES**

All trains and engines will obtain permission from dispatcher before using trackage from Redore to Redore Jct.

**YARD LIMIT SIGNS**

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

**Note:** The Pole Line averages 20 poles per mile.

NORTHWARD (Read Down)			Station Numbers (Nearest Mile Post)	KNOB LAKE SUBDIVISION	Station Signals	Miles from Knob Lake Jct	Ore Car Capacity		SOUTHWARD (Read Up)
	Symbols	Train Order Office or Telephone					Sidings	Other Tracks	
	Z	P	353	KNOB LAKE JCT	KL	.0			
	KY	P	A-4	SCHEFFERVILLE	SC	4.4	YARD		

**KNOB LAKE SUBDIVISION FOOTNOTES**

All trains and engines will obtain permission from dispatcher before using trackage from Schefferville to Knob Lake Jct. Telephone located at switch of New Station lead from I.O.C. Yard may be used for this purpose.

**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 governed by Rule 93.

**LOCATION OF STANDARD CLOCKS**

Sept-Iles.....Dispatcher's Office  
 Sept-Iles.....Train Order Office  
 Sept-Iles.....Diesel Shop  
 Oreway.....Train Order Office  
 Silver.....Register Room  
 Schefferville.....Station Office

**Note:** The Pole Line averages 20 poles per mile.

**SPECIAL INSTRUCTIONS**

**SIGNAL SYSTEM**

1. Rule 104B is modified to read as follows:

When a train or engine is stopped by a signal governing movement over a dual control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the train dispatcher and be governed by his instructions. Such instructions must include information as to the route to be used. The instructions must be on clearance Form C and repeated to ensure correct understanding.

When a train or engine is required to move over a dual control switch under a Stop indication, movement must not be made until after selector lever has been taken out of "power" position and placed in "hand" position. Hand throw lever must be operated until switch points are seen to move with the movement of hand throw lever. Switch must then be lined for the route to be used. Selector lever may be restored to "power" position and locked as soon as any part of train or engine passes the signal.

When switching is to be done over a dual control switch, the switch may be operated manually by a member of the crew after

**SPECIAL INSTRUCTIONS (Cont'd)**

authority to do so has been verbally obtained from the train dispatcher. Selector lever must then be placed in "hand" position and hand throw lever operated until switch points are seen to move with the movement of the hand throw lever. Selector lever must be left in "hand" position until switching movements have been completed.

When selector lever is placed in "hand" position, all signals governing movements over the switch will display stop indication. The indication of stop signals may be considered temporarily suspended and movements may be made on hand signals until switching completed and selector lever is restored to "power" position and locked. Train dispatcher must be notified when switching completed and selector lever has been restored to "power" position and locked.

2. Rule 264 (c) is modified to read as follows:

Instructions received from the train dispatcher must be on clearance Form C and repeated before being acted on and train dispatcher must make the proper record immediately.

3. Rule 266 is modified to read as follows:

A train or engine may be given exclusive occupancy of a track or tracks within specified limits and specified times to work when authorized by the train dispatcher on clearance Form C.

When requesting track and time limits, employee will give his name, occupation, train or engine number and specify time and work limits and track or tracks to be used. When such authority is granted, the instructions must be on clearance Form C and repeated to the train dispatcher before being acted on and no movement may be made under this rule until the engineman has been advised and understands the track and time limits granted.

After the train or engine has entered the limits specified, the train dispatcher must block all levers controlling signals governing movements into such limits at Stop and must not remove lever blocks nor permit any other train or engine to enter the limits until track and time limits have expired unless the train or engine is reported clear of the track or tracks specified.

During the period track and time limits are authorized the train or engine may use the track or tracks specified in either direction AT RESTRICTED SPEED without flag protection.

The train or engine must be clear of the track or tracks specified, switches restored to normal position before expiration of the time specified and train dispatcher so advised. If additional time is required, authority must be secured from train dispatcher before previously authorized time expires.

4. If dispatcher issues authority for a train or engine to proceed from a Stop signal, following a preceding train, the following train must proceed at Restricted 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.

5. 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.

6. 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 by rule 264.

7. Protection of the rear of a train or engine on the main track, within limits of CTC when such signals are in service, is not required.

8. An automatic Hot-Journal or Hot-Wheel detector is installed at Mile 14.4. This detector is described as a "Thermo-Scanner" unit but for our purpose shall be termed "Scanner" and be referred to as such. The Scanner controls a double aspect signal installed, facing north, at Mile 13.23. This signal in its intended operation shall display either of two indications, namely:

Red over Lunar, Stop Signal—Stop. After Stopping call train dispatcher by train radio or by telephone and be governed

by his instructions. Before proceeding, employee must press push button, installed in a box attached to the track side of signal case, and hold it fully depressed for at least 3 seconds.

Lunar over Lunar, Clear Signal—Proceed. Be prepared to respect a stop indication should signal change to stop before being reached.

Lunar indication is of silver or moonlight colour.

Trains stopping for stop signal should stop promptly but, considering length of train and preview of signal, need not stop before reaching signal. Dispatcher's telephone is provided at the signal and at Mile 13.

Scanner will also inspect northward trains but our South Tellier northward cTc signal and its approach signal, in normal usage, will be used to protect those movements.

**Note:** If light is absent in top aspect of signal it shall be respected as a Stop Signal.

9. 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.

10. 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. When a train or engine 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.

12. 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.

13. Dwarf signals, double aspect signals and single aspect signals equipped with marker "A" displaying red are STOP signals and must not be passed except as provided by Rules 104B and 264. Other Block signals displaying red are STOP AND PROCEED signals.

14. Single point Dual Control derail switches are installed at clearance point on lead to Arnaud Railway interchange trackage at North Kemat and at Arnaud Jct. The derail switch works in conjunction with the QNS&L main track switch at each location and if main track switch is manually operated the connecting derail switch must also be manually operated as provided in Special Instruction 1.

15. At Ross Bay Jct, spur trackage 1200 feet in length is provided at the east end of yard to serve as a yard switching lead. A dual control switch connects the spur track with the QNS&L yard lead just south of CTC signal No. 02, which governs southward movements from yard. The spur dual control switch, normally lined for switching lead, operates in conjunction with the QNS&L main track dual control switch. If either switch is operated manually both switches must be so operated, complying with Special Instruction 1.

Two push button type electric switches are installed in a locked box on CTC signal No. 02. One push button switch is marked CLEAR and one is marked STOP. The use of switching lead must be authorized by the QNS&L train dispatcher. When so authorized a crew member may operate the push button switch marked CLEAR and obtain a Restricting Signal indication from signal No. 02 permitting movement into switching lead or a Restricting Signal indication from signal No. 01 permitting movement from switching lead or from either such signal automatically during the authorized use of the dual control switch track section. Stop signals must not be passed except as provided in Special Instruction 13.

The train dispatcher shall clearly state the clock time limits of authority for the use of the dual control switch section and such use must be completed within those limits or additional authority

SPECIAL INSTRUCTIONS (Cont'd.)

must be obtained. When all movements over the switch section are completed and all equipment is clear of the switch and signal circuits, the train dispatcher must be so advised and the push button marked STOP must be operated to restore all track circuits to normal.

GENERAL

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

17. All trains originating at Sept-Iles must receive clearance Form C before proceeding.

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

Where train order operator is not on duty north of Sept-Iles, 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.

18. Rule 303 of Rules Governing Operation of Motor Cars is cancelled. In addition to those employees listed in Rule 2, the following must also carry, while on duty, an approved railway grade watch: Trainmasters, Road Foremen of Engines, Roadmasters, Yardmasters, Section Foremen, Bridge Foremen, Extra Gang Foremen, Train Order Operators (except those assigned in offices where standard clocks are located), Signal Maintainers, Communication Maintainers, all authorized Motor Car Operators. An approved railway grade watch is a pocket watch equipped with a lever set, or a railway grade wrist watch of one of the following makes: Bulova Accutron, Universal Geneva or Ball.

19. Rule 3 is modified to the extent that employees subject to time service rules will not be required to submit watches to a designated watch inspector for examination. 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 designated in Rule 2 and Special Instruction 18 must not carry or use unapproved watches while on duty.

20. White flags or white lights will not be displayed per Rule 21.

21. 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.

22. Sept-Iles Terminal, including all trackage south of the block signals at North Sept-Iles is operated by the Terminal Organization. Trains and engines must move at Restricted Speed and southward freight and ore 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.

23. When so instructed, trainmen on trains arriving Sept-Iles will cut off van when train stops at Lindstrom's Landing Crossing and handle van by gravity to van service track.

24. Before power is detached from trains arriving Sept-Iles, 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 Sept-Iles 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.

25. Trainmen and enginemen working out of and into Sept-Iles 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. Conductor's train reports must be handled on this same basis.

26. 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.

27. 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 ahead 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.

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

Should an engineman receive a controlling unit with the speed recorder case not properly sealed, the fact must be reported from the point where the engine is received.

29. The top pair of wires on the pole line between Sept-Iles and Schefferville is energized with a potential of 23,000 volts. Employees must use care to avoid contact with high voltage wires, and must maintain safe clearance of at least 6 feet from these wires. Dead wires, covered or bare, are liable to accumulate induced current of high voltage, or become crossed with line wires, and men are warned to use extra care when dealing with pole line irregularities.

30. The bottom pair of wires is the dispatcher's telephone line and, where not insulated, field telephones may be connected to these wires using Universal Line Pole only. Field telephones which are defective or which are not in actual use must be disconnected immediately.

Telephones other than field telephones will be connected by qualified Communications and Signals personnel only.

Any irregularity in the pole line such as broken pole, broken wire, wire hanging on pole line wires, failure of white lights at signal and battery location, etc., should be reported to the dispatcher as promptly as possible.

31. 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.

32. 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.

33. Every precaution must be taken to prevent loss or 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.



SPECIAL INSTRUCTIONS (Cont'd.)

34. 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.

35. 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.

36. Each train leaving Sept-Iles, Silver and Schefferville must be given a close roll-by inspection on both sides.

Front trainman on each ore train, loaded or empty, arriving Oreway and not released from duty on arrival, shall make close roll-by inspection of west side, as train pulls by, leaving. Rear trainman of leaving train, if available, shall carefully inspect east side of train as it rolls by and, if not available, shall arrange to have the operator or another competent on duty employee, inspect train. On ordinary freight trains leaving Oreway the train crew will arrange careful roll-by inspection of both sides of train.

Inspecting employees must observe trains closely and if anything unusual or defective is noted the train should be stopped promptly for a more thorough inspection.

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 van.

37. 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.

38. Most journal roller bearings on our diesel engines, ore cars, vans and other cars are provided with stench bomb type Heat Indicator Devices. 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.

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

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

41. 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.

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

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 van in the order named:

Scale test cars;

Any car unsafe to be handled in head 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.

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 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, engineman must get on ground and inspect both sides of his engine. This applies to any type of engine in all classes of service.

52. 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.

53. 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.

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

At airport crossing, mile 3.34, northward block signals 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.

55. Employees using radio equipment shall not transmit any false, unnecessary, irrelevant or unidentified communication, nor utter obscene, indecent or profane language.

56. Head end and rear crew members on trains with train radio operative on engine and van will communicate to 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 van so equipped, report must be made to train dispatcher from the first available point that will not involve delay to train.

**SPECIAL INSTRUCTIONS (Cont'd.)**

Dispatcher will promptly relay such report to the communication department and to the Superintendent.

57. West wall of power house at Menihok provides three inches less than standard clearance.

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

Flat cars:—	
600, 1300 and 1400 series.....	80,000 lbs.
Cars 1502 and 1503 (depressed).....	190,000 lbs.
1800 series.....	160,000 lbs.
Box cars:—	
1601 to 1619 inclusive.....	100,000 lbs.
1620 to 1629 inclusive.....	80,000 lbs.
1630 and higher numbers.....	100,000 lbs.
Gondolas:—	
Cars 1450-1451-1452-1454.....	130,000 lbs.
Other cars of 1400 series.....	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.
761	450	Dominion.....	58	116,000
766	450	Dominion.....	58	116,000
770	54-B	Bucyrus Erie.....	86	172,000
771	54-B	Bucyrus Erie.....	86	172,000
772	54-B	Bucyrus Erie.....	86	172,000
775	71-B	Bucyrus Erie.....	100	200,000
776	550	Dominion.....	80	160,000
I.O.C.	54-B	Bucyrus Erie.....	86	172,000

**SPECIAL INSTRUCTIONS GOVERNING OPERATION OF HAND BRAKES, AIR BRAKES AND AIR BRAKE APPLIANCES**

59. 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.

60. 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.

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

62. 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 Sept-Iles 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.

63. 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 those 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 those points. Efficiency of trains brakes must be carefully observed approaching Premio and train must not pass or leave Premio unless brakes are operating properly.

64. On Ore trains, retaining valves will be placed in "Slow Direct Exhaust" position on loaded Ore cars at Silver, Carol Lake and Wabush Lake at time brake test is made. 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 blow-down of brake cylinder pressure. The pressure will reduce through a choke opening from 50 pounds to 10 pounds in approximately 90 seconds after release action of each 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.

Retaining valves may be in "Slow Direct Exhaust" position on empty ore cars in empty ore trains leaving Sept-Iles. If so, they should be handled thus to destination and enginemen will handle the train brakes accordingly.

65. Enginemen and trainmen must closely observe air gauges on engine and on van 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.

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

67. The "AB" type control valve system charges at the 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.

**SPECIAL PERMANENT SLOW ORDER**

A. The use of SPSO protection does not in any way modify or restrict the use or application of Rules 40 to 49 inclusive, or of any other Rule, for the protection of other impassable or slow track.

B. Only the Special signs defined herein may be used with SPSO. All other wayside signs within SPSO Limits must be removed or be completely concealed. A dark sack or hood may be used to conceal permanent signs. Temporary signs must be removed.

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**SPECIAL PERMANENT SLOW ORDER (Cont'd.)**

**C.** Roadmasters and their superior officers may request SPSO Authorizing Bulletin or Train Order. Requests from others will not be considered unless special authority has been arranged.

**D.** Foreman should have a copy of Authorizing Bulletin or Train Order and must definitely know such Bulletin or Train Order is in effect before placing the signs of SPSO or permitting them to be placed.

**E.** It must be understood that protection is provided only when Authorizing Bulletin or Train Order is in effect and after SPSO signs are properly placed.

**1. SPECIAL PERMANENT SLOW ORDER:**—Special track protection for gang work, provided through the use of special way-side signs.

**NOTE:**—Special Stop sign must be placed between the rails, squarely facing an approaching train. All other Special signs must be placed on the same side of track as the engineman of an approaching train.

**2. SPSO:**—Authorized abbreviation for SPECIAL PERMANENT SLOW ORDER. (Printed capital letters must be used.)

**3. SPSO Limits:**—The trackage between mileage points shown in SPSO Authorizing Bulletin or Train Order.

**4. Authorizing Bulletin or Train Order:**— Bulletin issued by superintendent or Train Order issued by train dispatcher prescribing SPSO Limits, effective time, maximum speed etc, thereby authorizing the use of SPSO signs.

**5. Advance Speed Reduction signs:**— Diagonal yellow sign with black numerals indicating the maximum speed permitted entering SPSO Limits. This sign, one half mile in the rear of Speed Reduction sign, is to provide advance warning approaching that sign. Trains must proceed prepared to pass Speed Reduction sign not to exceed the maximum permitted speed.

**6. Speed Reduction sign:**—Square yellow sign, with clipped corners, bearing black numerals indicating maximum speed permitted entering SPSO Limits. Trains must proceed not to exceed that speed prepared to respect the indication of each SPSO sign.

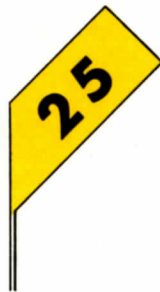
**7. Special Advance Warning sign:**—Arrow-shaped sign pointing vertically downward, top half painted yellow with yellow reflector and bottom painted red. This sign, one half mile in the rear of Special Restricted Speed sign, is to provide advance warning approaching that sign. Trains must proceed prepared to respect indication of Special Restricted Speed sign.

**8. Special Restricted Speed sign:**—Rectangular, horizontal sign painted yellow from top corners diagonally to bottom center with remainder of sign red and with one yellow reflector in each of the two red portions. This sign marks the entering limit of Restricted Speed section. Trains must proceed from this sign at Restricted Speed also prepared to stop before reaching Special Stop sign.

**9. Special Stop sign:**—Square red sign with red reflector, indicating stop. Trains must stop before reaching sign and there be governed by instructions of the foreman in charge and must not proceed until the Special Stop sign is removed by foreman.

**10. Resume Speed sign:**—Arrow shaped sign pointing vertically upward, painted green and with green reflector. This sign marks the leaving limit of SPECIAL PERMANENT SLOW ORDER. Normal speed may be resumed after entire train has passed Special Resume Speed sign.

**SPECIAL PERMANENT SLOW ORDER SIGNS**



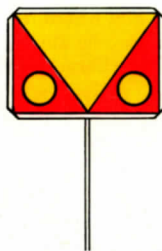
**ADVANCE  
SPEED REDUCTION**



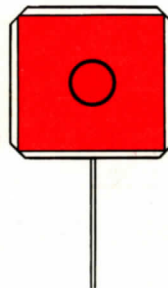
**SPEED  
REDUCTION**



**SPECIAL  
ADVANCE WARNING**



**SPECIAL  
RESTRICTED SPEED**



**SPECIAL  
STOP**



**SPECIAL  
RESUME SPEED**

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