

DW&P

CN - PRAIRIE REGION

EMPLOYEES' OPERATING TIME TABLE

12

Taking Effect at 0001 Sunday, October 31st, 1971

ALL TIMES SHOWN ARE CENTRAL STANDARD

WORK SAFELY - ALL PLANS FOR THE FUTURE DEPEND ON IT

D. L. FLETCHER
GENERAL SUPERINTENDENT TRANSPORTATION
WINNIPEG

H. C. LEAR
MANAGER
VIRGINIA

DULUTH, WINNIPEG & PACIFIC RAILWAY

"Employees operating timetables are for the information and guidance of employees and others who have been authorized to use them only. Not for public use."

SUBDIVISION	PAGE	FROM	TO
Cusson	7-8-9	West Virginia	Duluth Jct.
Taft	5-6	D. W. & P. Jct.	West Virginia

TOTAL AREA MILEAGE 167.0

GENERAL INDEX	PAGE
Officers	Inside back cover
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SYSTEM SPECIAL INSTRUCTIONS

A-Rule 72A. The Superior direction is East or South.

1. Employees whose duties are in any way affected by the time table must have a copy of the General Instructions, Form 696, accessible while on duty.

2. On subdivisions, or portions thereof, where this special instruction applies, except on junction switches, lights will not be displayed on switches, train order signals and yard limit signs.

3. Main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of rights.

4. In yard limits where this special instruction applies, third class, fourth class, extra trains and engines accepting an ABS signal indication permitting it to proceed, must move at restricted speed regardless of the indication and the 'note' in Rule 93 does not apply.

5. Except for the purpose of giving signals for operation or to prevent accident, sounding of engine whistle signal by any engine in respect to public crossings at grade is prohibited. (This special instruction only applies at locations specified).

6. Single Track: — Where Restricting Speed signs are used, Resume Speed signs are on the reverse side of the Restricting Speed signs governing movements in the opposite direction.

7. Employees are prohibited from riding on the top of moving cars and engines other than on the deck of flat cars.

8. Rule 21. White flags and White lights will be displayed in CTC.

9. The following changes are to be made in the "Instructions governing the use of Railway Radio Communication System", as outlined in Form 696.

(a) Page 7, Item 3, add the following:
"Continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal."

(b) Pages 10 and 11, Items 2 (b), 2 (c) and 2 (d).
When identifying himself the Train Dispatcher, Yardmaster, Operator or Switchtender must always say "DWP" before the name of his position.

(c) Page 11, Item 2(d).

The first two sentences are changed to read as follows: With handset off the hanger, switch to channel 2 and depress channel change button where applicable. Depress "DISP 1" button for three to five seconds.

(d) At locations specified in time table footnotes the Operator will be contacted as follows: With handset off hanger, switch to channel 2 depressing channel change button where applicable. Depress "DISP 1" button for three to five seconds, then voice call operator.

(e) The identification of tone call buttons on Radio control heads will be progressively changed from "DISP 1" to "OPR-YM" and from "DISP 2" to "DSPR" and this change must be recognized in all instructions.

10. Back-Up and Forward Pushing Movements (Freight Equipment):

(a) To prevent jack-knifing of diesel units during these movements, the following limits are placed on the number of working units permitted whenever 20 or more cars are involved:

1800 H.P. or Smaller—3 units
2000 H.P. or larger —2 units

The units allowed to work must be those leading in the direction of the movement (next to the cars) and the then trailing units, if any, must be isolated until movement completed. Any dead or idling units located between the operating units and the cars must be set off before movement is started.

(b) Engine and Tonnage Restrictions:
The maximum number of working units permitted in any engine consist is restricted to 24 motorized axles and the permissible tonnage is restricted to an amount which can be handled by 18 motorized axles.

On the Newfoundland Area only the engine consist is increased to 30 motorized axles and the tonnage increased to that which can be handled by 24 motorized axles.

(c) Coupling Regulations:
When coupling an engine consist of 3 or more units to a train, or cut of cars, a stop must first be made between 6 and 12 feet from point of coupling. The coupling is then to be made as gently as possible.

(Continued on page 2)

SYSTEM SPECIAL INSTRUCTIONS — Continued

11. Movements handling system or foreign hopper cars either loaded or empty that have a load limit of 95 tons or over, must not exceed 10 miles per hour while operating on other than main tracks.

12. The ordering time of trains must not be advanced and trains must not leave ahead of their ordered time unless written permission to do so has been received from the Train Dispatcher.

13. Rule 18, first paragraph, is amended to read: "Yard engines will display a headlight to the front and rear by day and by night."

14. Employees are cautioned not to use any of the drugs or medicines which may produce drowsiness or a similar condition while on duty nor are such drugs to be taken for a period of 12 hours before reporting for duty. Such drugs are contained in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, etc., and employees must know if the medicine he is taking, or has been given to take, contains such a drug so as to avoid injury to himself and fellow employees.

15. In the application of the fourth paragraph of Rule 3, at locations where this special instruction applies, it will be the responsibility of the Yardmaster to have standard time available to Yard Enginemen and Yard foremen who may obtain this information from the Yardmaster by telephone or radio.

16. TURBO TRAINS — on this equipment the following will apply:

(a) Voice communication on the Engine-Train Crew Intercom will replace sound signals on the conventional "communicating signal appliance" in the application of U.C.O.R. Rule 16.

(b) Green and White lights only will be displayed, without flags of the corresponding color, in complying with the requirements of the U.C.O.R. Rules 20 and 21 and special instruction No. 8.

17. Rule 3. In the application of the first paragraph of this rule employees are hereby directed to submit their watches and corresponding watch rating cards to a designated Watch Inspector for examination, comparison and record during the months of May and November or more often when there is evidence that attention is needed to ensure reliability. Except for the Bulova Accutron models which do not require periodic cleaning, employees must

have their railway grade watches cleaned at intervals not exceeding 24 months. Instructions contained in booklet Form 696 are hereby changed accordingly.

18. The use of tobacco by employees while on duty in the process of, or engaged in serving patrons in passenger carrying cars, or in and about passenger stations is prohibited except as follows:

Cigarette smoking is allowed in "Smoking Permitted" sections of passenger carrying cars, while seated at designated locations — providing there is no possibility of discomfort to passengers. The use of cigars or pipes is expressly forbidden.

19. Whenever it is known or suspected that a block or interlocking signal has been struck and/or damaged, the TRAIN DISPATCHER, or employee performing the duties, must immediately be advised and until otherwise declared by the signal supervisor, he must regard the signal as inoperative and displaying its LEAST restrictive indication and take whatever action is necessary to fully protect the situation. OTHER EMPLOYEES, who learn of the situation, must consider the signal as displaying its MOST restrictive indication, regardless of the indication actually shown, and rules governing the most restrictive indication apply. Repairs to signals must not be made by other than authorized employees and signals which have been knocked over must not be re-erected by other than an authorized person except if necessary, they may be moved laterally to clear the track.

20. Form 696.

(a) Page 38 — B.T.C. General Order 07 has replaced General Order 707 and railways are now exempt from complying with the terms of Paragraph (a) in General Order 707 as shown in Item 4, in respect to all trains, provided all cars of such train are of all steel construction.

(b) Page 43 — General Instruction 9, the Board of Transport Commissioners for Canada has been replaced by the Railway Transport Committee of the Canadian Transport Commission. Accident reports formerly addressed to the Chief Operating Officer of the Board of Transport Commissioners must now be addressed to the Director of Operation, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ont.

(Concluded on page 3)

SYSTEM SPECIAL INSTRUCTIONS — Continued

21. Trains handling snow plows must not exceed maximum speed for freight trains, except that when snow plows are handled back end forward, speed must not exceed 20 miles per hour or maximum speed, whichever is slower.

22. To guard against damage to equipment or injury to employees or others, cars equipped with tie-down chains must not be moved until chains are properly secured in a manner that they can not fall off and drag.

On cars equipped with storage boxes, chains must be stored therein when not in use.

On cars equipped with chains attached to top of stakes, chains must be suspended inside stake and positioned behind retaining bar when not in use.

23. Yard limit signs may be reflectorized and when this is done they will not be equipped with a yellow light.

24. Rule 269 — Within CTC territory protection against following trains or engines on the same track is not required at any time unless signals are declared inoperative.

25. It is permissible for an operator to fill in the departure time of a train which has been registered by the conductor whenever this time is definitely established.

26. (a) Before a coupling is made with or onto cars equipped with cushion underframe and/or long shank type couplers, the drawbars must be checked to ensure that they are properly lined up. Whenever possible this type of car should be left on straight track for coupling.

(b) Air brakes must be in service on all cars when switching industrial tracks where there are gates or doors to be opened or descending grades on any of the tracks to be used.

27. HOT BOX AND DRAGGING EQUIPMENT DETECTOR SYSTEM

"When a hot box or dragging equipment detector system indicates a possible abnormal situation, immediate contact will be made with the train involved, by radio or other means, to advise of one or the other of the following conditions:

WARNING — There is evidence of a possible overheated journal on the train. While temperature indication is not sufficiently high to make immediate stop necessary, the car must be kept under close observation and must be inspected should train be stopped for any other reason. When a warning is received at the last detector prior to arriving at a terminal, the train dispatcher will ensure that an inspection is made immediately on arrival by:

(A) Equipment department

(B) If no equipment department on duty, by outgoing crew if already on duty.

(C) If outgoing crew not on duty, inspection will be made by the incoming crew.

After inspection has been made the train dispatcher must be notified and make record of results.

TRAIN MUST BE STOPPED — There is evidence of dragging equipment or of extreme journal temperature which requires that the train be STOPPED IMMEDIATELY to permit inspection of the car involved.

In all cases crew will be properly informed as to location of car in the train and, where appropriate, the suspect journal. If journals on the car identified appear to be normal, inspection must be made of at least TWO cars ahead and behind.

When there has been a DRAGGING EQUIPMENT INDICATION, the car involved as well as two cars ahead and behind must also be inspected for possible overheated journals.

Results of such inspections made must be reported promptly to train dispatcher."

28. Conductors and Trainmen of passenger carrying trains will be held responsible for protection of traffic while it is being discharged or received at other than scheduled stops, flag stops and conditional stops, unless advice has been received from Train Dispatcher that other trains have been informed of the stop(s) or that other protection has been provided.

29. Rule 42 — Example (1) of Form "Y" the "at least 2000" yard requirement of clause (b) is extended to "at least 2200" yards.

Example (2) of Form "Y" — When this example is used the working limits must be kept at least 200 yards inside the red signals which are to be located at the mileage stated in the train order.

30. REQUIREMENTS FOR ENTERING MAIN TRACK IN C.T.C.

Rule 268 — When using a hand operated switch not electrically locked or an electrically locked hand operated switch on which it has been necessary to break the seal, the permission required from Train Dispatcher must be copied in writing and repeated before being acted on. Before granting such permission the Train Dispatcher must provide protection against movements from all directions until advice received from a member of the crew that the main track is occupied. When the seal on an electric lock switch is broken, restricted speed must be observed to the next signal.

Rule 514 — When a train or engine enters the block at an electrically locked hand operated switch such movement must approach the next signal prepared to stop. The "exception" to Rule 514 is restricted accordingly.

31. Rule 93 — When first and second class trains have not been visually identified and it is not practical for a crew to obtain a train order addressed to the Yardmaster or a train register check, Form 736, completed by the Yardmaster, Yard Foreman or Conductor; verbal advice from the Train Dispatcher concerning actual arrivals and departures may be given directly to the Yard Foreman or Conductor. Such information must be copied in writing and repeated to the Train Dispatcher who must make a complete record in the train order book. Information concerning trains operating late must not be handled in this manner.

(Concluded on page 4)

SYSTEM SPECIAL INSTRUCTIONS — Concluded

32. Rule 83A — (This Special Instruction applies only at locations specified) — when regular trains have not been visually identified and it is not practical for the train crew to obtain a train order addressed to them, or train register information recorded by the Conductor on train register check, Form 736, verbal advice may be received from Train Dispatcher directly to the Conductor concerning actual arrivals and departures of regular trains. Such information must be copied in writing and repeated to the Train Dispatcher who will make a record in the train order book. Information concerning trains operating late must not be handled in this manner.

33. Trains handling Continuous Welded Rail must not exceed 40 miles per hour on straight track, 30 miles per hour on curves and 10 miles per hour through all turnouts.

34. Rule 91 — The interval requirements of paragraphs 2 and 3 of Rule 91 are further restricted as follows:

A train must not follow another train in less than 20 minutes unless a report is received that the preceeding train has left a station ahead or has cleared the main track.

PRAIRIE REGION SPECIAL INSTRUCTIONS

P 1. Main track movements over crossing from siding or other tracks must not obstruct crossing until protection has been in operation for 20 seconds.

P 2. Movements over crossing must not obstruct crossing until protection has been in operation for 20 seconds.

P 3. PROVIDED CROSSING PROTECTION HAS CEASED TO OPERATE, protection by a member of the crew as required by Rule 103, paragraph 6 may then be afforded by a member of the crew operating CONTROL DEVICE which must be held in "START" position until crossing is fully occupied.

P 4. Unless further restricted by time table or train order, movements handling ore cars with an inside length of less than 35 feet must not exceed 30 miles per hour when cars are loaded and must not exceed 40 miles per hour when cars are empty. These instructions modify item (h) on Page 30 of Form 696 accordingly. Following is list of Ore Cars:

CN 114205-247 — Gondola-Ore — Inside Length 19' 7"
CN 121215-270 — Hopper " " " 36' 10"
CN 122102-792 — Gondola " " " 19' 10"
CN 195000-197 — " " " " 48' 6"
CN 195310-369 — " " " " 48' 6"
CN 195506-640 — " " " " 48' 6"
CN 198200-404 — " " " " 22' 11"
CN 198500-649 — " " " " 35' 1"
CN 341000-541 — Hopper " " " 19' 7"
CN 342117-139 — " " " " 19' 7"
CN 343000-085 — " " " " 19' 10"
CN 344000-866 — " " " " 19' 10"
CN 345000-244 — " " " " 27'
CN 346000-084 — " " " " 22' 5"

P 5. Provided maximum speed is greater than 45 miles per hour, trains handling more than 100 loaded cars, Must not exceed 45 miles per hour when 80% of such loaded cars are cars having a capacity of 95 tons or more.

P 6. Trains handling piggyback, container, mail, express freight, car-go-rail, or pool car traffic ONLY, will be designated as express trains as prescribed by U.C.O.R. rule 206.

NORTHWARD TRAINS	Miles From D. W. & P. Jct.	Yard Limits	TAFT SUBDIVISION	Office Signals	Siding Capacity	SOUTHWARD TRAINS		
						Fourth Class		
						732 Freight	734 Freight	736 Freight
↓	0.0	↓	D. W. & P. JCT. Jct. with B.N. Ry. Interlocked 1.8					
	1.8	3.3	WEST DULUTH YARD CKPZ	DU	Yard	1000	1755	0155
	12.3		10.5 HARNEY		38	0922	1717	0117
	20.4	19.6 ↓ 21.4	8.1 SIMAR PZ		125	0907	1702	0102
	27.4		7.0 BARTLETT		80	0852	1647	0047
	42.4		15.0 SHAW P		120	0826	1621	0021
	51.7		9.3 MELRUDE P		85	0800	1555	2355
	62.2		21.6 WEST VIRGINIA CKPZ	WS	Yard	0710	1505	2305
	73.3	71.0 ↑				Daily	Daily	Daily
			CENTRAL TIME Rule 41 Applicable			732	734	736

TAFT SUBDIVISION FOOTNOTES

1. RULE MODIFICATIONS

- 1.1 Special Instructions Apply
System 5 — within the limits of the cities of Duluth and Virginia.
The limits of Duluth extend to mileage 6.5 Taft Sub.
The limits of Virginia extend from Southern Drive crossing on south end of Virginia loop track to Hoover Road crossing on north end of Virginia loop track.

2. GENERAL FOOTNOTES

- 2.1 D.W.&P. Jct. — Garfield Ave. — Train and engine movements will be governed by current time table and rules of the Burlington Northern Railway.
- 2.2 West Duluth on Burlington Northern Trackage — When pushing caboose or cars over 39th, 40th and 42nd Ave. West during the hours of darkness or when visibility is poor, a fusee burning yellow will be shown on the leading end of the movement.
- 2.3 Simar — West Duluth — Retaining valves must be used by southward freight trains and may be set up between Shaw and Simar if stop made between these points.

3. INTERLOCKINGS

- 3.1 Connection at grade.
B.N.Rly. mileage 0.0 mechanical.
Movements through interlocking limits from Superior connection must not exceed 20 m.p.h. Rule 605A not applicable.
- 3.2 Railway crossing at grade.
D.M.&I.R. Rly. mileage 66.8 Automatic.
Permissible speed — 25 m.p.h. through interlocking limits.
If interlocking signal does not clear be governed by instructions posted near diamond.
- 3.3 Railway crossing at grade.
D.M.&I.R. Rly. mileage 70.7 Automatic.
Permissible speed — 25 m.p.h. through interlocking limits.
If interlocking signal does not clear be governed by instructions posted near diamond.

(Concluded on page 6)

TAFT SUBDIVISION FOOTNOTES — Concluded

4.	SPEEDS	MILES PER HOUR	
		All trains	
4.1	Mileage		
	0.0 to 0.9 Zone	20	
	0.9 to 1.4 Zone	10	
	1.4 to 12.5 Zone	20	
	7.4 (through tunnel)	15	
	12.5 to 26.3 Zone	30	
	26.3 to 56.7 Zone	40	
	52.7 (over bridge)	20	
	56.7 to 61.0 Zone	30	
	61.0 to 73.3 Zone	40	
4.2	Conditional Speeds		
	0.4 Michigan Street Extension (Superior Connection)	15	
	1.2 (63rd Ave. West and Green St.) Southward main track movements within 500 feet of crossing until crossing occupied.	5	
	0.0 to 73.3		
	Trains handling loaded cylindrical hopper cars where speed is less than 20 m.p.h. must reduce speed to 10 m.p.h.		
5.	PUBLIC CROSSINGS AT GRADE		
5.1	Mileage 0.4 (Superior Connection) Automatic. Signal can be manually operated by hand knobs on side of signal case.		
5.2	Mileage 1.0 (61st Ave. West) Automatic. Movements on switching lead must be protected by flagman.		
5.3	Mileage 1.2 (63rd Ave. West and Green St.) Automatic. Movements on switching lead must be protected by flagman.		
5.4	Mileage 13.8 (Highway 2) Automatic. Signal can be manually operated by hand knobs on side of signal case.		
5.5	Mileage 62.8 (Highway 16) Automatic. Signal can be manually operated by hand knobs on side of signal case.		
6.	SPURS AND OTHER TRACKS		
6.1	Como Oil		
	Mileage 10.1 — Extends west of track. Points face north and south. Car capacity 7.		
6.2	Twig		
	Mileage 24.4 — Extends west of track. Points face north and south. Car capacity 16.		
6.3	Taft		
	Mileage 33.0 — Extends west of track. Points face north. Car capacity 15.		
6.4	Wentworth		
	Mileage 41.4 — Extends west of track. Points face north and south. Car capacity 18.		
6.5	Whiteface		
	Mileage 46.7 — Extends west of track. Points face north. Car capacity 10.		

6.6	Central Lakes	
	Mileage 56.1 — Extends west of track. Points face north and south. Car capacity 13.	
6.7	Fairlane Taconite Plant Industrial Spur & Wye.	
	Mileage 62.2 — Extends 9,734 feet west of track. Points face north and south.	
6.8	Virginia — Loop Track.	
	Mileage 71.8 to 74.0	

NON-INTERLOCKED

D.M.&I.R. Rly.		mileage 73.0 (Loop track).
D.M.&I.R. Rly.		mileage 73.6 (Loop track).

Public Crossings at Grade
Movements must not exceed 5 m.p.h. over all crossings between and including Southern Drive and Second St. South.
Mileage 73.0 (Highway 53) Automatic.
Signals can be manually operated by hand knobs on side of signal case.
When making switching movements over crossing at Second, Third, Fifth and Eight Sts. South train and engine movements must stop and flag over crossings.

7. DISPATCHERS TELEPHONES

Mileage	Location
9.4	in bunk-house
24.5	in booth
33.0	in section-house

8. TUNNEL

Location	Length
Mileage 7.4	520 feet

9. RADIO BASE STATION LOCATIONS

9.1 Radio base stations that may be used to contact operator, yard agent or yardmaster are located at: West Duluth Yard and West Virginia.

10. DAILY TIME FREIGHT TRAINS

No. 417	Leave West Duluth Yard	0700
	Arrive West Virginia	1000
No. 419	Leave West Duluth Yard	2030
	Arrive West Virginia	2330
No. 418	Leave West Virginia	0100
	Arrive West Duluth Yard	0400
No. 420	Leave West Virginia	0600
	Arrive West Duluth Yard	0900
No. 406	Leave West Virginia	1200
	Arrive West Duluth Yard	1500

NORTHWARD TRAINS	Miles From D. W. & P. Jct.	Yard Limits	CUSSON SUBDIVISION	Office Signals	Siding Car Capacity	SOUTHWARD TRAINS			
						Fourth Class			
						792 Freight	794 Freight	796 Freight	798 Freight
	73.3	↓ 75.6	 WEST VIRGINIA CKPZ.	WS	Yard	0950	1550	2205	0405
	82.5		 9.2 BRITT P.		38	0914	1514	2129	0329
	88.0		 5.5 FORSMAN P.		84	0903	1503	2118	0318
	91.6		 3.6 IDINGTON P.		31	0857	1457	2112	0312
	100.0		 8.4 COOK P.	CK	56	0840	1440	2055	0255
	104.2		 4.2 HALEY P.		84	0831	1431	2046	0246
	110.0		 5.8 GHEEN P.	GH	60	0821	1421	2036	0236
	114.6		 4.6 GLENDALE P.		54	0812	1412	2027	0227
	116.0		 1.4 ORR P.	DO		0809	1409	2024	0224
	128.0		 12.0 ASH LAKE P.		84	0745	1345	2000	0200
	137.9		 9.9 ARBUTUS P.		55	0723	1323	1938	0138
	148.1		 10.2 RAY P.		72	0701	1301	1916	0116
	155.7		 7.6 ERICSBURG P.		47	0648	1248	1903	0103
	165.2	↑ 162.9 ↓ 166.2 ↑ 166.5	 RANIER ..KPYZ..	RI	126 Yard	0630 0515	1230 1115	1845 1715	0045 2315
	166.9		Jct. with C. N. Rys.						
	167.0		 DULUTH JCT.			0505	1105	1705	2305
			CENTRAL TIME Rule 41 Applicable			Daily	Daily	Daily	Daily
						792	794	796	798

CUSSON SUBDIVISION FOOTNOTES

1. RULE MODIFICATIONS

- 1.1 Clearances
Ft. Frances — No. 792, No. 794, No. 796 and No. 798 must obtain a clearance at Ft. Frances OK'd by D.W. & P. Train Dispatcher.
Duluth Jct. — Trains originating at Duluth Jct. may leave Duluth Jct. without a clearance.
- 1.2 Special Instructions Apply System — 5 within limits of the city of Virginia.
The limits of Virginia extend from Southern Drive crossing on South end of Virginia loop track to Hoover Road crossing on North end Virginia loop track.

2. GENERAL FOOTNOTES

- 2.1 Mileage 75.4 — this switch is equipped with an electric switch lock and must be operated in accordance with instructions posted at the switch.

- 2.2 Ranier — siding is located on east side of main track.

- 2.3 Ranier — to permit Customs and Immigration Inspection, southward trains may pull by station into Ranier yard and make final inspection stop with rear of train clear of public road crossing at grade immediately south of Ranier station. Train will remain stationary and no switching will be undertaken until authorized by Government Inspector. Conductors will deliver a copy of train consist to Customs Officers and advise Government Inspector number of crew members and passengers being carried. Conductors will report to the United States Customs before conducting any other business.

- 2.4 Drawbridge
Mileage 165.4
During the season when this drawbridge is in operation all trains must stop and then proceed on hand signal from bridge attendant.

(Continued on page 8)

CUSSON SUBDIVISION FOOTNOTES — Continued

3. INTERLOCKINGS

3.1 Railway crossing at Grade.
B.N. Rly mileage 74.1 Automatic.
If interlocking does not clear be governed by
instructions posted near diamond.

4.0 SPEEDS

MILES PER HOUR
All trains

4.1	Mileage		
	73.3 to 76.0	Zone	20
	76.0 to 79.0	Zone	30
	79.0 to 163.8	Zone	35
	163.8 to 167.0	Zone	30
	165.4 (drawbridge)		20

4.2 Conditional Speeds

73.4 (Highway 19, West Virginia)
Until crossing occupied. 5
99.8 (Third Ave., Cook)
Southward trains or engines proceeding at less
than 25 miles per hour within 1200 feet of cross-
ing until crossing occupied. 25
166.0 (Mill Road)
Approaching within 700 feet of crossing.
20

73.3 to 167.0
Trains handling loaded cylindrical hopper cars
where speed is less than 20 m.p.h. must reduce
speed to 10 m.p.h.

5. PUBLIC CROSSINGS AT GRADE

5.1 Mileage 73.4 (Highway 19, West Virginia) Auto-
matic. Signal can be manually operated by hand
knobs on side of signal case.
Northward movements on back tracks over cross-
ing must be protected by flagman.

5.2 Mileage 99.8 (Third Ave., Cook) Automatic. Signal
can be manually operated by hand knobs on side
of signal case.

5.3 Mileage 116 (Highway 23, Orr.) Automatic. Signal
can be manually operated by hand knobs on side
of signal case.
Southward movements on house track over cross-
ing must be protected by flagman.

5.4 Mileage 148.6 (Highway 217, Ray) Automatic.
Signal can be manually operated by hand knobs
on side of signal case.
Northward movements on house track over cross-
ing must be protected by flagman.

6. SPURS AND OTHER TRACKS

6.1 Idington Pit Track
Mileage 91.8 — Extends east of track. Points face
north. Car capacity 26.

6.2 New Pit Track
Mileage 92.8 — Extends east of track. Points face
north. Car capacity 25.

6.3 Angora
Mileage 93.9 — Extends east of track. Points face
north and south. Car capacity 21.

6.4 Leander
Mileage 95.9 — Extends east of track. Points face
north. Car capacity 7.

6.5 Cook House Track
Mileage 100.1 — Extends west of track. Points face
north and south. Car capacity 41.

6.6 General Log Yard Gheen
Mileage 109.5 — Extends west of track. Points face
south. Car capacity No. 1 track 44. Car capacity
No. 2 track 38.

6.7 Gheen House Track
Mileage 109.8 — Extends west of track. Points face
north and south. Car capacity 16.

6.8 Gundersen
Mileage 115.7 — Extends east of track. Points face
north and south. Car capacity 11.

6.9 Orr House Track
Mileage 116.8 — Extends west of track. Points face
north and south. Car capacity 18.

6.10 Cusson
Mileage 119.4 — Extends east of track. Points face
north and south. Car capacity 11.

6.11 Brown
Mileage 124.2 — Extends west of track. Points face
north and south. Car capacity 59.

6.12 Ash Lake Loading Track
Mileage 128.6 — Extends east of track. Points face
north and south. Car capacity 17.

6.13 Ray House Track
Mileage 148.5 — Extends west of track. Points face
north to main track. Points face south to siding.
Car capacity 17.

6.14 M.D.&W. Rly.
Mileage 163.9 — Extends west of track. Points face
south. Connects on south end No. 1 track Ranier
yard. Car capacity 57.

6.15 Brewery
Mileage 166.1 — Extends east of track. Points face
north. Car capacity 5.

(Continued on page 9)

CUSSON SUBDIVISION FOOTNOTES — Concluded

6.16 Virginia-Loop Track
Mileage 74.0 to 75.4

NON-INTERLOCKED

B.N. Rly mileage 74.6 (Loop track)

D.M.&I.R. Rly. mileage 75.1 (Loop track)

Public Crossings at Grade

Movements must not exceed 5 m.p.h. over all
crossings between and including 9th Ave. West
and divided Highway 53.

Mileage 75.3 (Highway 53) Automatic.
Signals can be manually operated by hand knobs
on side of signal case.

Trains must not exceed 5 m.p.h. over bridge mile-
age 74.2 (Loop track).

When making switching movements over crossing
at 9th Ave. West train and engine movements must
stop and flag over crossing.

7. DISPATCHERS' TELEPHONES

7.1	Mileage	Location
	92.8	in shelter
	93.9	in bunk-house
	122.5	in shelter
	163.9	in shelter

8. RADIO BASE STATION LOCATION

8.1 Radio base station that may be used to contact
operator or yard agent is located at West Virginia.

9. DAILY TIME FREIGHT TRAINS

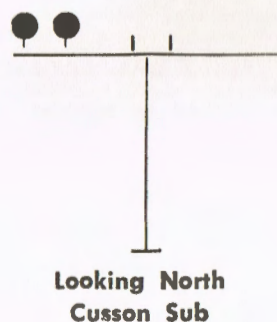
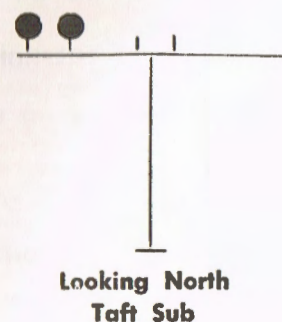
No. 417	Leave West Virginia	1100
	Arrive Ft. Frances	1545
No. 419	Leave West Virginia	0030
	Arrive Ft. Frances	0515
No. 406	Leave Ft. Frances	0430
	Arrive West Virginia	1100
No. 418	Leave Ft. Frances	1830
	Arrive West Virginia	0030
No. 420	Leave Ft. Frances	2330
	Arrive West Virginia	0530

Location of Restricted Clearances which are not marked or indicated by "Tell-Tales" or restricted clearance signs:

Note: See General Instructions (Form 696)

Location	Structure or Obstruction	Side of Track
Virginia Mileage 73.9 Loop Line	Dept. of Public Utilities — Coal Hopper Bldg. Engines are not permitted to enter this building	Overhead

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES.



EQUATED TONNAGE RATINGS

NOTE: See General Instructions (Form 696)

NORTHWARD (Read Down)			BETWEEN STATIONS	SOUTHWARD (Read Up)		
Car Factor	Two Unit	Two Unit		Two Unit	Two Unit	Car Factor
	GFA-15 Ballasted	GFA-B-15 (non-ballasted)		GFA-B-15 (non-ballasted) GR-17	GFA-15 Ballasted	
	GR-15 and GR-17	GR-17 MR-18a		MR-18a	GR-15 and GR-17	
	9104-9142 4400-4899	9000-9102 4200-4399 3600-3614		9000-9102 4200-4399 3600-3614	9104-9142 4400-4899	
TAFT SUBDIVISION						
5	3400	3200	West Duluth and Simar	10500	11000	12
10	8260	7700	Simar and W. Virginia			
CUSSON SUBDIVISION						
6	3900	3800	W. Virginia and Forsman	4200	4400	6
6	5200	4850	Forsman and Ash Lake			
			Ash Lake and Ray			
9	7100	6650	Ray and Ranier			
			Ranier and Ft. Frances	8300	9200	9

NOTE: (1) Single Unit Rating is one-half two-unit rating.

(2) When units of different tonnage ratings are combined and the combined rating not listed above, the tonnage rating applicable will be multiple of the lowest unit rating.

(3) Under certain circumstances, diesel units may be operated with one or two traction motors cut out, in which case, the tonnage rating for the unit affected will be reduced as follows:

a) MONTREAL LOCOMOTIVE WORKS OR ALCO UNITS
One or two motors cut out: reduce rating 50%.

b) CANADIAN LOCOMOTIVE COMPANY UNITS

Two motors cut out: (Single motors can not be cut out) reduce rating 50%.

c) GENERAL MOTORS DIESEL OR E.M.D. UNITS

One motor cut out: reduce rating 50%. Two motors cut out: isolate unit. (If single unit set out Train.)

Reduction for Slippery Rail—West Duluth to Simar Only:

Classes GR-17, GFA-15 Ballasted..... 5%
Classes GR-15, GFA-B-15 Non-ballasted and MR-18a.....10%

USE OF RAILWAY RADIO COMMUNICATION SYSTEM

1. On C. N. Tracks

Instructions governing the use of Railway Radio Communication System as contained on pages 7-12 of General Instructions Form 696 and System Special Instruction No. 9 are in effect..

2. On D.W.&P. Tracks

The instructions listed in No. 1 above are rescinded. The following instructions are in effect.

"General Rules and Instructions for operation of Railway Radio Systems issued by the Grand Trunk. Radio Communications Incorporated, effective June 1, 1967."

3. CONDITIONS REQUIRING THE USE OF RADIO

On trains, Conductor must contact Engineman and obtain acknowledgment:

(a) When approaching points where train is restricted by train orders issued for the protection of impassable or slow track, Rules 42 and 43.

(b) On trains affected when approaching yard limits.

(c) Between one and three miles from every station at which it is to meet or wait for a train, clear a superior train or move through a siding or cross-over when so instructed.

(d) When approaching interlocked drawbridges or interlocked railway crossing at grade and in CTC when approaching every siding, preferably at a point where Engineman can see and communicate the indication of the approach signal.

Should the Engineman fail to acknowledge the call as herein prescribed, action must be taken by the Conductor to stop the train before reaching the point of restriction under (a), (b) or (c) and on CTC before passing the next signal.

4. When radio is used in lieu of hand signals during switching operations, instructions as to the movement required must be specific and carefully given.

Example: "DWP Engine 3600 back up 5 car lengths." Continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal.

5. Radio shall not be used for transmission of train orders except as may be authorized by Chief Train Dispatcher, as occasions demand, and when so used, rules governing the transmission of train orders by telephone must be observed.

6. The Engineman will be in charge of and responsible for the use of Radio Equipment mounted on his engine.

CHIEF MEDICAL OFFICER

Montreal Dr. P. Vaughan

Residence
Phone**REGIONAL MEDICAL OFFICER**

Winnipeg *Dr. J. G. Hunter

837-6136

ASST. REGIONAL MEDICAL OFFICER

Winnipeg *Dr. O. Eggertson

284-2456

WINNIPEG MEDICAL CLINIC

Winnipeg *Dr. W. A. Rozecki

Office
Phone
946-2491Residence
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Selkirk
482-3237**SENIOR MEDICAL OFFICER**

Virginia, Minn. *Dr. E. N. Peterson

741-4292

741-7129

MEDICAL OFFICERS

Virginia, Minn. *Dr. W. S. Neff

741-4292

741-5723

*Dr. C. J. Mock

741-4292

749-1490

*Dr. D. R. Nelimark

741-4292

749-1322

West Duluth *Dr. H. J. Meyer

624-3603

724-3430

*Dr. K. Emanuel

624-3603

624-5842

*Dr. A. O. Swenson

624-3603

624-1134

*Dr. R. R. Juntunen

624-3603

727-7104

International Falls Dr. F. H. Walter

283-3344

283-2812

(Lake Cottage)

Cook, Minn. Dr. H. P. Bartholdt

666-5951

666-5525

*Also Eye, Ear and Physical Examiners.

WATCH INSPECTORS

Name	Address	Location
L. J. Gish	314 Chestnut St.	Virginia, Minn.
Schellinger Jewelers	5701 Grand Ave.	Duluth, Minn.
D. Brockie		Fort Frances, Ont.

OFFICERS

W. S. Harrington, Trainmaster West Virginia

C. M. Lundeen, Master Mechanic and General Car Foreman Virginia

Dispatchers' Office at Virginia, Telegraph Call "DE"

A. G. Wolfe Chief Train Dispatcher

Train Dispatchers M. H. Jauhola

..... W. E. Heikkila

..... K. G. Erickson

..... L. F. Lindberg

..... A. D. Olson

..... R. J. Jones

..... J. S. Phelps