

DW&P

CN - PRAIRIE REGION EMPLOYEES' OPERATING TIME TABLE

14

Taking Effect at 0001 Sunday, October 28th, 1973

ALL TIMES SHOWN ARE CENTRAL STANDARD

THE BEST WAY IS THE SAFE WAY

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WINNIPEG

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WEST DULUTH YARD

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	9-10-11	West Virginia	Duluth Jct.
Taft	7-8	D. W. & P. Jct.	West Virginia

TOTAL AREA MILEAGE 167.0

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SYSTEM SPECIAL INSTRUCTIONS

1.0 UNIFORM CODE OF OPERATING RULES

1.1 Rule G — 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.

1.2 Rule H — The use of tobacco by employees while on duty in the process of, or engaging 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.

1.3 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 and Universal Geneve Unisonic 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.

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.

1.4 Rule 18 — First paragraph, is amended to read: Yard engines will display a headlight to the front and rear by day and by night.

1.5 Rule 21 — Extra trains must display white lights in CTC.

1.6 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.

1.7 Rule 72A — The Superior direction is East or South.

1.8 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.

1.9 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 preceding train has left a station ahead or has cleared the main track.

1.10 Rule 93 — Yard limit signs may be reflectorized and when this is done they will not be equipped with a yellow light.

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.

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.

1.11 Rule 104 — Main track switches may be equipped with reflectorized lenses or target tips of the prescribed color in lieu of lights.

1.12 Rule 206 — All engines of Canadian National Railways ownership, consisting of CNR, GTW, DWP and CV, are considered as the same railway in the application of this Rule. When an engine consists of more than one unit, the number of one unit only will be illuminated when in service and will be the identifying number; the number of other units must not be illuminated. When practicable, the number of the leading unit must be used.

1.13 Rule 211 — All clearances must be ok'd by the train dispatcher. Paragraphs 2 and 3 of U.C.O.R. Rule 211 are restricted accordingly.

1.14 Rule 220 — Train orders held by an extra train become void when such extra train arrives at the station to which it was authorized to run or the authority for movement is annulled. This also applies to a work extra when time limits on a work order expire or the work order is annulled. Exception: Train orders annulling a schedule or a section, and bulletin, slow and cautionary orders issued to a Conductor or Engineman continue in effect to them on a continuous trip or tour of duty.

SYSTEM SPECIAL INSTRUCTIONS – Continued

1.0 UNIFORM CODE OF OPERATING RULES — Concl'd.

1.15 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 switch lock 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.

1.16 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.

2.0 GENERAL INSTRUCTIONS — FORM 696

2.1 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.

2.2 Page 32 — Item 3 paragraph 4, General speed restrictions and Special Instructions re handling and marshalling occupied service equipment in trains are amended (R.T.C. R-14111).

(a) All occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

(b) Where track configurations require extreme care in set off movements, such occupied service equipment may be moved at the headend of freight trains behind the locomotive units, but for no greater distance than 20 miles and at no greater speed than 20 m.p.h.

(c) Over 30 occupied gang cars to be operated as a special train.

(d) 30 occupied gang cars or less, train to be restricted to 60 cars.

(e) Trains handling occupied gang cars must operate at 10 M.P.H. less than zone and permanent slow order speeds to a minimum of 20 M.P.H. at which point zone and permanent slow order speeds apply.

(f) The above speed restrictions do not apply to occupied cabooses when moved deadhead or occupied passenger equipment, except they must be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

NOTE — For the purpose of the order "service equipment" means Railway owned equipment being utilized for the Railway purpose, and does not relate to normal commodity cars.

2.3 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.

2.4 Page 43 — General Order 361 has been revised by Railway Transport Committee General Order 0-1. Instructions as given in Item 9 remain the same, except that 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.

2.5 Page 82 — Automobile Double Deck Transporter Cars Series 570400-570474 have been renumbered to 730000-730073. Series 570700-570774 have been renumbered to 720000-720069.

3.0 RAILWAY RADIO COMMUNICATION SYSTEM

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

3.2 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."

3.3 Channel designations on CN radio equipment are progressively being changed from number to a combination of letters and numbers for clarification. The most common channel designations and normal assignments are listed below:

EE (formerly channel 1) — END to END
Standby channel for road locomotives and train crew employees. For communication between train crews, other trains, and other parties involved in train operation.

TW1 (formerly Channel 2) TW2 to TW6 INCLUSIVE — TRAIN to WAYSIDE
Standby channel for radio base stations in Train Dispatchers wayside radio systems as specified on special page in employees' operating time table.

CC1 to CC4 INCLUSIVE — CAR CONTROL
Standby channel for radio base stations controlled by Operators, General Yardmasters, Yardmasters or Car Controllers as specified on special page in employees' operating time table.

GT1 — GENERAL TERMINAL
Standby channel for radio base stations controlled by General Yardmasters or Yardmasters in Hump Yards or major terminals having several separate radio systems. Commonly used for exclusive communication between members of yard crews at other locations.

(Continued on Page 3)

SYSTEM SPECIAL INSTRUCTIONS – Continued

3.0 RAILWAY RADIO COMMUNICATION SYSTEM — Concl'd.

HU1, SW1 to SW11 INCLUSIVE — SPECIAL DESIGNATIONS

For hump control or separate classification yard radio systems.

During transition period in channel designations and normal assignments, above channel may be used for other purposes as specified on special page in employees' operating time table or by monthly bulletin. Radio channels used primarily for communication concerning the movements of trains are coded white. Radio channels used primarily for communications concerning yard movements or car movements are coded green. Radio channels used primarily for exclusive crew communications during switching operations are coded amber.

3.4 Page 9, item 1 (g) is changed to read as follows:
Radios are provided with one of two types of channel control — reverting or manual. When the reverting feature is present the radio will be on the standby channel when the handset is in the control head hanger. Road locomotives and base stations are of this type. In manual operation, the radio will remain on the channel indicated by the channel selector switch. Yard locomotives and portables are of this type.

3.5 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.

Whenever the words "channel 2" appear, substitute proper channel designation (EE, TW1, TW2, CC3, etc.) as specified on special page in employees' operating time table.

Whenever the words "DSP 2" appear, substitute the proper tone signalling button (DISP 1 or 2) as specified on special page in employees' operating time table.

3.6 Page 12: Item III 2. is cancelled.

4.0 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.

5.0 SPEED RESTRICTIONS

5.1 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.

5.2 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.

5.3 Movements 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.

5.4 Movements handling continuous welded rail are to be restricted to a total of 60 cars with the continuous welded rail marshalled on the head end. There must be an idler on both ends. Speed must not exceed 40 m.p.h. on straight track, 30 m.p.h. on curves, reducing to 10 m.p.h. through all turnouts. This instruction does not apply to rail movements 78 feet in length.

5.5 Freight trains with more than 60 cars which have an average gross weight per car exceeding 80 gross tons must not exceed 50 miles per hour. Freight trains with more than 50 percent of the cars consisting of loaded foreign covered hopper must not exceed 45 miles per hour.

(Concluded on Page 4)

SYSTEM SPECIAL INSTRUCTIONS — Concluded

6.0 EQUIPMENT RESTRICTIONS

6.1 Back-Up and Forward Pushing Movements — (Freight Equipment):

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.

6.2 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.

6.3 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.

6.4 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.

6.5 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.

6.6 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.

6.7 Cranes handled in a train must be inspected before leaving a terminal and whenever practical enroute to insure all tie-down and locking features are in place to prevent any movement that could foul other tracks or equipment adjacent to the track on which moving.

7.0 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.

8.0 GENERAL INSTRUCTIONS

- 8.1 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.
- 8.2 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).
- 8.3 Employees are prohibited from riding on top of moving cars and engines other than on the deck of flat cars.
- 8.4 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.
- 8.5 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.
- 8.6 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.
- 8.7 Conductors and Trainmen of passenger carrying trains will be 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.

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	— Hopper-Ore —	Inside length	19' 7"
CN 121215-270	— Gondola	" "	36'10"
CN 122102-792	— Hopper	" "	19'10"
CN 195000-197	— Gondola	" "	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. Trains handling loaded air dumps in series CN 52858-52949 are restricted to 40 m.p.h. on subdivisions where authorized freight speed is over 40 m.p.h. and at subdivision speed where freight train speed is 40 m.p.h. or less.

P 6. The number of cars which are equipped with roller bearings is increasing constantly and because of greater rollability of this equipment, employees are cautioned that additional hand brakes must be applied to prevent them from moving.

P 7. Regional color coding and assignment of portable freight train radios is as follows:

The basic regional color is a one inch strip with colored stencils, PRL — yellow, Lakehead Area; PRM — orange, mainline Armstrong to Biggar; PRA — green, Assiniboine Area; PRS — red, Saskatchewan Area. PRH — blue, Hudson Bay Area.

Operators ensure that properly coded radios are issued for the Area concerned, and that Form 768, CN Radio Register is dated and location shown. Any off Area radios are to be returned to their assignment. All portable radios must be signed out and in on Form 768 CN Radio Register and turned in to the operator on completion of the run. Conductors bring it to the attention of the Operator in the event you are issued with an off Area radio.

P 8. When a train is directed to stop and examine a car or cars as a result of information received from a hot box detector, whether such car or cars are set out or not, conductor of train must on arrival at final terminal wire the following information to Chief Train Dispatcher:

- A. Date
- B. Train
- C. Location of Detector
- D. Car Number
- E. Contents of Car or Empty
- F. Car set out at (if set out)
- G. Car examined and found or made O.K. (if not set out)
- H. Type of bearing (Friction or Roller). If roller bearing show type as (S.K.F. - Timken, Hyatt, etc.)

P 9. Revised Form 449 "Conductor's Hot Box, Broken Journal and Other Car Defect Report" is now in effect. This form to be compiled in duplicate and mailed to Chief Train Dispatcher handling territory and to General Superintendent Equipment Winnipeg.

AREA RADIO SYSTEMS

These Instructions supplement Items 3.3 and 3.4 of Special System Instructions and pages 8 to 12 in Form 696 dealing with "Operation of Radio Equipment".

BASE STATION CONTROLS	RADIO CHANNELS									
	EE	TW1	TW2	CC3	CC2	CC1	GT1	HU1	SW1	MW1
West Duluth Yard	X	O								
West Virginia	X	O								

STANDBY CHANNEL is the channel on which a radio is ready to receive intelligence at any time. (Some offices show more than one standby channel — that means they have access to more than one radio base station.)

ALTERNATE CHANNEL is another channel provided on the equipment other than the standby channel.

HOW TO USE CHART

- select on the chart the party you desire to call.
- determine his standby channel (i.e. O).
- select his standby channel on your radio.
- if his standby channel does not show a tone number (i.e. O) voice call.
- if his standby channel shows a tone number (i.e. 2) depress appropriate tone button (disp 1 or 2) for approximately 3 seconds, then voice call party if other than dispatcher. If calling dispatcher wait for him to reply after depressing tone button unless you have an emergency situation.
- in case of emergency begin immediately by repeating word MAYDAY three times followed by your own identification, position and nature of distress and assistance required.

TRAIN CREW PORTABLES

See Regional Special Instruction P 7.

DISPATCHERS' WAYSIDE COVERAGE

Nil

LEGEND TO CHART	RADIO CHANNELS									
	EE	TW1	TW2	CC3	CC2	CC1	GT1	HU1	SW1	MW1
○ standby channel										
① standby channel with tone 1										
② standby channel with tone 2										
X alternate channel										
MOBILE STATIONS	EE	TW1	TW2	CC3	CC2	CC1	GT1	HU1	SW1	MW1
Mainline Engines and Railiners (2 Ch.)	○	X								
Mainline Engines and Railiners (4 Ch)	○	X	X	X						
Yard Engines —	X	O								
Yard Engines —										
Yard Engines —										
Other Yards (2 Ch.)										
Train Crew Portable—Pass. (1 Ch.)	○									
Train Crew Portables (2 Ch.)	○	X								
Train Crew Portables (4 Ch.)	○	X		X	X					
Yard Crew Portables—										
Yard Crew Portables—										
Mtce. Way Portables (2 Ch.)	○	X								
Mtce. Way Portables (4 Ch.)	○	X	X							
Track Units	○	X	X							X

NORTHWARD TRAINS	Miles From D. W. & P. Jct.	Yard Limits	TAFT SUBDIVISION	Office Signals	Siding Car 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	↓	WEST DULUTH YARD CKPZ	DU	Yard	0945	1740	0140
	12.3	3.3	HARNEY		38	0910	1705	0105
	20.4	19.6 21.4	SIMAR PZ		125	0850	1645	0045
	27.4		BARTLETT		80	0838	1633	0033
	42.4		SHAW P		120	0815	1610	0010
	51.7		MELRUDE P		85	0800	1555	2355
	62.2							
	73.3	71.0	WEST VIRGINIA CKPZ	WS	Yard	0710	1505	2305
			CENTRAL TIME Rule 41 Applicable			Daily	Daily	Daily
						732	734	736

TAFT SUBDIVISION FOOTNOTES

1. RULE MODIFICATIONS

- 1.1 Special Instructions Apply
System 8.2 — 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.

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 8)

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 11.0	Zone	20			
7.4 (through tunnel)		15			
11.0 to 73.3	Zone	40			
52.7 (over bridge)		20			
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 CROSSING AT GRADE					
5.1 Mileage 0.4 (Michigan Street Crossing — Soo Line					
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.) Auto-					
matic. Movement on switching lead must be pro-					
tected 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 Eighth Sts. South train					
and engine movements must stop and flag over					
crossings.					
7. DISPATCHERS TELEPHONES					
7.1 Mileage		Location			
9.4		in bunk-house			
24.5		in booth			
33.0		in bunk-house			
8. TUNNEL					
Location		Length			
Mileage 7.4		520 feet			
9. DAILY TIME FREIGHT TRAINS					
No. 421	Leave West Duluth Yard	0130			
	Arrive West Virginia	0430			
No. 417	Leave West Duluth Yard	0530			
	Arrive West Virginia	0830			
No. 419	Leave West Duluth Yard	1930			
	Arrive West Virginia	2230			
No. 420	Leave West Virginia	0600			
	Arrive West Duluth Yard	1000			
No. 406	Leave West Virginia	1100			
	Arrive West Duluth Yard	1500			
No. 418	Leave West Virginia	1600			
	Arrive West Duluth Yard	2000			

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	2120	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		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 ↑	9.5 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			Daily	Daily	Daily	Daily
			Rule 41 Applicable			792	794	796	798

CUSSON SUBDIVISION FOOTNOTES

1. RULE MODIFICATIONS

1.1 Clearances

Fort Frances — No. 792, No. 794, No. 796 and No. 798 must obtain a clearance at Fort 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 — 8.2 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 10)

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 167.0 Zone 35
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.

5.5 Mileage 161.9 (Van Lynn Road) Automatic. Signal
can be manually operated by hand knobs on side
of signal case.

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.

(Concluded on page 11)

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).

Train and engine movements over crossing at 9th
Ave. West must be protected by a flagman.

7. DISPATCHERS TELEPHONES

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

8. DAILY TIME FREIGHT TRAINS

No.	Leave	Arrive	Time
421	West Virginia	Ft. Frances	0530
417	West Virginia	Ft. Frances	0930
419	West Virginia	Ft. Frances	2330
406	Ft. Frances	West Virginia	0430
418	Ft. Frances	West Virginia	0930
420	Ft. Frances	West Virginia	2330

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	Two Unit	Two Unit	Car Factor
	GF-30	GFA-15 Ballasted	GFA-B-15 (non-ballasted)		GFA-B-15 (non-ballasted) GR-17	GFA-15 Ballasted	GF-30	
		GR-15 and GR-17	GR-17 MR-18a		GR-15 and GR-17			
	5000- 5299	9104-9142 4400-4899	9000-9102 4200-4399 3600-3614		9000-9102 4200-4399 3600-3614	9104-9142 4400-4899	5000-5299	
TAFT SUBDIVISION								
5 10	5350 13000	3400 8260	3200 7700	West Duluth and Simar Simar and W. Virginia }	10500	11000	16550	12
CUSSON SUBDIVISION								
6 6	6140 8200	3900 5200	3800 4850	W. Virginia and Forsman Forsman and Ash Lake }	4200	4400	6620	6
9	11200	7100	6650	Ash Lake and Ray	6650 8300	7100 9200	10500 13100	9 9
				Ray and Ranier Ranier and Ft. Frances				

- 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. 3 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 acknowledgement:

- (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

REGIONAL MEDICAL OFFICER

Winnipeg*Dr. O. Eggertson

Residence Phone 287-7715

ASST. REGIONAL MEDICAL OFFICER

Winnipeg*Dr. W. A. Rozecki

Selkirk 482-3237

WINNIPEG MEDICAL CLINIC

Winnipeg*Dr. G. W. Rempel

Office Phone	946-2491	Residence Phone	269-6555
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SENIOR MEDICAL OFFICER

Virginia, Minn.*Dr. C. J. Mock

741-4292 749-1490

MEDICAL OFFICERS

Virginia, Minn.	*Dr. W. S. Neff	741-4292	741-5723
	*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)		

*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.

LEFT

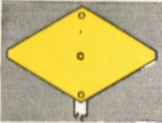
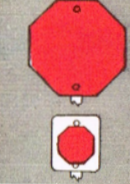
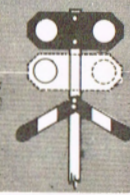
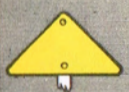
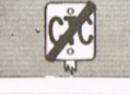
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INTENTIONALLY

STANDARD OPERATING SIGNS

Additional operating signs contained in U.C.O.R. insert outlines:
Zone Speed Signs
Advance Speed Restriction Signs
Permanent slow order restricting and resume speed signs

Signs of the former type will also continue to appear. The new signs will only be installed as replacements are required.

Appearance	Indication	Appearance	Indication
	YARD LIMIT		"Stop." As prescribed by Rule 98. As outlined in subdivision footnotes pertaining to certain Public Crossings at Grade. At such other places as may be required.
	YARD LIMIT — ONE MILE		Snow Plow / Flanger Wing Blades
	Station Protection Signal (not provided with Approach Signal) — One Mile		C.T.C. Begins
	Station — One Mile		C.T.C. Ends
			Block Clearance Point
	Railway Crossing at Grade Junction Drawbridge End of Main Track End of Two or More Tracks		Block End
	One Mile		Whistle and Bell As prescribed by Rules 14L and 30
	Engine Prohibited Beyond this Point		Whistle-Tunnel 1000 Feet
	Cars Prohibited Beyond this Point		Spring Switch
	Restricted Side Clearance		Crossing Protection Circuit
	Derail		Subdivision Mileage
			Distance in Feet from Siding Switch

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
..... D. S. Mason
..... G. N. Fetzich