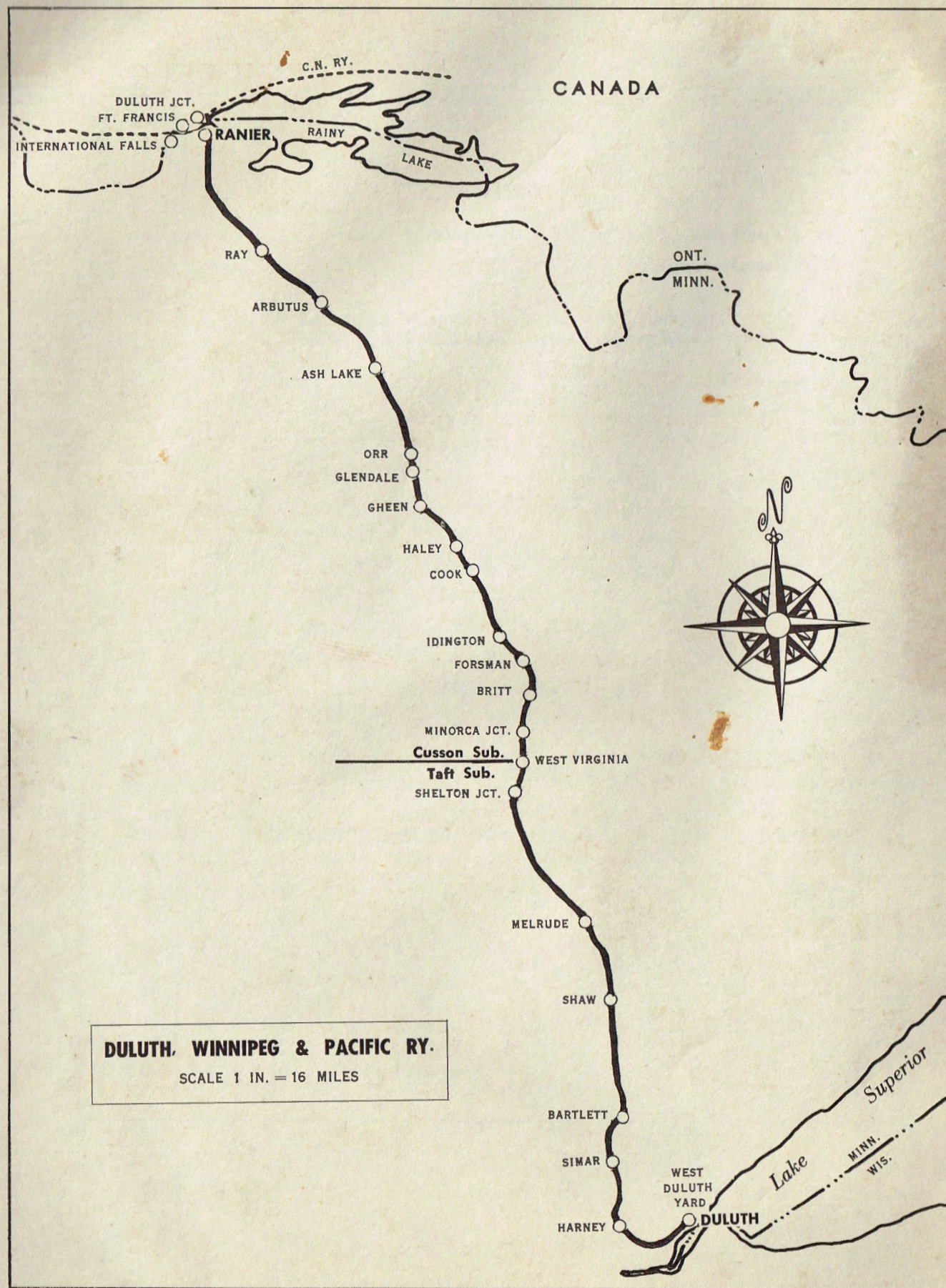




DW&P

CN - PRAIRIE REGION EMPLOYEES' OPERATING TIME TABLE

15

Taking Effect Sunday, April 27th, 1975

**REFER TO PAGE 1 FOR EFFECTIVE TIME, AND FOR
OTHER TIME AND DATE CHANGES THAT WILL OCCUR.**

RESPECT RULES - PROTECT LIVES

J. A. CLARK
GENERAL SUPERINTENDENT TRANSPORTATION
WINNIPEG

H. C. LEAR
MANAGER
VIRGINIA

P. C. LARSON
SUPERINTENDENT
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	13 - 14 - 15	West Virginia	Duluth Jct.
Taft	11 - 12	D. W. & P. Jct.	West Virginia

TOTAL AREA MILEAGE 167.0

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DULUTH, WINNIPEG & PACIFIC RAILWAY
Taking effect 0001 Central Daylight Time Sunday, April 27th, 1975

Governed by:
Central Daylight Time commencing
0001 Sunday, April 27th, 1975 and by:
Central Standard Time commencing
0100 Sunday, October 26th, 1975.

SYSTEM SPECIAL INSTRUCTIONS

Instructions for Changing Railway Time
Wherever reference is made to Standard Time in the Uniform Code of Operating Rules, Special Instructions and Form 696, it also applies to Daylight Saving Time wherever and whenever it is in effect.
In order that action will be uniform in making the change in time, watches and clocks must be changed as follows:

To Change From Standard to Daylight Saving Time
At 0200 Standard Time, on the date time changes, watches and clocks must be **ADVANCED** one hour to indicate 0300, Daylight Saving Time.

To Change From Daylight Saving to Standard Time
At 0200 Daylight Saving Time, on the date time changes, watches and clocks must be **RETARDED** one hour to indicate 0100, Standard Time.

Open Train Order Offices and Open Designated Standard Clock Locations
After standard clocks have been set for new time, time must be compared with the Train Dispatcher before resuming normal duties.

Closed Train Order Offices and Closed Designated Standard Clock Locations
Standard clocks must be set for new time immediately the office is opened.
After clocks have been set for new time, time must be compared with the Train Dispatcher before resuming normal duties.

Employees On Duty and Coming On Duty
All employees required to carry a railway grade watch and all other employees concerned in train movements on duty at 0200 on the date time changes, or as they come on duty after that hour, must change their watch to conform with the new time.

Conductors:
Must compare watch immediately with rear Trainmen on freight trains, all Trainmen and Baggage men on passenger trains and with the Enginemen at the first opportunity.

Enginemen:
Must compare watch immediately with all members of the crew on the engine and with the Conductors at the first opportunity.

Yard Crews:
Must compare watches immediately with all members of the crew.

Others:
Must compare time:
(a) With designated standard clock or
(b) With the Train Dispatcher or
(c) With an employee who has complied with (a) or (b) above.

SYSTEM SPECIAL INSTRUCTIONS — Continued

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 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.

1.3 Rule M — Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

1.4 Rule 3 — (Time service regulations contained in Form 696 are hereby changed accordingly.)

(a) 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 Bulova Accutron Models 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.

(b) (This special instruction applies only at locations specified.)
In the application of the fourth paragraph of this rule 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.

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

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

1.7 Rule 42 — Paragraph "B" is modified to read:
By day place a yellow flag and, in addition, by night a yellow light at least 2200 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where

there is a clear view of the signal of, if possible, 500 yards.

Paragraph "E" is modified to read:

By day place a red flag and, in addition, by night a red light at the mileage stated in the train order to the right of the track as seen from an approaching train. The working limits must be kept 200 yards inside the red signals.

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

1.9 Rule 83A

(This Special Instruction applies only at locations specified). When it is not practicable to obtain the necessary information by other means, advice may be received by the Conductor or Engineman directly from the Train Dispatcher specifying 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.

1.10 Rule 91 — The interval requirements of paragraph 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.

1.11 Rule 93

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

(b) When it is not practicable to obtain the necessary information by other means, advice may be received by Conductor or Engineman directly from the Train Dispatcher specifying actual arrivals and departures of First and Second class 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.

(c) (This paragraph applies only at locations specified).
In yard limits third class, fourth class, extra trains and engines accepting an ABS Signal indication permitting them to proceed, must move at restricted speed regardless of the indication and the "NOTE" in Rule 93 does not apply.

1.12 Rule 103, Para. 3 — Whenever an emergency vehicle such as ambulance or fire truck is observed or reported being obstructed at a public or private crossing at grade. Train Dispatchers, Yardmasters and members of train and engine crews must do everything possible to immediately clear such crossing consistent with safety. Clearance of the crossing must take precedence over train movement delays or railway inconvenience.

1.13 Rule 104-104E — Main track switches and derail stands may be equipped with reflectorized lenses or target

(Continued on Page 3)

SYSTEM SPECIAL INSTRUCTIONS — Continued

1.0 UNIFORM CODE OF OPERATING RULES — Cont'd.

tips of the prescribed colour in lieu of lights.

1.14 Rule 107 — 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.

1.15 Rule 152 — (251-257 Territory) (This special instruction applies only at locations specified.)

Crossover movements may be made, upon receipt of authority from the Train Dispatcher without protecting against movements against the current of traffic at that location. This authority must be in writing and repeated to the Train Dispatcher before being acted on. The Train Dispatcher must make record of movement on train sheet and enter such authority in train order book.

Movements re-entering a main track to move with the current of traffic may be made in accordance with the rules, upon receipt of verbal permission from the Train Dispatcher.

1.16 Rule 206

(a) All engines or Canadian National Railways ownership, consisting of CN, GTW, DW&P and CV are considered as the same railway in the application of this rule.

(b) When an engine consist 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.

1.17 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.

Train orders received by a crew will be retained when so instructed by Train Dispatcher and such of these train orders as may be required will be included on subsequent clearances issued to that crew when train is redesignated or recreated.

1.18 Rule 226

(a) When it becomes necessary to move a train or engine into a C.T.C. block already occupied by another train or engine a Rule 266 will be issued to the Conductor or Engineman of the train or engine occupying the block. The Conductor or Engineman of the train or engine required to enter the occupied block must obtain permission from the Conductor and Engineman of the train or engine occupying the block, which must be in writing and repeated for a clear understanding. The Conductor or Engineman of the train or engine required to enter the block must also obtain authority writing and repeated to the Train Dispatcher in the following form:

"Authority given (occupation), (name) on (train or engine) to pass stop signal (number) at (location) after permission received from Conductor (name) and Engineman (name) of (train or engine) who holds Rule 266 authority between (signal number) at (location) and (signal number) at (location) on (track) from (time) until (time)."

Restricted speed as required by ABS Rules and Rules 104a, 104b and 672 must be applied. Such authority and permission may be obtained and repeated by radio.

(b) A joint Rule 266 may be issued when it is necessary for more than one train or engine to work within the same limits. The Conductors and Enginemen of such trains and engines required to protect against each other must first have a thorough understanding in writing as to the movements of each other and the protection to be provided.

(c) Fifth paragraph is amended to read:

The train or engine must be clear of the track or tracks specified, switches restored to normal position before expiration of time specified and Train Dispatcher so advised. If not clear by the time specified, protection must be provided as prescribed in Rule 99. **UNLESS SUCH TRAIN OR ENGINE IS STANDING.** If additional time is required, authority must be secured from the Train Dispatcher before previously authorized time expires.

(d) Rule 266 may be used to protect heavy track units when accompanied by a Conductor Pilot. When requesting track and time limits, employee will give name, occupation and location and specify time and work limits and track or tracks to be used. When such authority is granted the instructions must be in writing and repeated to and acknowledged by Train Dispatcher before being acted on. Train Dispatcher must make proper record immediately.

Before authorizing track occupancy. Train Dispatcher must block all levers controlling signals governing movements into such limits at STOP and must not remove lever blocks nor permit any train or engine to enter such limits until the employee in charge reports the time track and/or machines are clear, **REGARDLESS OF THE TIME LIMITS GRANTED.** If additional time is required, authority must be obtained in writing before previously authorized time expires. Train Dispatcher must, when practicable, line track switches against potential conflicting movements and in addition, when practicable, line signals away from the protected limits.

1.19 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

(Continued on Page 4)

SYSTEM SPECIAL INSTRUCTIONS — Continued

1.0 UNIFORM CODE OF OPERATING RULES — Concl'd.

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.

1.20 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 timetable must have a copy of the General Instructions, Form 696, accessible while on duty.

2.2 INSTRUCTIONS GOVERNING THE USE OF RADIO.

2.3 Radio instructions contained in General Instructions, Form 696 are hereby cancelled in their entirety and the following applies:

2.4 A Railway Radio Communication System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

2.5 Conditions requiring the use of Radio. On trains not equipped with communicating signal appliance 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 or 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) In C.T.C. 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 in C.T.C. before passing the next signal.

2.6 When radio is used in lieu of hand signals during switching operations, instructions as to the movement required must be specific and carefully given. For example: "CN Engine 5050 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.

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

2.8 When using radio there may be times when an employee is unable to contact or get response from another party. If necessary to transmit important information, it should be transmitted regardless of whether an acknowledgement is received. In these circumstances any action required to be taken must be on the basis that the information was not received.

2.9 A distress call will be preceded by the word "MAY-DAY" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the travelling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress from sending any communications until there is assurance that no interference will result to the station in distress.

2.10 Failure of radio equipment must be promptly reported.

2.11 OPERATION OF RADIO EQUIPMENT

(a) "Push-to-Talk" button on handset must be depressed to transmit and released to receive.

(b) Channel designations on radio equipment can be shown as numbers or as a combination of letters and numbers. The most common channel designations and normal assignments are listed below:

CHANNEL 1 OR EE - END-TO-END.

Standby channel for engine crews on road engines and train crews.

CHANNEL 2 OR TW1 - TRAIN-TO-DISPATCHER

Standby channel for Train Dispatchers as specified in Timetable depending on territory controlled.

CHANNEL 3 OR TW2 - TRAIN-TO-DISPATCHER

Another standby channel for Train Dispatchers as specified in Timetable, depending on territory controlled.

CHANNEL 4 OR CC3-CAR CONTROL, OPERATORS, YARDMASTERS.

Standby channel for Operators, General Yardmaster, Yardmasters or Car Controllers as specified in Timetable.

8-channel engine radios are progressively being added to the radio system. Where this is the case Timetable will indicate channel designations and usage.

HUI, SW1 TO SW11 inclusive — Special designations for hump control or separate classification yard radio systems.

(Continued on Page 5)

SYSTEM SPECIAL INSTRUCTIONS — Continued

2.0 GENERAL INSTRUCTIONS — FORM 696 — Continued

During transition period in channel designations and normal assignments, above channels may be used for other purposes as specified in Timetable or Bulletin. Radio channels used primarily for communications concerning the movement of trains are coded white. Radio channels used primarily for communications concerning yard movements or car movements are coded green. Radio channel used exclusively for crew communications during switching operations are coded yellow.

(c) Employees should speak slowly and clearly into the mouthpiece. DO NOT SHOUT OR TALK FAST.

(d) Profanity, indecent or obscene language is strictly forbidden by law.

(e) Only authorized technicians are permitted to make technical adjustments to radio sets.

(f) Any duly authorized officer of the Department of Transport may, from time to time, and at all reasonable times, inspect any radio station within Canada, any apparatus fixed or in use in such station, for the purpose of sending or receiving by radio.

(g) 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 engines and base stations are of this type. In manual operation, the radio will remain on the channel indicated by the channel selector switch.

Yard engine and portable radios are of this type.

2.12 CALLING PROCEDURES.

(a) Positive identification of party called and party calling must be ensured. When identifying themselves the Engineman, Conductor, Train Dispatcher, Yardmaster, Operator or Other Employee must always say "DWP" before the name of their occupation. Whenever the words "Channel 2" appear, substitute proper channel designations as specified in Timetable. Whenever the words "Disp. 2" appear, substitute the proper tone signalling button (Disp. 1 or 2) as specified in Timetable.

(b) The word "Over" is used at the end of each transmission. Its use means "my transmission is ended and I expect a response from you." The word "Out" signifies "this transmission is ended and no response is expected." After communication has been established and when no confusion is likely to arise a shortened form of procedure may be used by omitting the words such as "this is", etc..

2.13 PORTABLE RADIO UNITS (1-2-5 WATT)

(a) Shock-mount racks are provided in cabooses to hold portable sets supplied. The portable in the cupola shock-mount should be connected to the exterior antenna using the cable and connector

provided. The displaced whip antenna should be stored in the container provided.

(b) POCKET RADIOS (1-2 WATT PORTABLES) are powered from rechargeable batteries and are designed for intermittent use.

Continuous monitoring should be avoided as much as possible.

FIVE (5) WATT PORTABLES (caboose type) are normally powered by replaceable lantern type batteries and may be used for continuous monitoring where required.

2.14 GENERAL SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS RE HANDLING AND MARSHALLING IN TRAINS: DEAD OR IDLING LOCOMOTIVES, WRECKING CRANES, SELF-PROPELLED WORK EQUIPMENT, SCALE TEST CARS, BOARDING CARS, ETC.

2.15 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 head end of freight trains behind the locomotive units, but for no greater distance than 20 miles, and at no greater speed than 20 miles per hour.

(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 speed 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 Railway purposes. This order does not restrict the movement of revenue live-stock with attendants on the head-end of trains.

2.16 RULES AND REGULATIONS GOVERNING THE HANDLING OF PASSENGER OR MIXED TRAINS

2.17 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

(Continued on Page 6)

SYSTEM SPECIAL INSTRUCTIONS — Continued

2.0 GENERAL INSTRUCTIONS — FORM 696 — Concl'd

Order 707 as shown in Item 4, in respect to all trains, provided all cars of such train are of all steel construction.

2.18 ACCIDENTS

2.19 Page 43 — General Order 361 has been revised by Railway Transport Committee General Order O-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.

2.20 AUTOMOBILE DOUBLE DECK TRANSPORTER CARS

2.21 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 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.

4.0 SPEED RESTRICTIONS

4.1 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.

4.2 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.

4.3 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.

4.4 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 shipments of rail measuring 78 feet in length.

4.5 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 hoppers must not exceed 45 miles per hour. This does not apply to CNWX grain cars.

5.0 EQUIPMENT RESTRICTIONS

5.1 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.

5.2 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.

5.3 Coupling Regulations — When coupling an engine consist of 3 or more units to a train, or cut of cars, a stop

(Continued on Page 7)

SYSTEM SPECIAL INSTRUCTIONS — Concluded

5.0 EQUIPMENT RESTRICTIONS — Concl'd

must first be made between 6 and 12 feet from point of coupling. The coupling is then to be made as gently as possible.

5.4 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.

5.5 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.

Certain cars with long shank couplers, have been equipped with a standard coupler centering device to keep a free coupler centered in relation to the end sill. If necessary to manually move coupler out of the center position, the release lever must be thrown to disengage the device. Cars equipped with the standard centering device are stencilled accordingly.

5.6 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.

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

6.0 TURBO TRAINS

On this equipment the following will apply:

(a) Voice communication on the Engine-Train Crew intercom will replace sound signals on the con-

ventional "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.

7.0 GENERAL INSTRUCTIONS

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

7.2 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.)

7.3 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.

7.4 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.

7.5 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.

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 52858-53214 and CN 56600-56767 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.
- P 10. All movements handling cylindrical hopper cars where speed is less than 20 miles per hour must reduce speed to 10 miles per hour, except when accelerating or decelerating.
- P 11. System Special Instruction 2.15 (b) is not applicable on Prairie Region. All occupied or unoccupied service equipment cars are to be placed on the rear of trains.
- P 12. When defective cars are set out on line Conductors must wire the following information to the Servo-centre and Car Foreman applicable as soon as possible:

- A. Date
- B. Where set out
- C. Car number
- D. Location on train
- E. Contents
- F. Destination
- H. Where waybill left
- I. Who detected defect
- J. Time defect detected
- K. Train speed
- L. Weather including temperature
- M. Visibility

- P 13. Cars repaired for hot box journal failure or wheel change-out off repair tracks must be placed immediately ahead of caboose or next behind engine and while enroute on the first subdivision must be inspected frequently. Conductors must be informed

(Continued on Page 9)

PRAIRIE REGION SPECIAL INSTRUCTIONS — Concluded

- of the car number, condition and location of such cars on train.
- P 14. Chief Train Dispatcher instead of Conductors, will submit board wires as required in Item 9 (C), Page 44, Form 696.
- P 15. Where Special Instructions require speed restrictions and/or special handling of cars or commodities, Yardmasters or those performing his duties must advise Conductors when same are placed on their train as well as Chief Train Dispatcher. At stations where close crew connections are made inbound crews must notify the outbound crew of the presence of such cars and commodities in the train.
- P 16. The maximum height that pulpwood may be accepted when loaded in Gondola cars is nine (9) feet above car floor and this applies whether or not cars are equipped with steel end stakes. Conductors will not pick up cars loaded in excess of this height and will advise shippers accordingly. Should any excep-

tions or departures be noted from the proper loading methods train crews are prohibited from picking up same unless corrected on the spot by loaders without causing delay to trains, otherwise improperly loaded cars are to be left for correction at inspection points. Positive inspection must be made of each individual car to ensure, before entering double tracks etc., that cars are in condition to continue movement to destination.

- P 17. When ice and snow conditions warrant, all trains making a trailing movement through a spring switch must stop and ensure that same is closed before leaving.
- P 18. All trains will reduce speed over hot box and dragging equipment detectors when snow or blowing snow conditions prevail.
- P 19. Trains handling cars in Series 98129-99692 and 102003-105304 containing ballast must not exceed 30 miles per hour.

AREA RADIO SYSTEMS

These Instructions supplement Items 2.1 to 2.13 Special System Instructions dealing with "Operation of Radio Equipment".

BASE STATION CONTROLS	RADIO CHANNELS							
	EE or 1	TW1 or 2	TW2 or 3	CC3 or 4	CC2	CC1	GT1	HU1
West Duluth Yard	X	X						
West Virginia	X	X						

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

(1) Select on the chart the party you desire to call.

(2) Determine his standby channel (i.e. O).

(3) Select his standby channel on your radio.

(4) If his standby channel does not show a tone number (i.e. O) voice call.

(5) 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.

(6) 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								
○	standby channel									
⊙	standby channel with tone 1									
Ⓢ	standby channel with tone 2									
X	alternate channel									
MOBILE STATIONS		EE or 1	TW1 or 2	TW2 or 3	CC3 or 4	CC2	CC1	GT1	HU1	MW1
Mainline Engines and Railiners	(2 Ch.)	○	X							
Mainline Engines and Railiners	(4 Ch.)	○	X	X	X					
Yard Engines —		X	○							
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						X
Track Units		○	X	X						X

NORTHWARD TRAINS	Miles From D. W. & P. Jct.	Yard Limits	TAFT SUBDIVISION		Office Signals	Siding Capacity In Feet	SOUTHWARD TRAINS			
			CENTRAL TIME				Fourth Class			
							732 Freight	734 Freight	736 Freight	738 Freight
↓	0.0	↓	D. W. & P. JCT. Jct. with B.N. Rly. Interlocked 1.8							
	1.8		WEST DULUTH YARD CKPZ		DU	Yard	0435	1035	1635	2235
	12.3		10.5 HARNEY			1933	0404	1004	1604	2204
	20.4	↓	8.1 SIMAR PZ			6123	0353	0953	1553	2153
	27.4		7.0 BARTLETT			3968	0343	0943	1543	2143
	42.4	15.0 SHAW P			5887	0323	0923	1523	2123	
	51.7	↑	9.3 MELRUDE P			4176	0310	0910	1510	2110
	62.2		19.4 SHELTON JCT. Jct. with D.M.&I.R. Rly. 2.2							
	71.1		WEST VIRGINIA CKPZ		WS	Yard	0240	0840	1440	2040
	73.3						Daily	Daily	Daily	Daily
			Rule 41 Applicable				732	734	736	738

TAFT SUBDIVISION FOOTNOTES

1. RULE MODIFICATIONS

1.1 Special Instructions Apply
System 7.2 — 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.

TAFT SUBDIVISION FOOTNOTES — Concluded

4.	SPEEDS	MILES PER HOUR		6.5	Whiteface	
		All trains			Mileage 46.7 — Extends west of track. Points face north. Capacity 455 feet.	
4.1	Mileage			6.6	Central Lakes	
	0.0 to 0.9 Zone	20			Mileage 56.1 — Connected both ends. Capacity 626 feet.	
	0.9 to 1.4 Zone	10		6.7	Fairlane Taconite Plant Industrial Spur & Wye.	
	1.4 to 11.0 Zone	20			Mileage 62.2 — Extends 9,734 feet west of track. Points face north and south.	
	11.0 to 73.3 Zone	45		6.8	Virginia — Loop Track.	
	52.7 (over bridge)	20			Mileage 71.8 to 74.2. Bridge mileage 74 closed to train traffic. Restrictive signs are in place.	
4.2	Conditional Speeds				NON-INTERLOCKED	
	0.4 Michigan Street Extension (Superior Connection)	15			D.M.&I.R. Rly. mileage 73.0 (Loop track).	
	1.2 (63rd Ave. West and Green St.) Southward main track movements within 500 feet of crossing until crossing occupied.	5			D.M.&I.R. Rly. mileage 73.6 (Loop track).	
5.	PUBLIC CROSSING AT GRADE				Public Crossings at Grade	
5.1	Mileage 0.4 (Michigan Street Crossing — Soo Line Connection) Regional Special Instruction P3 is applicable.				Movements must not exceed 5 m.p.h. over all crossings between and including Southern Drive and Second St. South.	
5.2	Mileage 1.0 (61st Ave. West) Movements on switching lead must be protected by flagman.				Mileage 73.0 (Highway 53). Regional Special Instruction P3 is applicable.	
5.3	Mileage 1.2 (63rd Ave. West and Green St.) Movement on switching lead must be protected by flagman.				When making switching movements over crossing at Second, Third, Fifth and Eight Sts. South train and engine movements must stop and flag over crossings.	
5.4	Mileage 13.8 (Highway 2) Regional Special Instruction P3 is applicable.			7.	TUNNEL	
5.5	Mileage 62.8 (Highway 16) Regional Special Instruction P3 is applicable.			7.1	Location Length	
6.	SPURS AND OTHER TRACKS				Mileage 7.4 520 feet	
6.1	Como Oil			8.	DAILY TIME FREIGHT TRAINS	
	Mileage 10.1 — Connected both ends. Capacity 345 feet.			8.1	No. 421 Leave West Duluth Yard 0130	
6.2	Twig				Arrive West Virginia 0430	
	Mileage 24.4 — Connected both ends. Capacity 663 feet.				No. 417 Leave West Duluth Yard 0530	
6.3	Taft				Arrive West Virginia 0830	
	Mileage 33.0 — Extends west of track. Points face north. Capacity 964 feet.				No. 419 Leave West Duluth Yard 1930	
6.4	Wentworth				Arrive West Virginia 2230	
	Mileage 41.4 — Connected both ends. Capacity 811 feet.				No. 420 Leave West Virginia 0600	
					Arrive West Duluth Yard 1000	
					No. 406 Leave West Virginia 0300	
					Arrive West Duluth Yard 0600	
					No. 418 Leave West Virginia 1100	
					Arrive West Duluth Yard 1400	

NORTHWARD TRAINS	Miles From D. W. & P. Jct.	Yard Limits	CUSSON SUBDIVISION CENTRAL TIME	Office Signals	Siding Capacity In Feet	SOUTHWARD TRAINS			
						Fourth Class			
						792 Freight	794 Freight	796 Freight	798 Freight
STATIONS									
	73.3	↓ 75.6	 WEST VIRGINIA CKPZ. 3.8	WS	Yard	0840	1440	2040	0240
	77.1		 MINORCA JCT. Jct. with D.M.&I.R. Rly. 5.4			0833	1433	2033	0233
	82.5		 BRITT P. 5.5		1937	0825	1425	2025	0225
	88.0		 FORSMAN P. 3.6		4105	0817	1417	2017	0217
	91.6		 IDINGTON P. 8.4		1539	0812	1412	2012	0212
	100.0		 COOK P. 4.2	CK	2680	0800	1400	2000	0200
	104.2		 HALEY 5.8		6165	0754	1354	1954	0154
	110.0		 GHEEN P. 4.6		3304	0746	1346	1946	0146
	114.6		 GLENDALE P. 1.4		2593	0739	1339	1939	0139
	116.0		 ORR P. 12.0	DO		0737	1337	1937	0137
	128.0		 ASH LAKE P. 9.9		6116	0721	1321	1921	0121
	137.9		 ARBUTUS P. 10.2		2717	0707	1307	1907	0107
	148.1		 RAY P. 17.1		4021	0653	1253	1853	0053
	165.2	162.9 ↓ 166.2 166.5	 RANIER .. KPYZ.. 1.8	RI	6123 Yard	0630	1230	1830	0030
	166.9 167.0	↑	Jct. with C. N. Rly. DULUTH JCT.			0505	1105	1705	2305
						Daily	Daily	Daily	Daily
						792	794	796	798
			Rule 41 Applicable						

↓

1654
73
92.1

1654
73
581

↓
1654
73
92
1654
73
581

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 — 7.2 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 74.2 Main Track. — 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 Immigrations 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.

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 the diamond.

4.0 SPEEDS

MILES PER HOUR
All trains

4.1 Mileage
73.3 to 167.0 Zone 45
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 crossing until crossing occupied. 25
166.0 (Mill Road)
Approaching within 700 feet of crossing. 20

5. PUBLIC CROSSINGS AT GRADE

5.1 Mileage 73.4 (Highway 19, West Virginia)
Regional Special Instruction P3 is applicable.
Northward movements on back tracks over crossing must be protected by flagman.

5.2 Mileage 99.8 (Third Ave., Cook)
Regional Special Instruction P3 is applicable.

5.3 Mileage 116 (Highway 23, Orr.)
Regional Special Instruction P3 is applicable.
Southward movements on house track over crossing must be protected by flagman.

5.4 Mileage 148.6 (Highway 217, Ray)
Regional Special Instruction P3 is applicable.

5.5 Mileage 161.9 (Van Lynn Road)
Regional Special Instruction P3 is applicable.

6. SPURS AND OTHER TRACKS

6.1 Idington Pit Track
Mileage 91.8 — Extends east of track. Points face north. Capacity 1779 feet.

6.2 New Pit Track
Mileage 92.8 — Extends east of track. Points face north. Capacity 2620 feet.

6.3 Angora
Mileage 93.9 — Connected both ends.
Capacity 873 feet.

6.4 Leander
Mileage 95.9 — Extends east of track. Points face north. Capacity 337 feet.

6.5 Cook House Track
Mileage 100.1 — Connected both ends.
Capacity 1588 feet.

6.6 General Log Yard Gheen
Mileage 109.5 — Extends west of track. Points face south. Capacity No. 1 track 2021 feet. Capacity No. 2 track 1755 feet.

6.7 Gheen House Track
Mileage 109.8 — Connected both ends.
Capacity 754 feet.

6.8 Gundersen
Mileage 115.7 — Capacity 537 feet.

6.9 Orr House Track
Mileage 116.8 — Capacity 848 feet.

6.10 Cusson
Mileage 119.4 — Capacity 520 feet.

6.11 Brown
Mileage 124.2 — Extends west of track. Points face North. Capacity 550 feet.

6.12 Ash Lake Loading Track
Mileage 128.6 — Connected both ends.
Capacity 1190 feet.

6.13 Ray House Track
Mileage 148.5 — Extends west of track. Points face south to siding. Capacity 460 feet.

6.14 Ericksburg
Mileage 155.7 — Points face south. Capacity 2323 feet.

6.15 M.D. & W. Rly.
Mileage 163.9 — Extends west of track. Points face south. Connects on south end No. 1 track Ranier yard. Capacity 2502 feet.

6.16 Virginia-Loop Track
Mileage 74.2 to 75.4
Bridge mileage 74.2 closed to train traffic. Restrictive signs are in place.

(Continued on Page 15)

CUSSON SUBDIVISION FOOTNOTES – Concluded

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)
Regional Special Instruction P3 is applicable.
Trains must not exceed 5 m.p.h. over bridge mileage 74.2 (Loop track).
Train and engine movements over crossing at 9th Ave. West must be protected by a flagman.

7. DAILY TIME FREIGHT TRAINS

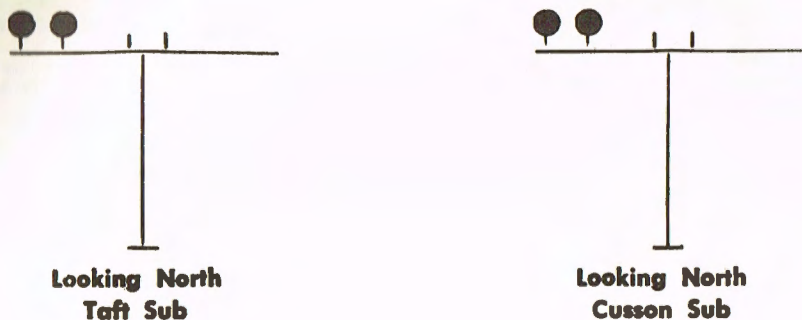
7.1	No. 421	Leave West Virginia	0530
		Arrive Ft. Frances	1400
	No. 417	Leave West Virginia	0930
		Arrive Ft. Frances	1600
	No. 419	Leave West Virginia	2330
		Arrive Ft. Frances	0630
	No. 406	Leave Ft. Frances	2030
		Arrive West Virginia	0230
	No. 418	Leave Ft. Frances	0430
		Arrive West Virginia	1030
	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)			
Two Unit		Two Unit	Two Unit		Two Unit	Two Unit	Two Unit	
Car Factor	GF-30	GFA-15 Ballasted GR-15 and GR-17	GFA-B-15 (non-ballasted) GR-17 MR-18a		GFA-B-15 (non-ballasted) GR-17 MR-18a	GFA-15 Ballasted GR-15 and GR-17	GF-30	Car Factor
	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	5350	3400	3200	West Duluth and Simar Simar and W. Virginia }	10500	11000	16550	12
10	13000	8260	7700					
CUSSON SUBDIVISION								
6	6140	3900	3800	W. Virginia and Forsman Forsman and Ash Lake }	4200	4400	6620	6
6	8200	5200	4850					
9	11200	7100	6650	{ Ash Lake and Ray Ray and Ranier Ranier and Ft. Frances	6650	7100	10500	9
					8300	9200	13100	9

NOTE: (1) Single Unit Rating is one-half two-unit rating.
(2) When 3000 HP units are multiplied with 1750-1800 units, the tonnage rating for the consist will be the sum of the tonnage ratings of the individual units.
(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) 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 in System Special Instructions 2.0 (2.1 to 2.13) 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 Office Phone 946-2491 Residence Phone 287-7715

ASST. REGIONAL MEDICAL OFFICER

Winnipeg *Dr. W. A. Rozecki Office Phone 946-2491 Selkirk 482-3237

WINNIPEG MEDICAL CLINIC

Winnipeg *Dr. G. W. Rempel Office Phone 946-2491 269-6555

SENIOR MEDICAL OFFICER

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

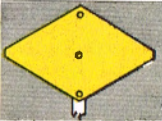
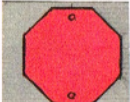
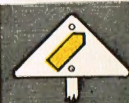
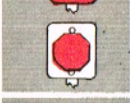
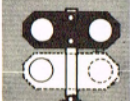
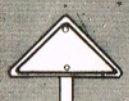
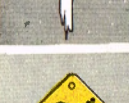
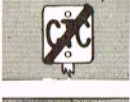
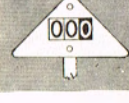
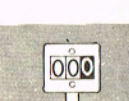
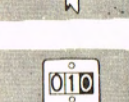
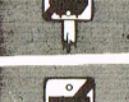
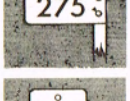
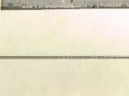
Name	Address	Location
L. J. Gish	314 Chestnut St.	Virginia, Minn.
Nold Jewelers	414 North Central Ave.	Duluth, Minn.
Orla's Watch and Clock Shop	318 Scott St.	Fort Frances, Ont.

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		Derail
	YARD LIMIT — ONE MILE		"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.
	Station Protection Signal (not provided with Approach Signal) — One Mile		
	Station — One Mile		Snow Plow / Flanger Wing Blades
			C.T.C. Begins
	Railway Crossing at Grade Junction Drawbridge End of Main Track End of Two or More Tracks		C.T.C. Ends
			Block Clearance Point
	HOT BOX DETECTOR (ONE MILE) SIGN Hot Box Detector Signs are to be located one mile in advance of the Hot Box Detector Device.		Block End
	SPEEDOMETER CHECK SIGNS: SPEEDOMETER CHECK (ONE MILE) SIGN: Speedometer Check One Mile Signs are to be located one mile in advance of the Begin Measured mile sign.		Whistle and Bell As prescribed by Rules 14L and 30
			Whistle-Tunnel 1000 Feet
	BEGIN MEASURED MILE SIGN: Begin Measured Mile Signs are to be located at Speedometer check points as directed by the Engineer Maintenance.		Spring Switch
	END MEASURED MILE SIGN: End Measured Mile Signs are to be located exactly one mile up the track from the Begin Measured Mile Sign.		Crossing Protection Circuit
			Subdivision Mileage
	Engine Prohibited Beyond this Point		Distance in Feet from Siding Switch
	Cars Prohibited Beyond this Point		
	Restricted Side Clearance		

LEFT

BLANK

INTENTIONALLY

OFFICERS

W. S. Harrington, Trainmaster and Road Foreman of Engines West Virginia
D. P. Isacson, Mechanical Officer West Duluth Yard

Dispatchers' Office at West Virginia Telegraph Call "DE"
Telephone Number (Area Code 218) 749-2780

A. G. Wolfe Chief Train Dispatcher
Train Dispatchers W. E. Heikkila
..... K. G. Erickson
..... L. F. Lindberg
..... A. D. Olson
..... J. S. Phelps
..... D. S. Mason
..... G. N. Fetzich
..... J. F. Lindberg
..... D. R. Ronkainen

SPEED TABLE

Time per Mile		Miles per hour	Time per Mile		Miles per hour	Time per Mile		Miles per hour
0 min.	36 sec.	100.00	0 min.	51 sec.	70.59	1 min.	30 sec.	40.00
0 "	37 "	97.30	0 "	52 "	69.23	1 "	35 "	37.89
0 "	38 "	94.74	0 "	53 "	67.92	1 "	40 "	36.00
0 "	39 "	92.31	0 "	54 "	66.67	1 "	45 "	34.29
0 "	40 "	90.00	0 "	55 "	65.45	1 "	50 "	32.73
0 "	41 "	87.80	0 "	56 "	64.29	1 "	55 "	31.30
0 "	42 "	85.00	0 "	57 "	63.16	2 "	0 "	30.00
0 "	43 "	83.72	0 "	58 "	62.07	2 "	10 "	27.69
0 "	44 "	81.82	0 "	59 "	61.02	2 "	20 "	25.71
0 "	45 "	80.00	1 "	0 "	60.00	2 "	30 "	24.00
0 "	46 "	78.26	1 "	5 "	55.38	2 "	40 "	22.50
0 "	47 "	76.60	1 "	10 "	51.43	2 "	50 "	21.18
0 "	48 "	75.00	1 "	15 "	48.00	3 "	0 "	20.00
0 "	49 "	73.47	1 "	20 "	45.00	3 "	30 "	17.14
0 "	50 "	72.00	1 "	25 "	42.35	4 "	0 "	15.00