



**TIME            147            TABLE**

DESTROY ALL FORMER TIME TABLES  
CHECK THE DAYS OF THE WEEK WITH CARE  
READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY  
IMPORTANT CHANGES HAVE BEEN MADE

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THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND  
EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR  
TO TRAINS OF SAME CLASS IN THE OPPOSITE  
(INFERIOR) DIRECTION

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**TAKING EFFECT 0100  
SATURDAY, MAY 24, 1986**

**REFER TO INSIDE BACK COVER FOR  
EFFECTIVE TIME AND FOR OTHER TIME AND  
DATE CHANGES THAT OCCUR**

**L. N. SAVOIE,  
PRESIDENT**

**S. A. BLACK  
VICE PRESIDENT - RAIL**



**N. L. MILLS,**  
SUPERINTENDENT -  
TRANSPORTATION,  
STEELTON

**L. J. BERTOLO,**  
ASST. SUPERINTENDENT -  
TRANSPORTATION,  
STEELTON

**G. LOWE,**  
TRAINMASTER,  
STEELTON

**A. F. TOMAS,**  
TRAINMASTER,  
HAWK JUNCTION

**D. J. BOOTH,**  
ROAD FOREMAN OF  
ENGINES,  
STEELTON

**YARDMASTERS, STEELTON**  
E. MATTHEWS  
L. BERGERON  
J. O'LEARY

**YARDMASTER, HAWK JUNCTION**  
E. LONG

**DISPATCHING OFFICE, STEELTON**

**LOCAL LINE  
TELEPHONE RING — . .**

**949-2113**

**After Hours  
949-2456**

**J. H. NORTON, CHIEF DISPATCHER - TRANSPORTATION**

M. C. BAIN	}	<b>DISPATCHERS</b>
A. S. WILSON		
J. V. KERN		
R. J. McCOLL		
J. D. SHIER		
G. D. SCOTT		
R. W. BAIN		

**DR. C. R. M. EAID,**  
CHIEF PHYSICIAN & SURGEON  
316 WELLINGTON ST. W.  
TEL. 256-6313  
SAULT STE. MARIE, ONT.  
P6A 1J1

**D. R. CHRISTIE,**  
SUPERVISOR RULES  
AND SAFETY  
WATCH INSPECTOR,  
INDUSTRIAL RELATIONS  
DEPARTMENT,  
STEELTON



## SCHEDULES

Page	Subdivision	From	To	Miles
4-5	SOO	SAULT STE. MARIE	HAWK JCT.	164.6
12-13	NORTHERN	HAWK JCT.	HEARST	131.1
14-15	MICHIPICOTEN	HAWK JCT.	MICHIPICOTEN	26.0

## SOO AND NORTHERN SUBDIVISIONS

<u>LOADING SPURS</u>	<u>MILEAGE</u>	<u>CAPACITY 67'6" PER CAR OVERALL</u>	<u>CON- NECTS</u>
G. W. Martin Co. Ltd. S. ....	31.3	14	N
G. W. Martin Co. Ltd. N. ....	31.7	23	N
G. W. Martin Co. Ltd. ....	42.6	6	S
G. W. Martin Co. Ltd., -10 car cap. S. portion ... Company Spur - 8 car cap. N. portion ...	92.2	18	N&S
G. W. Martin Co. Ltd. ....	118.63	Not in Service	
G. W. Martin Co. Ltd. ....	120.1	Not in Service	
St. Marys Paper Company .....	132.1	11	S
Ballast Pit .....	150.9	Not in Service	
Company Spur .....	150.9	13	N
St. Marys Paper Company .....	155.0	24	N&S
Dubreuil Bros. Ltd. ....	184.2	N/A	S
Company Spur .....	212.4	N/A	N
Company Spur .....	217.1	N/A	N&S
Company Spur .....	218.3	24	N
Newaygo Forest Products .....	275.3	N/A	S

## MICHIPICOTEN SUBDIVISION

Siderite Spur .....	12.7	Not in Service	
Texaco Canada Ltd. ....	20.9	6	E
Canadian Propane .....	20.9	8	E
St. Marys Paper Company .....	22.15	33	W
Company Spur .....	22.17	17	E

## NOTE

"E" heads in from East end.

"S" heads in from South end.

"N" heads in from North end.

"W" heads in from West end.



NORTHWARD TRAINS INFERIOR DIRECTION				Miles from Sault Ste. Marie	Km from Sault Ste. Marie	SOO SUBDIVISION
FOURTH CLASS		SECOND CLASS	FIRST CLASS			STATIONS
11	9	3	1			
Freight Daily	Freight Thurs. Only	Passenger Daily	Passenger Daily Except Mon.			
.....	.....	0800	0930			<b>SAULT STE. MARIE</b> 2.0/3.2
2345	0600	0810	0940	2.0	3.2	..... <b>STEELTON</b> .....
0005	0619	0824	0955	9.5	15.3	..... <b>ODENA</b> .....
0014	0628	0831	f 1004	14.1	22.7	..... <b>HEYDEN</b> .....
0034	0648	0847	f 1023	24.7	39.8	..... <b>NORTHLAND</b> .....
0045	0659	0857	1033	30.7	49.4	..... <b>GOULAIS</b> .....
.....	.....	0859	s 1037	31.5	50.7	... <b>SEARCHMONT</b> ....
0110	0719	0906	f 1046	35.9	57.8	..... <b>WABOS</b> .....
0122	0731	0915	f 1056	41.8	67.3	..... <b>ACHIGAN</b> .....
0134	0743	0926	f 1108	48.1	77.4	..... <b>OGIDAKI</b> .....
0151	0800	0939	f 1121	56.2	90.5	..... <b>MASHKODE</b> .....
<b>0215</b>	0822	0954	f 1139	64.6	104.0	..... <b>MEKATINA</b> .....
0240	0844	1010	f 1156	72.9	117.3	..... <b>SUMMIT</b> .....
0258	0902	1023	f 1210	79.8	128.4	.... <b>BATCHEWANA</b> ....
0325	0927	1041	f 1229	88.7	142.8	..... <b>REGENT</b> .....
.....	.....	1047	f 1237	92.0	148.1	..... <b>MONTREAL FALLS</b> ..
0344	0946	1055	f 1245	95.5	153.7	..... <b>HUBERT</b> .....
0403	1004	1109	f 1305	102.6	165.1	..... <b>FRATER</b> .....
0428	1029	A1130	<b>s 1330</b>	113.8	183.1	..... <b>CANYON</b> .....
0450	1045		<b>f 1350</b>	120.1	193.3	..... <b>ETON</b> .....
0510	1105		f 1408	130.9	210.7	..... <b>AGAWA</b> .....
0529	1124		f 1426	140.8	226.6	..... <b>TABOR</b> .....
0547	1142		f 1442	149.9	241.2	..... <b>PERRY</b> .....
0600	1154		f 1454	156.5	251.9	..... <b>LIMER</b> .....
0620	1210		1510	164.6	264.9	..... <b>HAWK JCT.</b> .....
						Jct. Michipicoten Subdiv.
Daily Freight <b>11</b>	Thurs. only Freight <b>9</b>	Daily Passenger <b>3</b>	Daily Except Mon. Passenger <b>1</b>			Rule 41 is applicable. Main track commences at mileage 2.0. Rule 105 applies to all movements between Sault Ste. Marie and Mileage 2.0.



SOUTHWARD TRAINS SUPERIOR DIRECTION				Symbols	Local Line Telephone Ring	Office Signals	CAPACITY 67'6" PER CAR (OVERALL)	
FIRST CLASS	SECOND CLASS	FOURTH CLASS					Siding	House Track
<b>2</b> Passenger Daily Except Tues.	<b>4</b> Passenger Daily	<b>10</b> Freight Daily	<b>12</b> Freight Thurs. Only					
1810	1700	.....	.....	Z	---	.....	Yard	.....
1800	1650	2320	0440	CKZ		NS	Yard	.....
1745	1636	2302	0422	.....		.....	57	13
f 1736	1629	2253	0413	.....		.....	27	.....
f 1718	1613	2233	0353	.....		.....	49	19
1706	1602	2215	0335	.....		.....	26	.....
s 1703	1600	.....	.....	P	..	GR	.....	12
f 1651	1553	2203	0323	Z		.....	56	13
f 1641	1544	2143	0303	.....		.....	48	13
f 1629	1534	2130	0251	.....		.....	48	14
f 1614	1521	2112	0233	.....		.....	61	8
f 1558	1507	2053	<b>0215</b>	P		.....	74	15
f 1540	1451	2031	0150	.....		.....	50	.....
f 1524	1437	2008	0125	.....		.....	77	7
f 1505	1419	1943	0059	.....		.....	75	21
f 1459	1413	.....	.....	.....	---	.....	.....	.....
f 1450	1405	1925	0040	.....		.....	49	13
f 1435	1351	1905	0020	P	...	FR	81	18
s 1410	<b>L 1330</b>	1825	2340	PZ	---	.....	45	27
<b>f 1350</b>		1810	2325	PZ		.....	46	13
f 1327		1744	2300	P		.....	79	13
f 1309		1725	2240	P		.....	79	36
f 1252		1702	2217	P	....	.....	60	28
f 1240		1649	2204	.....		.....	59	13
1225		1630	2145	CKYZ	—	HJ	Yard	.....
Daily Except Tues. Passenger <b>2</b>	Daily Passenger <b>4</b>	Daily Freight <b>10</b>	Thurs. only Freight <b>12</b>					



## SOO SUBDIVISION FOOTNOTES

1. First and Second Class Trains have no Time Table authority between Mileage 2 and Sault Ste. Marie.
2. Times shown for First and Second Class Trains at Sault Ste. Marie is for information only.
3. First and Second Class Trains will leave Sault Ste. Marie without obtaining clearance and will obtain clearance at Steelton. First and Second Class Trains will register at Steelton by register ticket.
4. Times of First and Second Class Trains at Steelton applies at Steelton Yard Office.
5. Movements across Gore and Andrew Streets must not exceed five miles per hour. Whistle signal 14(L) must be sounded and Rule 103 first paragraph is applicable at Gore and Andrew Streets.
6. Northward movements approaching Huron Street Crossing must not exceed 5 M.P.H. until crossing is occupied. Southward movements approaching Huron Street Crossing must not exceed slow speed until crossing is occupied.
7. The switch leading into the St. Marys Paper Company Mileage 1.33 is a spring switch with normal position being lined for the St. Marys Spur. A derail has been installed in the spur about 250 feet from the switch. Switch lamp and target will indicate red when lined for the spur. It will be necessary to stop at this switch and line same for movements South. Switch is to be returned to normal position and locked immediately after being used.
8. Whistle signal 14(L) must be sounded and Rule 30 observed approaching private crossing at Queen Street Mileage 1.29. Rule 14(L) does not apply for public crossings at:  

Huron Street, Mileage 0.63	Second Line, Mileage 2.80
Conmee Avenue, Mileage 2.43	People's Road, Mileage 3.31
9. Southward movements from Yard tracks onto Queen Street crossing must not exceed five miles per hour.
10. Movements from other than main track onto Conmee Avenue crossing must not exceed ten miles per hour.
11. Rule 103 Paragraph 1 must be observed for movements across the private roadways of the Algoma Steel Corporation which includes Queen Street and across public roadways Huron Street, Conmee Avenue, Second Line and People's Road.
12. All Southward Trains approaching mainline switch to G. W. Martin Co. Ltd. Spur Mileage 3.9 Soo Subdivision must not exceed restricted speed.
13. Safety Switch has been installed at Odena located 120 feet North of South House track switch and is lined in the derailling position.
14. A fixed signal has been installed at Mileage 10.39 to protect Southward movements over North switch Odena. Green signal indicates switch position is normal. In the absence of signal Southward trains must approach switch prepared to stop ensuring that switch is normal.
15. When placing cars in G. W. Martin Co., Ltd. north spur at Searchmont they are to be placed just over and clear of crossing. Spotting of cars is not to be made beyond this point.



16. Restricted Clearance exists in North end Mekatina Siding. All Trains clearing or meeting other trains at Mekatina, must stop clear of Restricted Clearance sign, which is located 410 feet South of North switch.
17. The braking and working of trains on Bridge Mileage 69.9 should be avoided whenever possible.
18. Northward freight trains handling in excess of "C" rating and required to stop at Montreal Falls, will make stop so as to avoid working engines on bridge when starting train.
19. The Time Table indicates the loading spur at Mileage 92.2 to have a capacity of 18 cars, 67'6" in overall length. The spur is not to be spotted with more than 14 cars having an overall length in excess of 67'6" which must be left spotted three car lengths into clear at the North end allowing for a less obstructed view of private road crossing at that point.
20. CANYON PARK — When yarding Tour Trains consisting of 22 cars or less, stop one car length South of the South crossing. Trains consisting of more than 22 cars are to stop one half car length South of the North crossing.
21. Restricted clearance sign has been placed 573' South of Eton North switch in order to allow for standard clearance between main track and siding.
22. Times for First Class Trains No. 1 and No. 2 at Hawk Junction, applies at the Station.
23. Train No. 2 must obtain clearance at Hawk Junction.
24. Yard Limit signs are reflectorized.

### **RAILWAY CROSSING AT GRADE — C.P. RAIL**

C.P.R. Railway Crossing at Grade has been installed on spur track leading to St. Marys Paper Company Mileage 1.22 Soo Subdivision (R.T.C.R.-26769). Crossing is protected by automatic interlocking signals normal signal indication set for A.C.R. movements which are not to exceed 10 M.P.H. (R.T.C.R.-29360).

Should interlocking signal indicate stop and no immediate conflicting movement is evident, movement over crossing may be made in accordance with Rule 672.

### **SWITCHING RESTRICTIONS — STEELTON**

The engine must be coupled and Rule 103 Paragraph 1 must be observed for movement across roadways in the Car Shop yard. Cars must not be left foul of roadways.

Prior to switching within locked switch area at Car Shops, Yard Foreman must contact the Shop Foreman on duty, or the Yardmaster, during off shifts, who will declare the track clear for movement.

When switching inside Car Shop building a minimum number of cars should be handled. Before coupling to cars, the Conductor should contact the Shop Foreman who will put warning signals into operation and declare track clear for movement.

Your attention is drawn to restricted side clearance in Shop 7 caused by car washer at North end of Car Shop building.

Derail has been installed on transfer lead, just East of track leading into Shop Track No. 7 Southend. Except when in actual use it is to be left in derailing position.



## SOO SUBDIVISION

### MAXIMUM SPEED

BETWEEN	PASSENGER	FREIGHT
Mileage 2.0 and Mileage 3.5	20 M.P.H.	20 M.P.H.
Mileage 3.5 and Mileage 64.6	45 M.P.H.	35 M.P.H.
Mileage 64.6 and Mileage 120.1	40 M.P.H.	30 M.P.H.
Mileage 120.1 and Mileage 164	45 M.P.H.	35 M.P.H.
Mileage 164 and Mileage 164.6	30 M.P.H.	30 M.P.H.

### PERMANENT SLOW ORDERS

Mileage		To			
	49.75	To	50.60	25 M.P.H.	Curves
"	68.75	To	69.90	25 M.P.H.	"
"	69.90	To	70.00	20 M.P.H.	Bridge
"	74.50	To	75.50	30 M.P.H.	Curves
"	83.25	To	84.25	20 M.P.H.	"
"	85.60	To	87.00	30 M.P.H.	"
"	87.00	To	87.70	20 M.P.H.	"
"	92.45			20 M.P.H.	Bridge
"	93.75	To	94.50	20 M.P.H.	Curves
"	96.10	To	97.40	30 M.P.H.	"
"	100.00	To	101.10	30 M.P.H.	"
"	103.40	To	103.70	30 M.P.H.	"
"	106.75	To	107.75	20 M.P.H.	"
"	115.50	To	116.50	20 M.P.H.	"
"	135.75	To	136.25	25 M.P.H.	"
"	143.15	To	143.75	25 M.P.H.	"
"	158.50	To	158.75	20 M.P.H.	"
"	162.50	To	163.20	30 M.P.H.	"

### SPEED RESTRICTIONS —SD-40 UNITS

When the SD-40 units are being utilized or handled in the consist the following speed restrictions will apply:—

MILEAGE	MAXIMUM SPEED
37.0 — 38.5	30 m.p.h.
45.0 — 50.0	30 m.p.h.
57.0 — 67.5	30 m.p.h.
67.5 — 87.5	25 m.p.h.
92.0 — 109.0	25 m.p.h.
123.0 — 123.5	30 m.p.h.
133.5 — 136.0	30 m.p.h.
145.0 — 146.0	30 m.p.h.
147.0 — 147.5	30 m.p.h.

A speed of 12 miles per hour must not be exceeded passing through sidings.

General Speed Restrictions — See Page 24.



## NORTHERN SUBDIVISION

### MAXIMUM SPEED

BETWEEN	PASSENGER	FREIGHT
Mileage 164.6 and Mileage 166.0	30 M.P.H.	30 M.P.H.
Mileage 166.0 and Mileage 176.5	40 M.P.H.	30 M.P.H.
Mileage 176.5 and Mileage 194.0	50 M.P.H.	45 M.P.H.
Mileage 194.0 and Mileage 195.0	35 M.P.H.	35 M.P.H.
Mileage 195.0 and Mileage 244.7	50 M.P.H.	45 M.P.H.
Mileage 244.7 and Mileage 295.7	40 M.P.H.	30 M.P.H.

### PERMANENT SLOW ORDERS

Mileage 212.73 — 25 M.P.H. (Bridge)

Trains will not exceed 40 M.P.H. on all curves between Hawk Junction and Mosher.

### SPEED RESTRICTIONS —SD-40 UNITS

When the SD-40 units are being utilized or handled in the consist the following speed restrictions will apply:—

MILEAGE	MAXIMUM SPEED
164.6 — 166.0	25 m.p.h.
166.0 — 184.0	30 m.p.h.
184.0 — 194.0	35 m.p.h.
194.0 — 195.0	25 m.p.h.
195.0 — 217.0	35 m.p.h.
217.0 — 244.7	40 m.p.h.
244.7 — 295.7	30 m.p.h.

#### Wooden Bridges

Mileages 211.9, 212.7, 214.2, 216.6 and 247.1 — 20 M.P.H.

A Speed of 12 miles per hour must not be exceeded passing through sidings.



## NORTHERN SUBDIVISION FOOTNOTES

1. Times for First Class Trains at Hawk Junction, apply at the Station.
2. Train No. 1 must obtain clearance at Hawk Junction.
3. Position of Junction switch at Hawk Junction is normal when set for Northern Subdivision.
4. Crews must assure that all loading apparatus is clear of loading spur at Dubreuilville prior to switching.
5. **Railway Crossing at Grade with C.P.R. at Franz**  
 This crossing is interlocked and protected with approach and home signals of the prescribed type and colour.  
 Normal indication of the home signal — Stop.  
 Maximum permissible speed between approach and home signals — 30 m.p.h.  
 The switch box referred to in Rule 672 and the C.P.R. dispatcher's telephone, are located northwest of the diamond.  
 If the interlocking signal indicates "Stop" and no immediate conflicting movement is evident, then a member of the crew will contact the Canadian Pacific Railway Dispatcher for instructions. If unable to contact him, movement will be in accordance with Rule 672.
- Railway Crossing at Grade with C.N.R. at Oba**  
 This crossing is interlocked and protected only with home signals of the prescribed type and colour.  
 Normal indication of the home signal — Stop.  
 Do not approach within 500 feet of home signal in excess of 10 m.p.h.  
 The switch box referred to in Rule 672 and the C.N.R. dispatcher's telephone, are located southwest of the diamond.  
 If the interlocking signal indicates "Stop" and no immediate conflicting movement is evident, then a member of the crew will contact the Canadian National Railway Dispatcher for instructions. If unable to contact him, movement to be in accordance with Rule 672.
6. Times for First Class Trains at Oba, apply at the Station.
7. Time of First Class Trains at Wyborn applies at Section House.
8. First Class Trains have no Time Table authority between mileage 294 and Hearst Junction.
9. Time shown for First Class Trains at Hearst and Hearst Junction are for information only.
10. Movements across Highway No. 11 mileage 294.32 must not exceed 20 m.p.h. and movements from other tracks onto this crossing must not exceed 4 m.p.h.
11. Train No. 1 will yard train on the Mainline at Hearst in front of the Station.  
 In order to comply with the provisions of Rule 93, 5th paragraph of the U.C.O.R., the engine head light is to be left on dim and the electric marker lights left illuminated on the rear of the train.



12. All train movements between Mileage 2.3 Pagwa Subdivision and Hearst Station are governed by U.C.O.R., Rule 93.
13. Conductor of Train Number 1 and 5 will report to Dispatcher on arrival at Hearst.
14. Yard limit signs are reflectorized.



NORTHWARD TRAINS INFERIOR DIRECTION				Miles from Sault Ste. Marie	Km from Sault Ste. Marie	NORTHERN SUBDIVISION
		FOURTH CLASS	FIRST CLASS			STATIONS
		<b>5</b> Freight Daily Except Sat. & Sun.	<b>1</b> Passenger Daily Except Mon.			
		1100	1520	164.6	264.0	Jct. Michipicoten Subdiv. ..... <b>HAWK JCT.</b> ..... 8.4/13.8
		1125	f 1535	173.0	278.7	..... <b>ALDEN</b> ..... 4.8/7.5
		<b>1150</b>	f 1544	177.8	286.2	..... <b>GOUDREAU</b> ..... 6.4/10.2
		1230	f 1555	184.2	296.4	... <b>DUBREUILVILLE</b> ... 4.1/6.6
		1237	1602	188.3	303.0	..... <b>WANDA</b> ..... 6.6/10.8
		<b>1320</b>	s 1614	194.9	313.8	..... <b>FRANZ</b> ..... Interlocking C.P.R. 6.5/9.7
		1332	f 1625	201.4	323.5	..... <b>SCULLY</b> ..... 6.3/10.4
		1342	f 1637	207.7	333.9	..... <b>HILDA</b> ..... 9.6/15.8
		1358	f 1658	217.3	349.7	..... <b>MOSHER</b> ..... 11.0/17.8
		1415	f 1714	228.3	367.5	..... <b>DANA</b> ..... 10.8/17.2
		1431	f 1730	239.1	384.7	..... <b>LANGDON</b> ..... 5.6/9.1
		1545	s 1744	244.7	393.8	..... <b>OBA</b> ..... Interlocking C.N.R. 8.2/13.0
		1605	f 1758	252.9	406.8	..... <b>NORRIS</b> ..... 5.1/8.4
		1616	f 1807	258.0	415.2	..... <b>KENNEDY</b> ..... 7.8/12.6
		1633	f 1820	265.8	427.8	..... <b>HALE</b> ..... 7.3/11.7
		1649	f 1832	273.1	439.5	..... <b>HORSEY</b> ..... 2.2/3.6
		1654	f 1836	275.3	443.1	..... <b>MEAD</b> ..... 5.6/9.0
		1706	f 1845	280.9	452.1	..... <b>COPPELL</b> ..... 6.2/9.9
		.....	f 1855	287.1	462.0	..... <b>JOGUES</b> ..... 0.7/1.2
		1721	1857	287.8	463.2	..... <b>STAVERT</b> ..... 6.3/10.1
		1735	f 1907	294.1	473.3	..... <b>WYBORN</b> ..... 0.6/1.0
		1740	f 1909	294.7	474.3	..... <b>HEARST JCT.</b> ..... Jct. With C.N.R. 1.0/1.6
		1750	1915	295.7	475.9	..... <b>HEARST</b> .....
		Daily Except. Sat. & Sun. Freight <b>5</b>	Daily Except Mon. Passenger <b>1</b>			Algoma Central Trains have no Time Table authority between Hearst Junction and Hearst and their movement is governed by C.N.R. Time Table and U.C.O.R. Rule 93.



SOUTHWARD TRAINS SUPERIOR DIRECTION				Symbols	Local Line Telephone Ring	Office Signals	CAPACITY 67'6" PER CAR (OVERALL)	
FIRST CLASS	FOURTH CLASS						Siding	House Track
<b>2</b> Passenger Daily Except Tues.	<b>6</b> Freight Daily Except Sun. & Mon.							
1215	1505			CKYZ	—	HJ	Yard	.....
f 1158	1445			.....		.....	66	13
f 1150	1435			.....		.....	57	10
f 1139	1420			Z		.....	.....	7
f 1132	1412			.....		.....	65	13
s 1121	<b>L 1400</b> <b>A 1320</b>			PZ	.....	FZ	65	Yard
f 1109	1309			.....		.....	27	.....
f 1058	1259			.....		.....	70	13
f 1037	1243			P	---	.....	65	20
f 1022	1225			.....		.....	72	14
f 1008	1209			.....		.....	67	13
s 1000	1200			PYZ	----	OB	60	Yard
f 0945	1030			.....		.....	.....	.....
f 0937	1019			.....		.....	.....	.....
f 0924	1002			.....		.....	35	.....
f 0912	0946			.....		.....	36	.....
f 0908	0941			P		.....	.....	12
f 0859	0929			.....		.....	34	.....
f 0849	.....			.....		.....	.....	.....
0847	0914			.....		.....	35	.....
f 0837	0900			P	----	.....	36	26
0835	0855			Y		.....	.....	.....
0830	0845			KZ	--	RH	Yard	.....
Daily Except Tues. Passenger <b>2</b>	Daily Except Sun. & Mon. Freight <b>6</b>							



WESTWARD TRAINS INFERIOR DIRECTION		Miles from Hawk Junction	Km from Hawk Junction	MICHIPICOTEN SUBDIVISION
				STATIONS
		0.0	0.0	Jct. Soo and Northern Subdiv. ..... <b>HAWK JCT.</b> ..... 12.7/20.4
		12.7	20.4	..... <b>SIDERITE</b> ..... 3.9/6.3
		16.6	26.7	..... <b>HELEN</b> ..... 2.1/3.4
		18.7	30.1	..... <b>WAWA</b> ..... 3.8/6.1
		22.5	36.2	..... <b>TREMBLEY</b> ..... 2.7/4.4
		26.0	41.8	..... <b>MICHIPICOTEN</b> .....
				Rule 41 is Applicable

### MICHIPICOTEN SUBDIVISION FOOTNOTES

1. Switch to doubling spur at Helen has an Eastward connection.
2. Train movements between Wawa and Helen are governed by Uniform Code of Operating Rules, Rule 93.
3. SD-40 units are not to be operated beyond fouling point of tracks No. 2 and No. 3 in storage Track No. 29 Wawa Yard.
4. Team Track Wawa is out of service.
5. All switching on Algoma Ore yard tracks must be with special care and in full compliance with Operating Rule 112, third paragraph.
6. Trains must not operate on Algoma Ore unloading tracks at Wawa until it is known that track is clear for safe movement.
7. All switching and/or train movements in Canadian Propane Spur Mileage 20.90 must be in accordance with and as prescribed by U.C.O.R., Rule 112, 3rd paragraph.
8. Units must not be operated beyond "ENGINE STOP HERE" sign on coal dock loading tracks at Michipicoten.
9. When dock is spotted with more than 16 cars, crews are advised to marshall train on highline, doubling as necessary.
10. The maximum loads to be handled off Michipicoten Dock is limited to 16 cars.
11. The air brakes must be in service for all movements of cars at Michipicoten. Running switches and the kicking of cars in this terminal is positively prohibited. These are precautions essential to safe operation and must be strictly adhered to.
12. Yard Limit signs are reflectorized.



Local Line Telephone Ring	Symbols	Office Signals	Capacity 67'6" PER CAR (OVERALL)		EASTWARD TRAINS SUPERIOR DIRECTION
			Siding	House Track	
—	CKYZ P	HJ .....	Yard 46	..... .....	
- - - - -	} Z	..... .....	..... 44	16 Yard	
· -	PZ PZ	..... .....	32 Yard	Yard .....	

**MAXIMUM SPEED**

**ALL TRAINS**

Between Mileage 0.0 and Mileage 17.0                      30 M.P.H.  
 Between Mileage 17.0 and Mileage 22.5                    25 M.P.H.  
 Between Mileage 22.5 and Mileage 25.2                    15 M.P.H.

Movements off Coal Dock Michipicoten must **NOT** exceed 15 m.p.h.

**PERMANENT SLOW ORDERS**

Mileage	5.25	To	6.75	20	M.P.H.	Curves
Mileage	17.00	To	17.50	20	M.P.H.	Curves
Mileage	19.95			20	M.P.H.	Bridge

**SPEED RESTRICTIONS—SD-40 UNITS**

MILEAGE	MAXIMUM SPEED
0.0 - 5.25	25 m.p.h.
5.25 - 6.75	15 m.p.h.
6.75 - 17.0	25 m.p.h.
17.0 - 20.0	15 m.p.h.
20.0 - 22.5	20 m.p.h.
22.5 - 25.2	15 m.p.h.

A speed of 12 miles per hour must not be exceeded passing through sidings.



## TRAIN INSPECTION

In addition to fulfilling the requirements of U.C.O.R. Rule 111, crews on freight trains must make a visual inspection of their trains at the following locations which are protected by yard limit signs.

**NORTHBOUND** — Wabos - Eton - Franz - Oba

**SOUTHBOUND** — Oba - Franz - Eton - Wabos

Train inspection may be made within 15 miles of the above listed inspection locations only when train operations require a train to stop.

Roll by inspections must be made at a speed not exceeding six (6) miles per hour.

Running inspections may be performed by other crews at meeting or passing points within the prescribed limits and will be considered as being in compliance with these instructions, providing the inspection is made from both sides of the train and at a speed not exceeding six miles per hour. Such inspections will not relieve crew members of the responsibility for their own trains.

Inspection points must be reported on Train Detention Report Form 780. Conductors and Enginemen will be held equally responsible for full compliance of these instructions.

In addition, visual inspections must also be made where curvature permits a satisfactory view of at least 50 car lengths from the front or/and rear of trains at intervals not in excess of 10 miles. Inspection of track from rear of moving trains must be made at frequent intervals from rear platform of caboose where any possible track damage could be more easily detected.

Headend and tailend will communicate that visual running inspection has been completed.

When hot boxes in trains are observed, movement must be stopped to examine same. If inspection indicates it is safe to do so without causing damage to journals, train may proceed to first siding where necessary attention will be given. Under no circumstances must hot boxes on fire be taken beyond point where observed without proper servicing.

When necessary to set off cars with hot journals; dope or lubricating pads must be pulled from the box and inspection made to assure fire has not reached underside of car, before leaving car unattended.

### TRAIN INSPECTION — SPECIAL INSTRUCTIONS

Inspection from rear platform of vans/coaches must be made to ascertain that there is no evidence of derailed or dragging equipment on trains approaching all bridges as listed below. Conductors will see that inspection is carried out sufficient distance from bridges to ensure train movement can be stopped should evidence of equipment failure be detected prior to train entering onto bridge.

The Conductor will advise Engineman that track has been inspected and of any conditions observed.

#### SOO SUBDIVISION:

Bellevue Bridge - Mileage 19.97

Goulais Bridge - Mileage 31.22

Chippewa River Bridge - Mileage 69.96

Batchewana River Bridge - Mileage 80.44

Montreal River Bridge - Mileage 92.45



Eton (Agawa River) Bridge - Mileage 120.40  
 Michipicoten River Bridge - Mileage 152.1

**MICHIPICOTEN SUBDIVISION:**

Magpie River Bridge - Mileage 19.95

**NORTHERN SUBDIVISION:**

Oba Lake Bridges - Mileages 211.9, 212.73 & 214.2

Coate Creek Bridge - Mileage 232.24

Albany River Bridge - Mileage 247.1

Jogues (Prune Creek) Bridge - Mileage 286.9

Wyborn (Mattawishquia River) Bridge - Mileage 293.57

Should the Conductor fail to communicate with the Engineman, it will be the responsibility of the crew on the headend to communicate with crew members on the tailend reminding them of the requirements.

## **OPERATION OF DRAGGING EQUIPMENT DETECTORS**

Dragging equipment detectors have been installed at Mileage 18.56, 21.34, 68.75, 71.86, 90.00 and 94.6 as protection for bridges at Mileage 19.97 (Bellevue), Mileage 69.96 (Chippewa), and Mileage 92.45 (Montreal River).

Train radios must be set on channel 1 (end to end channel) when passing over detector locations.

Should detector paddle be struck by dragging equipment a signal tone lasting 2 - 5 seconds will be heard over radio channel 1.

Should detector paddle be damaged by dragging equipment or derailed wheels, signal tone will be emitted for about 2 minutes and then automatically shut down.

When signal tone is heard train must be immediately stopped and a standing inspection made.

## **TRAIN INSPECTION SPECIAL DANGEROUS COMMODITIES**

All Southward trains carrying cars listed as Special Dangerous Commodities i.e. (Propane, Chlorine, Anhydrous Ammonia) etc. must undergo Gateway Inspection at Heyden, such trains must stop and inspect that portion of the train from the units up to and including second car behind the last carload of Special Dangerous Commodity.



## SPECIAL INSTRUCTIONS

1. Standard Time will be transmitted 1154 to 1156 daily.
2. A close watch must be maintained at all times for pulpwood protruding from cars in trains and if necessary stop must be made to replace or remove same. Pulpwood removed at sidings must not be left between tracks.
3. Passengers are not permitted to ride in cupola of caboose or on any part of engine or freight car, except as authorized by the proper authority and only then after Company's release form has been executed.
4. When trains are delayed enroute, report to train dispatcher must be made as promptly as practicable.
5. All employees must be awake and alert at all times while on duty.
6. Train crews are responsible for knowing speed recorders are registering the correct speed. A check of the speed recorder by timing speed by watch must be made when the speed has stabilized and as soon as possible after leaving Terminal.
7. When coupling to passenger or boarding car equipment, movement must be stopped not less than 6 nor more than 12 feet before coupling is made.
8.
  - (a) Occupied boarding cars and light equipment must be handled on rear of trains unless otherwise instructed.
  - (b) Air must be cut in for all movements of boarding cars at any point where hazard might exist to the occupants.
  - (c) Boarding cars left at any point must be protected in accordance with safety rules.
9. High loads must be handled next to engine.
10. Derails not equipped with targets and/or lamps are indicated by yellow marker posts.
11. Except on straight track, a car having an overall length of 56 feet or more must not be coupled to any other car until it has been ascertained that drawbars are in line and coupling will be made without excessive side thrust.
12. Back up air hose equipment must be in service on rear platform of passenger trains and air whistle must be sounded approaching crossings when reverse movements are being made.
13. Conductors are responsible for knowing that members of their crew are in position at all times for the proper performance of their duty and that train is equipped with the required tools and supplies in good working order.
14. Cars must not be spotted within 15 feet of end of tracks or stop blocks in spur track unless such can be accomplished without hazard to equipment.
15. 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.  
Where track configurations require extreme care in set-off movement, such occupied service equipment may be moved on the headend of freight trains behind locomotive units, but for no greater distance than twenty miles, and at no greater speed than 20 M.P.H.



16. When stop is made with a train or cars that have air brakes in operation, before removing units or a set-off of cars, the brake line pressure must be exhausted.
17. When caboose emergency valve is used to effect air brake applications, valve is not to be restored to closed position until train has been brought to complete stop.  
Caboose brake pipe angle cock and/or backup hose (when so equipped), are to be used for the purpose of applying emergency brake application only when train is being operated in reverse.
18. Engines in all service must be equipped with a full set of flagging signals and a white light. This equipment to be maintained in good order and available for immediate use.
19. Frequent sounding of whistle signal 14(L) is essential for the safety of track forces between the hours of 0700 and 1800.
20. On multiple unit engines making station to station movements the engineman must operate the controls from the leading engine whenever possible. If, for mechanical or other reasons, the engine is not controlled from the leading engine, Rule 103 will apply.
21. Headend crews will alert tailend crews by radio, that section forces are being passed and to be on the lookout for signal to indicate train is in order.
22. Employees are cautioned that during switching operations and/or when setting off car(s) the requirements of Uniform Code of Operating Rules, Rule 112, must be strictly adhered to.
23. The use or possession of alcohol and/or narcotics in/on Company property is prohibited.
24. Being under the influence of intoxicants, alcoholic beverages or narcotics while on duty or subject to duty is prohibited.
25. "Canadian Transport Commission General Order 1979-7 Rail amended Section 16 Part III of the Regulations No. 0-8 UCOR to allow the use of radio communication in lieu of communicating signals on passenger trains when locomotives are not equipped with communicating signal appliances."
26. "Canadian Transport Commission General Order 1979-6 RAIL amended Section 46 Part III of the Regulations No. 0-8 UCOR to permit the use of reflectorized signals in lieu of light signals at night of the colours prescribed by Rules 41 to 44."
27. Where provided, engine crews are required to sign Enginemens Register Form 357 prior to commencing a shift or tour of duty.
28. Where provided, train and yard crews are required to sign the Train Register Form 757 prior to commencing a shift or tour of duty.



## GENERAL INSTRUCTIONS ON HANDLING CARS PLACARDED FOR DANGEROUS COMMODITIES

1. Section 74.512 of the Canadian Transport Commission Regulations for the Transportation of Dangerous Commodities by rail, is mandatory for carriers in Canada.
  - 1.1 This section stipulates that, Carload, Trailer load and container load shipments of dangerous commodities, originating in Canada, shall be accompanied by a "Hazard Information — Emergency Response Form", which shall be furnished by the shipper to the carrier and which shall accompany the car, trailer or container from the shipper's siding to the consignee's siding. These forms will contain the potential hazards of the lading and immediate action information in the event of a mishap.
  - 1.2 Dangerous Commodities will be marshalled into trains as required by Algoma Central marshalling chart which is posted in all Caboose, Units, Agencies and Open Train Order Offices.
  - 1.3 In a moving or standing train, empty placarded tank cars, except empty tank cars last containing Dangerous Commodities may not be placed nearer than the second car from the engine or occupied caboose, unless train consists only of placarded tank cars.
  - 1.4 Placarded tank cars must have air and hand-brakes in service and must not be handled in a train which carries passengers, except where there are no regular trains operating in freight service only. Train and engine crews must be advised in writing of the presence and location in the train of all placarded cars.
2. No car moving under its own momentum shall be allowed to strike any car placarded "**EXPLOSIVE**" or "**POISON GAS**", nor shall such car be coupled to with more force than is necessary to complete the coupling.
  - 2.1 Cars placarded **EXPLOSIVES, POISON GAS, or FLAMMABLE GAS 2** must not be cut off while in motion.
  - 2.2 In switching operations, cars placarded "**EXPLOSIVE**" must be separated from the engine by at least one **nonplacarded** car.
  - 2.3 Cars placarded "**EXPLOSIVES**" should be so placed in yards or on sidings that they will be safe from all probable danger of fire and provision made for quick removal and **ISOLATION** in case of fire. Such cars must not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations, except for loading or unloading purposes. Engines on parallel track must not stand opposite or near them.
3. **PLACARDED LOADED TANK CARS** or a draft including such cars, must not be cut off in switching operations until the preceding car or cars have cleared the lead track and cars must not be allowed to follow **PLACARDED LOADED TANK CARS** until they in turn are clear of the lead. When **PLACARDED LOADED TANK CARS** are controlled by **HAND BRAKES**, the brakes must be tested and determined to be in good working order before cars are cut off.



- 3.1 During switching operations, tank cars placarded "Flammable Gas 2" must be shoved to a coupling or to rest; cars following tank cars placarded "Flammable Gas 2" into the same track must be shoved to a coupling or to rest.
- 3.2 Cars placarded "**DANGER**" or known to contain flammable liquids, gases or vapours must not be entered with a lighted openflame lantern, torch or other fire, until both car doors have been opened and sufficient time allowed for ventilation and escape of any vapours.

### **SPECIAL RESTRICTIONS:**

1. In addition to marshalling requirements specified under Section 74.589 of the Canadian Transport Commission **Regulations for the Transportation of Dangerous Commodities by Rail**, Algoma Central Railway shall marshal tank car shipments so that Flammable Gas 2.1 are separated from tank car shipments of chlorine, anhydrous ammonia or sulphur dioxide by at least five (5) rail cars.
2. With order RTC-R-36544 no railway company under the jurisdiction of the Canadian Transport Commission shall permit any car loaded or empty to couple with and DOT specification 112 or 114 tank car at a relative coupling speed in excess of four (4) miles per hour at any location and in any circumstance and shall also not permit any 112 or 114 tank car loaded or empty to coupling with any other car at a relative coupling speed in excess of four (4) miles per hour at any time.



## INJURIES TO PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES

1. In assisting in providing medical relief for persons injured, the Company has in view humanitarian considerations and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.
2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance to be limited to rendering first aid only. First Aid means such treatment as is known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This Officer is usually the Superintendent.
3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or of the Municipal Authorities.
4. Where the injuries are of such a character as to require hospital treatment, this should be arranged for by friends or the Municipal Authorities.
5. Where it is impossible to reach friends or Municipal Authorities, such as in cases occurring in the night or in rural districts, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest Station or location where transportation to a hospital is or can be made available. At the same time all concerned including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made and particulars of this should appear on the casualty report.
6. The instructions of the Transportation Officer should be given in writing, or by telephone message if necessary, so that a copy may accompany the medical accounts for first aid or such other medical services as may be authorized, for the information of our Chief Surgeon and the Comptroller.
7. Employees of the Company, whether authorized to do so or not, when calling for the services of a physician should notify said physician that the call is for first aid only, and will not include the services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.
8. The services of a Company's physician must be requisitioned when practicable.
9. In cases of accidents proving immediately fatal, the Coroner of the District should be notified at earliest possible convenience.



## LOCOMOTIVE TONNAGE RATING

	1500 H.P. GP-7 No. 100 - 170			2000 H.P. GP-38 No. 200 - 205			3000 H.P. SD-40 No. 180 - 188		
	A	B	C	A	B	C	A	B	C
<b>NORTHWARD</b>									
Steelton-Goulais	1600	1490	1440	1865	1740	1680	2510	2330	2260
Goulais-Frater	1250	1160	1125	1460	1350	1310	1960	1825	1765
Frater-Hawk	1500	1395	1350	1750	1625	1575	2350	2185	2115
Hawk-Hearst	2950	2745	2655	3440	3200	3100	4620	4300	4160
<b>SOUTHWARD</b>									
Hearst-Hawk	3100	2890	2790	3615	3370	3255	4800	4460	4320
Hawk-Mekatina	1400	1300	1260	1630	1515	1470	2170	2020	1955
Mekatina-Goulais	1550	1440	1395	1810	1680	1625	2400	2230	2160
Goulais-Steelton	1650	1535	1485	1925	1790	1730	2560	2380	2305
<b>WESTWARD</b>									
Hawk-Siderite	1350	1255	1215	1575	1465	1415	2120	1970	1910
Siderite-Brient	1800	1675	1620	2100	1955	1890	2820	2620	2540
<b>EASTWARD</b>									
Brient-Helen	1000	930	900	1165	1085	1050	1550	1440	1395
Helen-Hawk	1430	1330	1285	1670	1550	1500	2220	2065	2000

### WEIGHTS OF VARIOUS EQUIPMENT

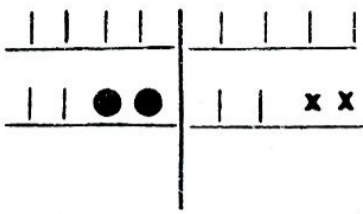
Coaches .....	70
Baggage Cars 300-301-302 .....	75
Baggage Cars 307-308-309 .....	75
Steam Gen. Units 72-74 .....	69
Steam Gen. Unit 76 .....	73
Steam Gen. Unit 80 .....	117
Steam Gen. Unit 81 .....	118
Cabooses 9500 Series .....	25
Cabooses 9600 Series .....	30
Snow Plows 10104-10105 .....	100
Flanger 10120 .....	30
Hoist 10215 .....	84
Hoist 10216 .....	131
Wrecking Crane 10211 .....	130
Business Car Agawa 550 .....	90
Business Car Michipicoten 552 .....	94
Jordan Spreader 10475 .....	48
Jordan Spreader 10476 .....	61



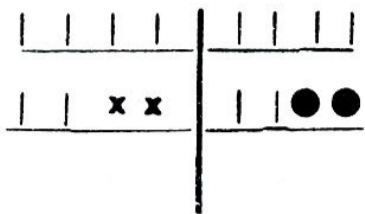
**DIAGRAM SHOWING LOCATION OF TELEPHONE LINES**

**FACING NORTH**

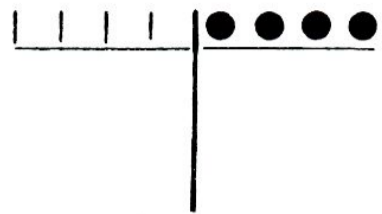
Dispatcher ●●  
Local XX



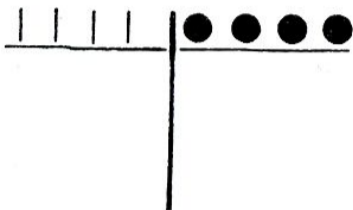
**STEELTON  
TO  
FRATER**



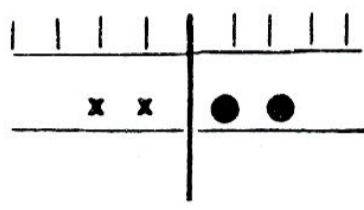
**FRATER  
TO  
HAWK JCT.**



**HAWK JCT.  
TO  
FRANZ**



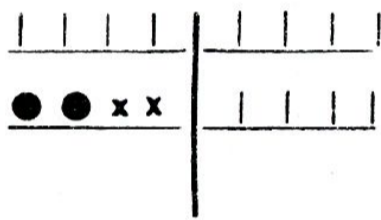
**FRANZ  
TO  
OBA**



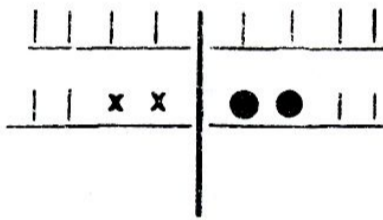
**OBA  
TO  
HEARST**

Employees must exercise extreme care when putting out telephones between Montreal Falls and Frater, account power lines strung on poles above the telephone wires.

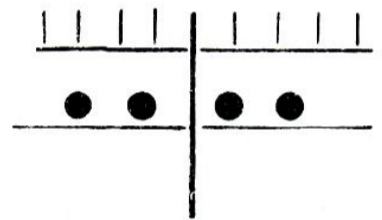
**FACING WEST**



**HAWK JCT.  
TO  
MILE 18**



**MILE 18  
TO  
WAWA**



**WAWA  
TO  
MICHIPICOTEN**

**GENERAL SPEED RESTRICTIONS**

Trains handling wrecking crane 10211, Hoist 10215 and Hoist 10216, must not exceed 25 M.P.H. with care being exercised on descending grades and on sharp curves. Hoists must be hauled with boom trailing when practicable.

Trains handling occupied boarding car equipment must not exceed 25 m.p.h.

Time Table speed restrictions which apply at public roadways are considered fulfilled when foremost portion of the movement has occupied the roadway.

Conductors and Enginemen will be held equally responsible for carrying out all speed restrictions and complying with the Air Brake and Air Signal rules of the Company, dated Jan. 1959.

**SPEED SCHEDULE**

M.P.H.	TIME PER MILE	M.P.H.	TIME PER MILE
5	12 minutes, 0 seconds	34	1 minute, 46 seconds
10	6 minutes, 0 seconds	36	1 minute, 40 seconds
15	4 minutes, 0 seconds	38	1 minute, 35 seconds
20	3 minutes, 0 seconds	40	1 minute, 30 seconds
22	2 minutes, 43 seconds	42	1 minute, 26 seconds
24	2 minutes, 30 seconds	44	1 minute, 22 seconds
26	2 minutes, 18 seconds	46	1 minute, 19 seconds
28	2 minutes, 8 seconds	48	1 minute, 15 seconds
30	2 minutes, 0 seconds	50	1 minute, 12 seconds
32	1 minute, 52 seconds	55	1 minute, 5 seconds



## RADIO INSTRUCTIONS

- 1.0 A Railway Radio Communication System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, between fixed points and/or between employees provided with portable radio equipment. This facility is provided so that certain duties, which have always been required to be performed by personnel may be carried out with more convenience, with less delay and with added safety.
- 1.1 No employee shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language via radio.
- 1.2 Before transmitting, any employee operating a radio transmitting set shall listen a sufficient interval to be sure that the channel is not already in use.
- 1.3 Where radio equipment is provided it will be used in train or yard service and by Maintenance of Way and other mobile equipment as prescribed by these rules, and General Operating Instruction Form OM-1.
- 1.4 Radio communication will be used to supplement but will not, unless otherwise provided, dispense with the use or observance of other signals whenever and wherever they may be required.  
Such use will include:
- 1.4.1 Conditions affecting the safety of movements.
- 1.4.2 Conversation between Conductor and Engineman relative to:
- (a) The fulfillment of train orders and/or instructions in their possession.
  - (b) Reporting when train is into clear.
  - (c) Track and bridge inspection.
  - (d) General Operating Instructions Section 8 Item 5.
- 1.4.3 Train Inspection.
- 1.4.4 Communications with Train Dispatcher when and as required.
- 1.4.5 Issuance of train orders when authorized by Chief Train Dispatcher.
- 1.4.6 Air Brake Tests.
- 1.4.7 Communications with Flagmen.
- 1.4.8 Advice to Enginemen when Flagman has returned.
- 1.4.9 Communications with Track and Equipment Maintenance Forces.
- 1.4.10 Communications with designated stations.
- 1.5 Radios will, unless otherwise provided, be kept on proper channels with volume control set sufficiently high to hear all calls whenever such engines, cabooses and/or other equipment are in active road or yard service. Channels are designated as follows:
- 1.5.1 No. 1 — E.E. (End to End)  
 No. 2 — P.T.A. (Point to Train A)  
 No. 3 — P.T.B. (Point to Train B)  
 No. 4 — U.T.A. (Utility A)  
 No. 5 — U.T.B. (Utility B)  
 No. 6 — Y.D.A. (Yard A)  
 No. 7 — Y.D.B. (Yard B)

\* **See Note**



- 1.5.2 Dispatcher will monitor Channel 2 and 5 at all times.
- 1.5.3 Crews working in yard areas will use Channels designated by Yardmaster.
- 1.5.4 Road crews will stand by on Channel 1.
- 1.5.5 Base Stations will stand by on Channel 1.
- 1.5.6 Maintenance of Way and Mobile equipment will use Channel 4 or 5 except when necessary to contact Dispatcher on Channel 2, or Road Crews on Channel 1.
- 2.0 Employees using radio equipment will exercise care to prevent damage to or loss of such equipment.
- 2.1 To obtain proper performance, batteries of portable radios must be charged before being placed in service.
- 2.2 Before a train or engine leaves a starting point, a voice test of radios shall be made to determine that they are functioning properly.
- 3.0 Should a radio fail enroute, radios will be relocated to provide end to end communication. Should engine radio fail, this may be accomplished by reversing consist of units or exchanging unit with another train, as authorized by Train Dispatcher.  
Should cabooses radios fail, exchange of radio can be made with head end brakeman or exchanged with other enroute trains.
- 3.1 Should a complete failure of the end to end radio system occur enroute, the train may proceed governed by Item 4.
- 4.0 After consulting with Head End Crew and radio system continues to be inoperable, train must not be unduly delayed. Train may proceed governed by the applicable rules and/or special instructions as follows:
- 4.1 **Passenger Trains** — will be governed by Communicating Signals as prescribed by U.C.O.R. Rule 16.
- 4.2 **Freight Trains** — will be governed by U.C.O.R. Rule 90-A.
- 4.3 If train is operating abnormally, tail end crew will exhaust air when practicable and bring train to a stop.
- 5.0 Failure of radio communication must be reported to the Train Dispatcher at the first opportunity.
- 5.1 **CALL LETTERS**
- |                    |                 |        |
|--------------------|-----------------|--------|
| Steelton — CKV43   | Hawk Junction — | CJM512 |
| Northland — CZX461 | Oba —           | CJM723 |
| Frater — CJM724    | Helen —         | CZX467 |
- 6.0 For Railway Radio Communication System General Instructions refer to Section 8 of General Operating Instructions form OM-1.

\* **Note:** With the Radio Communication System not fully complete the above item 1.5.1 will not apply. Until further advised trains will be able to contact the Dispatcher as follows:

Soo Subdivision:

Mileage 0 - 103 — Channel 5

Mileage 120 - 165 — Channel 2

Michipicoten Subdivision:

Mileage 0 - 26 — Channel 2

Northern Subdivision:

Mileage 165 - 208 — Channel 2



## TAKING EFFECT SATURDAY, MAY 24, 1986

### GOVERNED BY:

Eastern Daylight Saving Time commencing  
0100 Saturday, May 24, 1986.

### INSTRUCTIONS FOR CHANGING RAILWAY TIME

Wherever reference is made to Standard Time in the Uniform Code of Operating Rules, 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 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.

#### **To Change From Standard to Daylight Saving Time**

At 0100 Standard Time, on the date time changes, watches and clocks must be **advanced** one hour to indicate 0200, Daylight Saving 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 0100 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 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 time *or*

(b) With the Train Dispatcher *or*

(c) With an employee who has complied with (a) or (b) above.



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