

SAFETY ALWAYS

THE ALGOMA CENTRAL & HUDSON BAY RAILWAY COMPANY

TIME 105 TABLE

GOVERNED BY EASTERN STANDARD TIME

DESTROY ALL FORMER TIME TABLES

☛ CHECK THE DAYS OF THE WEEK WITH CARE

**☛ READ SPECIAL RULES AND INSTRUCTIONS
CAREFULLY**

IMPORTANT CHANGES HAVE BEEN MADE



THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND

EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR

TO TRAINS OF SAME CLASS IN THE OPPOSITE

(INFERIOR) DIRECTION.

TAKING EFFECT AT 12.01 A.M.

SUNDAY, MAY 30th, 1965

**L. C. WAUGH,
PRESIDENT & GENERAL MANAGER**

**J. A. THOMPSON,
VICE PRESIDENT - RAIL OPERATIONS**

**H. R. WOOTTON,
MANAGER - RAIL OPERATIONS**

NORTHWARD TRAINS INFERIOR DIRECTION				Miles from Sault Ste. Marie	Telephone Call	Symbols	SOO SUBDIVISION	Office Signals	CAR CAPACITY 48' CARS		SOUTHWARD TRAINS SUPERIOR DIRECTION			
FOURTH CLASS		FIRST CLASS							Siding	House Track	FIRST CLASS		FOURTH CLASS	
11 Freight Daily	9 Freight Daily	7 Freight Wed. Only	1 Passenger Daily Ex. Sunday								2 Passenger Daily Ex. Sunday	10 Freight Daily	12 Freight Daily	
P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.								
			7.00			Z	SAULT STE. MARIE..							
			7.10	2.0			2.0 STEELTON..	NS	Yard					
9.00	3.00	8.30	7.10	2.0		CKZ	7.5 ODENA.....		84	20	4.55	2.35	3.20	
9.25	3.25	8.55	7.25	9.5			4.6 HEYDEN.....		41		f 4.35	2.07	2.54	
9.35	3.40	9.05	f 7.33	14.1			10.6 NORTHLAND..		70	28	f 4.20	1.48	2.35	
10.00	4.20	9.30	f 7.50	24.7			6.0 GOULAIS.....		39			4.06	1.28	2.14
10.15	4.35	9.45	8.00	30.7		Z	0.8 SEARCHMONT..	GR		16	s 4.03			
			s 8.04	31.5			4.4 WABOS.....		81	20	f 3.53	1.17	2.03	
10.35	4.53	10.05	s 8.14	35.9			5.9 ACHIGAN.....		70	20	f 3.43	1.06	1.52	
10.50	5.05	10.20	f 8.25	41.8			6.3 OGIDAKI.....		72	20	f 3.30	12.53	1.38	
11.07	5.20	10.35	f 8.40	48.1			8.1 MASHKODE.....		86	13	f 3.15	12.35	1.18	
11.25	5.35	10.50	f 8.53	56.2			8.4 MEKATINA.....	K	78	22	f 3.00	12.17	1.00	
11.50	5.55	11.15	f 9.12	64.6		Z	8.3 SUMMIT.....		77	13	f 2.40	P.M. 11.48	12.25	
A.M. 12.25	6.17	11.48	f 9.32	72.9			6.9 BATCHEWANA..		74	12	f 2.23	11.15	A.M. 11.45	
12.48	6.35	12.05	f 9.47	79.8			8.9 REGENT.....		78	31	f 2.01	10.45	11.15	
1.20	7.05	12.33	f 10.08	88.7			3.6 MONTREAL FALLS..				s 1.55			
			s 10.17	92.3			3.2 HUBERT.....		72	20	f 1.46	10.28	10.58	
1.45	7.30	12.55	f 10.28	95.5			7.1 FRATER.....	FR	63	Yard	s 1.30	9.45	10.35	
2.15	7.55	1.30	s 10.46	102.6		Z	11.2 CANYON.....		85	36	s 1.05	8.55	9.45	
2.40	8.20	1.57	s 11.09	113.8			6.3 ETON.....		69	20	f 12.47	8.40	9.30	
2.53	8.34	2.13	f 11.24	120.1		P	10.8 AGAWA.....		89	20	f 12.27	8.20	9.05	
3.12	9.05	2.35	f 11.42	130.9			9.9 TABOR.....		74	48	f 12.08	8.00	8.40	
3.32	9.28	3.00	f 12.08	140.8		Z	9.1 PERRY.....		86	41	f 11.49	7.25	8.03	
3.49	9.44	3.20	f 12.30	149.9			6.6 LIMER.....		85	20	f 11.34	7.12	7.50	
4.03	9.57	3.35	f 12.43	156.5			8.1 HAWK JCT.....	HJ	Yard			11.15	6.50	7.30
4.25	10.20	4.00	1.00	164.6		CKYZ	Jct. Michipleoten Subdiv.					A.M.	A.M.	P.M.
A.M.	P.M.	P.M.	P.M.											
Daily Freight 11	Daily Freight 9	Wed. Only Freight 7	Daily Ex. Sunday Passenger 1				Rule 41 is applicable. Rule 44 is not applicable. Rule 93A is not applicable.				Daily Ex. Sunday Passenger 2	Daily Freight 10	Daily Freight 12	

SOO SUBDIVISION FOOTNOTES

Train No. 1 and Train No. 2's time at Sault Ste. Marie applies at Bruce Street Station.

Train No. 1 will leave Sault Ste. Marie without obtaining clearance, but will obtain clearance at Steelton. Trains No. 1 and No. 2 will register by register ticket at Steelton. Signals of prescribed color and type will be used to indicate delivery of train orders.

Whistle signal 14 (L) must be sounded and Rule 30 observed approaching private crossing at Tancred St. Mileage 0.28.

Movements on main track over Queen Street Crossing Mileage 1.29 must not exceed 20 m.p.h. and movements from other tracks onto this crossing must not exceed 5 m.p.h.

Movements on main track over Conmee Avenue crossing, Mileage 2.34, must not exceed 30 m.p.h. and movements from other tracks onto this crossing must not exceed 10 m.p.h.

Movements over Huron St. crossing Mileage 0.63, Second Line crossing Mileage 2.81 and Peoples Road Crossing Mileage 3.31 must not exceed 30 m.p.h.

Rule 103 Para. 1 must be observed for movements over the private roadways of The Algoma Steel Corporation and over public crossings at Peoples Road, Second Line, Conmee Avenue, Queen Street, and Huron Street.

Train No. 1 and Train No. 2's time at Hawk Junction applies at the Station.

Train No. 2 must obtain clearance at Hawk Junction.

Derails not equipped with lamps are indicated by yellow marker posts.

PERMANENT SLOW ORDERS

Mileage	To	M.P.H.	Curves
49.75	50.6	25	M.P.H. Curves
68.75	70.00	20	M.P.H. "
74.5	75.5	30	M.P.H. "
83.25	84.25	20	M.P.H. "
87.00	87.5	20	M.P.H. "
92.45		20	M.P.H. Bridge
93.75	94.5	15	M.P.H. Curves
106.75	107.75	20	M.P.H. "
115.5	116.5	20	M.P.H. "
135.75	136.25	25	M.P.H. "
143.15	143.75	25	M.P.H. "
158.5	158.75	20	M.P.H. "
162.5	163.2	30	M.P.H. "

SPEED RESTRICTIONS

Maximum Speed	Passenger	Freight
Between Sault Ste. Marie and Mekatina	45 M.P.H.	35 M.P.H.
Mekatina and Eton	40 M.P.H.	30 M.P.H.
Eton and Hawk Jct.	45 M.P.H.	35 M.P.H.

Trains must not exceed twenty 20 miles per hour on sharp curves.

General Speed Restrictions—See page 6

NORTHWARD TRAINS INFERIOR DIRECTION		Miles from Sault Ste. Marie	Telephone Calls	Symbols	NORTHERN SUBDIVISION STATIONS	Office Signals	CAR CAPACITY (48' CARS)		SOUTHWARD TRAINS SUPERIOR DIRECTION	
FOURTH CLASS	FIRST CLASS						Siding	House Track	FIRST CLASS	FOURTH CLASS
5 Freight Daily	1 Passenger Daily Ex. Sunday								2 Passenger Daily Ex. Sunday	6 Freight Daily
A.M. 8.15	P.M. 1.15							A.M. 11.00	P.M. 3.20	
		164.6	—	CKYZ	Jct. Michipicoten Subdiv. HAWK JCT.....	HJ	Yard			
8.40	f 1.35	173.0	---		8.4 ALDEN.....		94 20	f 10.40	3.05	
9.00	s 1.50	177.8	---		4.8 GOUDREAU.....		81 16	s 10.31	2.46	
9.20	s 2.04	184.2	---		6.4 DUBREUILVILLE.....			s 10.19	2.25	
9.35	f 2.13	188.3	---		4.1 WANDA.....		94 20	f 10.11	2.13	
9.57	s 2.25	194.9	---	Z	6.6 FRANZ.....	FZ	94 Yard	s 9.57	1.45	
10.20	f 2.35	201.4	---		6.5 SCULLY.....		48	f 9.42	1.12	
10.35	f 2.45	207.7	---		6.3 HILDA.....		100 20	f 9.30	12.55	
11.00	s 3.05	217.3	---	Z	9.6 MOSHER.....	MS	94 30	s 9.10	12.30	
11.20	f 3.22	228.3	---		11.0 DANA.....		103 20	f 8.50	12.05	
	f 3.30	233.4	---		5.1 AKRON.....			f 8.38		
11.40 P.M.	f 3.39	239.1	---		5.7 LANGDON.....		96 20	f 8.27	P.M. 11.40	
12.40	s 3.50	244.7	---	PRYZ	5.6 OBA.....	OB	101 Yard	s 8.15	11.25	
12.55	f 4.15	252.9	---		8.2 NORRIS.....		49	f 7.55	10.25	
1.07	f 4.25	258.0	---		5.1 KENNEDY.....		50	f 7.47	10.10	
1.30	f 4.39	265.8	---		7.8 HALE.....		51	f 7.35	9.50	
1.37	f 4.44	268.5	---		2.7 BOON.....			f 7.29	9.40	
1.49	f 4.52	273.1	---		4.6 HORSEY.....		51	f 7.21	9.30	
1.59	s 4.58	275.3	---		2.2 MEAD.....			s 7.16	9.20	
2.15	s 5.08	280.9	---		5.6 COPPELL.....		50	s 7.05	9.00	
	s 5.22	287.1	---		6.2 JOGUES.....			s 6.52		
2.35	5.25	287.8	---		0.7 STAVERT.....		50	6.50	8.30	
2.55	f 5.35	294.1	---		6.3 WYBORN.....		50 39	f 6.40	8.15	
3.00	5.39	294.7	---	PY	0.6 HEARST JCT.....			6.37	8.10	
3.10 P.M.	5.45 P.M.	295.8	---	KZ	1.1 HEARST.....	RH	Yard	6.30 A.M.	8.00 A.M.	
Daily Freight 5	Daily Ex. Sunday Passenger 1				Rule 41 is applicable. Rule 44 is not applicable Rule 93A is not applicable.			Daily Ex. Sunday Passenger 2	Daily Freight 6	

NORTHERN SUBDIVISION FOOTNOTES

Train No. 1 and Train No. 2's time at Hawk Junction applies at the Station.

Train No. 1 must obtain clearance at Hawk Junction.

Position of Junction switch at Hawk Junction is normal when set for Northern Subdivision.

Crews must assure that all loading apparatus is clear of Dubreuilville loading spurs prior to switching.

Railway crossings at Grade

- Franz — Canadian Pacific Railway
- Oba — Canadian National Railway
- Hearst— Connections with Canadian National at Hearst Jct.
(See Special Instructions, Page 6)

Derails not equipped with lamps are indicated by Yellow marker posts.

Movements on main track over No. 11 Highway crossing 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.

PERMANENT SLOW ORDERS

Mileage 212.73 — 25 M.P.H. (Bridge)

SPEED RESTRICTIONS

Maximum Speed	Passenger	Freight
	MPH	MPH
Between—Hawk Jct. and Mileage 270	50	45
Between—Mileage 270 and Hearst	40	30

Trains will not exceed thirty five 35 miles per hour on sharp curves.

General Speed Restrictions See Page 6

WESTWARD TRAINS INFERIOR DIRECTION	Miles from Hawk Jct.	Telephone Calls	Symbols	MICHIPICOTEN SUBDIVISION	Office Signals	CAR CAPACITY (48' CARS)		EASTWARD TRAINS SUPERIOR DIRECTION
				STATIONS		Siding	House Track	
	6.5		CKYZ	Jct. Soo and Northern Subdiv. HAWK JCT. 6.5 JOSEPHINE	HJ	Yard		
	9.1			..... MAGPIE		33		
	12.7		PZ	Jct. Siderite Subdiv. SIDERITE JCT. 3.6	SJ	84		
	16.6		Z	..... HELEN		25		
	18.7		Z	..... WAWA	W	63	Yard	
	22.5		Z	..... TREMBLEY		46	Yard	
	25.2		YZ	..... BRIENT				
	26.3		PZ	..... MICHIPICOTEN			Yard	
				Rule 41 is applicable. Rule 44 is not applicable. Rule 93A is not applicable.				

MICHIPICOTEN SUBDIVISION FOOTNOTES

Westward freight trains will not be required to make terminal brake test to descend the two percent grades west of Helen and Trembley.

Retainers will not be set up for the grade west of Helen

Retainers must be set up on freight trains of loaded cars at Trembley to descend the grade west of Trembley.

Trains of sinter from Wawa to Brient will carry 80 pound Train Line pressure.

The air brakes must be in service for all movements of cars within the Brient—Michipicoten Terminal. Running switches and the kicking of cars in this terminal is positively prohibited. These are safety precautions essential to safe operation and must be strictly adhered to.

A terminal brake test as provided in Air Brake rules 22 and 23 must be made for the movement of loaded cars Brient to Michipicoten. When carmen on duty the test will be made by them, at other times by the Conductor personally. On completion of this test, the Conductor personally will signal the movement and no other signal will be acted upon. The rear end brakeman will be stationed at the 'SAFETY SWITCH' but must not change the normal position, which is the derailing position except on signal given by the Engineman who will sound four short blasts of the whistle after a service application of the brakes has been made and he is satisfied beyond doubt that he has control of the movement.

If the above signal is not sounded, the switch must remain in its normal position.

Safety switch between Brient and Michipicoten must be set and locked in derailing position at all times except when in actual use.

Double track between Brient and Michipicoten is right hand operation. All switches on both main tracks must be locked in normal position at all times, except when in actual use.

No switching is to be undertaken fouling the Main Line at the east lead Brient Yard in the face of approaching Westward trains.

Derails not equipped with targets and lamps are indicated by yellow marker posts.

MICHIPICOTEN SUBDIVISION FOOTNOTES - Cont'd.

Not more than 40 cars may be handled into track No. 29 at Wawa for spotting in A. O. P. storage tracks at one time. When handling in excess of 40 cars, they must be doubled in. Under no condition must cars be left standing on heavy grade between main track and first storage track switch.

Trains of green ore or pyrites, must not be handled into Algoma Ore unloading tracks at Wawa, unless it is known that track over the hopper is clear and cars are not foul on adjacent track. Special care must be taken, in addition to rigid compliance with Operating Rule 112, third paragraph, to protect against accident or injury while switching in all Algoma Ore yard tracks.

SPEED RESTRICTIONS

MAXIMUM SPEED	Passenger	Freight
Between Hawk Junction and Trembley	40 M.P.H.	30 M.P.H.
Between Trembley and Brient	25 M.P.H.	15 M.P.H.

Trains will not exceed 20 M.P.H. on sharp curves.

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)
" 17.0 To 17.5	20 " "
" 19.95	20 " (Bridge)

Eastward Trains Superior Direction	Miles from Siderite Jct.	Telephone Calls	Symbols	SIDERITE SUBDIVISION	Office Signals	CAR CAPACITY (48' CARS)		Westward Trains Inferior Direction
				STATIONS		Siding	House Track	
			PZ	Jct. Mich'n. Subdiv. SIDERITE JCT.	SJ	84		
	3.2		Z	..... SIDERITE		Yard		
				Rule 41 is applicable. Rule 44 is not applicable. Rule 93A is not applicable.				

SIDERITE SUBDIVISION FOOTNOTES

Trains of green ore Siderite to Wawa will carry 80 pound Train Line pressure.

Position of Junction switch at Siderite Junction is normal when set for Michipicoten Subdivision.

Initial terminal brake test No. 1 will not be required for return movement of trains Siderite to Wawa, provided same set of cars is handled as on going portion of trip. No. 2 test, as prescribed in Air Brake Rules 25 and 26 will suffice.

Reachers must be used when switching warehouse spur at Siderite.

SPEED RESTRICTIONS

Maximum Speed All Trains 20 M.P.H.

General Speed Restrictions—See Page 6

RAILWAY CROSSING AT GRADE WITH C.P.R. AT FRANZ — INTERLOCKED

RAILWAY CROSSING AT GRADE WITH C.N.R. AT OBA

This crossing interlocked, protected with home signals only, of the color type.
Normal Indication Proceed

Do not exceed 10 m.p.h. approaching and within 500 feet of home signals, per B. of T. C. Order No. 77678.
Protected by permanent Slow signs.

The switch box referred to in Rule 672 is located at the south end of the bungalow at the crossing. This switch box also contains a telephone connected with Canadian National Railways Despatcher at Hornepayne.

If the interlocking signal indicates "Stop" and no immediate conflicting movement is evident, then a member of the crew will contact the Canadian National Railways Despatcher for instructions. If unable to contact him, movement to be in accordance with Rule 672.

CANADIAN NATIONAL TRACKS HEARST TERMINALS

Algoma Central Trains have no time table authority between Hearst Jct. and Hearst. Their movements are governed by C. N. R. time table and train rules.

SWITCHING RESTRICTIONS—STEELTON CAR SHOPS

The engine must be attached and a trainman on the front end of the leading car in all movements over Roadway Crossings in Car Shops yard. Cars must not be left fouling these Roadways.

The number of cars handled switching inside Car Shops must be the minimum and before coupling to the cars, a man, trainman preferred, must be placed at each space between cars, to prevent anyone from crossing during the switching operation. The conductor will arrange with Shop Foreman for men to man the spaces before making any coupling.

GENERAL SPEED RESTRICTIONS

Trains handling wrecking crane 10220 must not exceed 25 miles per hour (1 mile in 2 mins. and 24 seconds) and exercise care descending grades and around sharp curves. Crane must be hauled with Boom Trailing.

Trains hauling hoists 10212 or 10215, must not exceed a speed of twenty (20) miles per hour, reducing to fifteen (15) miles per hour on sharp curves.

Trains hauling occupied boarding car equipment must not exceed a speed of twenty-five (25) miles per hour.

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

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.

TRAIN INSPECTION

In addition to fulfilling the requirements of Rule 111, all freight trains must stop and make complete train inspection within 40 miles of initial terminal and at intervals not exceeding 80 miles thereafter.

Running inspections made by other crews at meeting or passing points will not relieve crew members of 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.

SPECIAL INSTRUCTIONS

- 1.—Standard Time will be transmitted 11.54 A.M. to 11.56 A.M. daily.
- 2.—(a) Passenger equipment must not be detached while in motion, and air must be cut in while switching occupied passenger cars.
 - (b) Vestibule doors and platforms on all coaches must be kept closed while train is in motion between stations. Trainmen in charge of train and railway officials only are permitted to ride on coach platforms.
 - (c) Engines with or without cars must be stopped not less than six nor more than twelve feet before coupling to passenger equipment.
- 3.—(a) Forward crew must frequently look to the rear and front brakeman will inspect both sides of train at regular intervals to assure cars in train are in good order, inspection of track from rear of moving trains, particularly at night, should be from rear platform of caboose where any possible track damage could be more easily detected. Rear platform inspection on night trains must be made at intervals of not more than ten miles.
 - (b) 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.
 - (c) 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.
- 4.—(a) Before moving or coupling to boarding outfit cars, snow plows, flangers, other units of work equipment, persons in, on or about them must be warned to avoid injury.
 - (b) Occupied boarding cars and light equipment must be handled on rear of trains.
 - (c) Air must be cut in for all movements of boarding cars at any point at which hazard might exist to the occupants.
 - (d) Boarding cars left at any point must be protected in accordance with safety rule 23.
- 5.—At least 85% of cars in all trains must be equipped with air brakes in condition for use.
- 6.—High loads must be handled next to engine.
- 7.—Northward freight trains handling in excess of "C" rating and required to stop at Montreal Falls will make stop to avoid working engines on viaduct in starting train.
- 8.—Engines while in either yard or road service, must be equipped with a full set of flagging signals, to include a red flag on a staff, a white light, torpedoes and fusees, such equipment to be maintained in good order and to be always available and ready for immediate use.
- 9.—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.
- 10.—Passengers are not permitted to ride in cupola of caboose or on any part of locomotive, baggage car, or freight car except as authorized by the proper authority and then only after Company's release form has been executed.
- 11.—Employees must exercise extreme care when putting out telephones between Wabos and Ogidaki, Montreal Falls and Frater, Tabor and Anjigami, account power lines strung on poles above the telephone wires.
- 12.—When a diesel-electric engine consisting of more than two units is required to make back-up movement over or along a public road at grade, the provisions of Rule 103 must be applied.
- 13.—Care must be taken when coupling long cars on curved track.
- 14.—Diesel locomotives must not be operated through water exceeding three inches over top of rail, but may do so at slowest possible speed if water does not exceed depth of three inches.
- 15.—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.
- 16.—When trains are delayed enroute, report to train dispatcher must be made as promptly as practicable.
- 17.—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.
- 18.—Loaded cars must not be handled without waybills unless authorized by the proper authority, and when set off short of destination, waybill must remain with the car.
- 19.—Air brakes on Jordan spreaders 10475 and 10476 must be cut out at all times except when complying with Air Brake Rule No. 13.
- 20.—Frequent sounding of whistle signal 14 L (two long, one short, one long) is essential for the safety of trackmen between hours 7.00 a.m. to 6.00 p.m.
- 21.—Cars must not be spotted within 15 feet of end of tracks or stop blocks in spur tracks unless such can be accomplished without hazard to equipment.
- 22.—On multiple unit diesel locomotives making station to station movements, the engineman must operate the controls from the leading unit whenever possible. If, for mechanical or other reasons, the locomotive is not controlled from the leading unit, Rule 103 will apply.
- 23.—Loaded Jumbo tank cars must be separated from the locomotive and each other by at least three cars, except between Franz and Hawk Jct.
- 24.—Loaded tank cars in series CGTX 12301-12360 and CGTX 13200-13245 must be separated from the locomotive, Jumbo Tanks and each other, by at least five cars, except between Franz and Hawk Junction.

**WORKING INSTRUCTIONS IN CONNECTION WITH GENERAL ORDER No. 0-28
OF THE BOARD OF TRANSPORT COMMISSIONERS**

DATED JANUARY 6TH, 1964

INSTRUCTIONS TO MAINTENANCE OF WAY AND STATION EMPLOYEES

1. No fires whatsoever must be set out along the right-of-way between April 1st and October 31st without permit, and Roadmasters must secure such permit from the delegated authority of the Board, usually the Chief Fire Ranger of the District who has jurisdiction over the area involved.
2. Brush and dead grass must be cut and removed from beneath and around all timber bridges, and ground under such bridges kept clear of combustible matter.
3. Special Patrol Instructions will, as heretofore, be issued each year, and all Maintenance of Way employees will be instructed accordingly.
4. Water barrels, with covers, on or at ends of bridges, must be kept filled, and the barrels kept in condition for holding water. Trackmen must report damaged barrels when detected, and the Roadmaster must see such barrels are either repaired or replaced.
5. No employee, railway contractor or agent, shall burn or cause to be burned, any ties, cuttings, debris, or litter upon or near the right-of-way during the fire season, except under such supervision as will prevent such fires from spreading beyond the immediate area.
6. It is the responsibility of Maintenance of Way or any other employees to effect the extinguishment of fires that are presumably started by the railway, regardless of the site of such fires, as well as all fires located on the railway right-of-way, no matter how started. Sectionmen or other employees of the railway, as are available, shall either independently or at the request of any authorized forest officer, proceed to the fire immediately and take action to extinguish it, if not at the time engaged in labours immediately necessary to the safety of trains.
7. As quickly as possible after the discovery of such fire, Maintenance of Way and station employees must report same. Maintenance of Way employees, at the request of any authorized forest officer, must follow the instructions of such officer in fighting fire upon the right-of-way or within 300' of the track.
8. Fires further than 300' from the track must be reported by employees, but they are not obliged to fight same without instructions, unless the fire started on the right-of-way or within 300' of the track. Employees however, will follow and extinguish fires which spread from the railway to other lands.
9. All fires which occur within 300' of any track in any National or Provincial Park or Forest Reserve, shall be reported promptly to the Dispatcher.
10. By provision of General Order No. 0-28, any employee who fails or neglects to carry out these instructions is subject to a penalty as may be provided in the Railway Act.

INSTRUCTIONS TO TRAINMEN AND ENGINEMEN

1. Fire, live coals or hot ashes shall not be deposited upon the tracks or right-of-way, unless they are extinguished immediately.
No ashes from passenger cars, boarding cars or cabooses, no clinkers from the fire box, of a locomotive, shall be thrown out while running.
Burning or smoldering waste or lubricators taken from journal boxes shall be immediately extinguished and buried. Care must be taken to avoid throwing fuses where they can cause fire.
2. During the fire season, the Railway Company shall take all reasonable precautions to eliminate the danger of passengers or employees throwing burning material from trains. In forested territory, smoking shall only be permitted in air conditioned passenger cars or in cars the windows of which cannot be opened, or are fully screened. Smoking shall be prohibited in the vestibules of passenger cars. Receptacles shall be provided on motive power units, cabooses, occupied express and baggage cars and work equipment, to receive discarded smoking material, and notices posted prohibiting such material being thrown from the vehicle.

**GENERAL INSTRUCTIONS RE HANDLING CARS OF EXPLOSIVES, POISON GAS, CLASS D POISON
AND PLACARDED TRUCKS OR TRAILERS ON CARS OR PLACARDED TANK CARS IN TRAINS.**
(Reference to cars in instructions below apply also to cars carrying placarded trucks or trailers)

Such 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 trains of cars placarded EXPLOSIVES. This notice must be transferred from crew to crew at points other than terminals.

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.

Cars placarded EXPLOSIVES, POISON GAS, CLASS "D" POISON must not be cut off while in motion.

In switching operations, cars placarded "EXPLOSIVE" must be separated from the engine by at least one nonplacarded car. Closed cars placarded "EXPLOSIVE" shall have doors closed before they are moved.

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.

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.

Cars placarded Poison Gas or containing Poison Liquid Class "A" in drums, tanks or bombs must not be next to cars placarded Explosives or Dangerous; these cars shall at all times be next to and ahead of the car occupied by the gas handling crews when accompanying such car.

Cars Placarded "DANGEROUS" or known to contain flammable liquids, gases or vapours must not be entered with a lighted open-flame lantern, torch or other fire until both car doors have been opened and sufficient time allowed for ventilation and escape of any vapours.

MARSHALLING OF EXPLOSIVES

When length of freight or mixed train permits, cars placarded Explosives must be placed not nearer than the SIXTEENTH car from both the engine or occupied caboose. When length of freight or mixed train will not permit to be so placed, must be near MIDDLE of train, except that when moving in a freight or mixed train performing pick-up and/or set off service, it shall be placed not nearer than the SECOND car from both the engine or occupied caboose.

RESTRICTIONS:

Cars placarded Explosives must not be handled next to cars placarded Dangerous, Poison Gas, or Class "D" Poison; engine; Wooden Underframe Car; Loaded Flat Car; Open Top Car when lading extends or protrudes above or beyond the ends or sides thereof; Cars equipped with Automatic Refrigeration of the Gas-Burning Type; Cars containing Lighted Heaters, Stoves or Lanterns; Cars loaded with Live Animals or Fowl occupied by an attendant; Occupied Caboose, Passenger or Combination Car other than when occupied by Gas Handlers or Military Personnel accompanying shipments.

MARSHALLING OF LOADED PLACARDED TANK CARS:

When length of freight or mixed train permits, must be SIX cars from engine, occupied caboose or passenger car, but in no case nearer than the SECOND car from engine, occupied caboose or passenger car, unless the remainder of the train consists of placarded loaded tank cars.

RESTRICTIONS:

Must not be handled next to cars placarded Explosives; Engine or Occupied Caboose (except when train consists only of placarded loaded tank cars); Cars placarded Poison Gas; Wooden Underframe Cars; Loaded Flat Cars; Open Top Cars when lading extends or protrudes above or beyond the ends or sides thereof; Cars Equipped with Automatic Refrigeration of the Gas-Burning Type; Cars containing Lighted Heaters, Stoves or Lanterns; Cars Loaded with Live Animals or Fowl, occupied by an attendant; Occupied Caboose, Passenger or Combination Car other than when occupied by Gas Handlers or Military Personnel accompanying shipments.

SIMPLE RULES FOR FIRST AID TREATMENT OF INJURIES

The control of hemorrhage is the first duty of the First Aider.

Question: What simple methods should be employed in the control of hemorrhage?

Answer: Constriction above the wound just sufficiently firm to control bleeding, using a handkerchief, necktie rope or cord. While this method calls for sufficient pressure to control the bleeding, there is danger in tying too tightly or in keeping it on too long.

Lay patient down, elevate bleeding part, cover wound with clean dry dressing and secure with bandage.

Slight hemorrhage can be controlled by latter method by placing firm pad on dressing immediately over wound and secure by bandage. In all cases where possible, the Company's standard First Aid Dressing should be used.

In case of severe hemorrhage, secure medical assistance as soon as possible.

A fracture means a broken bone, and should be treated "ON THE SPOT" before patient is moved from scene of injury. The chief object of the treatment of fracture is to prevent a simple fracture becoming a compound. A simple fracture has no connection with the air. In a compound fracture, air comes in contact with the broken bone through a wound in the flesh.

Question: What apparatus is required for the treatment of fractures?

Answer: Splints and Bandages.

Question: What special feature is required of splints?

Answer: Must be firm enough and long enough to support joints above and below fractured bone.

Question: How should bandages be applied?

Answer: Firmly but not so tight as to constrict circulation.

NOTE: Procure services of doctor as soon as possible.

Question: What should be done for an unconscious person?

Answer: If face is pale—keep head low and turned to one side.

If face is flushed—raise head slightly, turn to one side.

In both conditions, loosen clothing, procure an abundance of fresh air.

Cover up and keep warm until arrival of doctor.

Better to avoid stimulants.

Question: How should Burns and Scalds be treated?

Answer: DO NOT BREAK BLISTERS, exclude air by covering with clean dry dressing and secure with bandage. Keep patient warm and procure medical assistance as soon as possible.

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 is to be limited to rendering first aid only. First aid means such medical and surgical services as are 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 the 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 general hospital. 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.

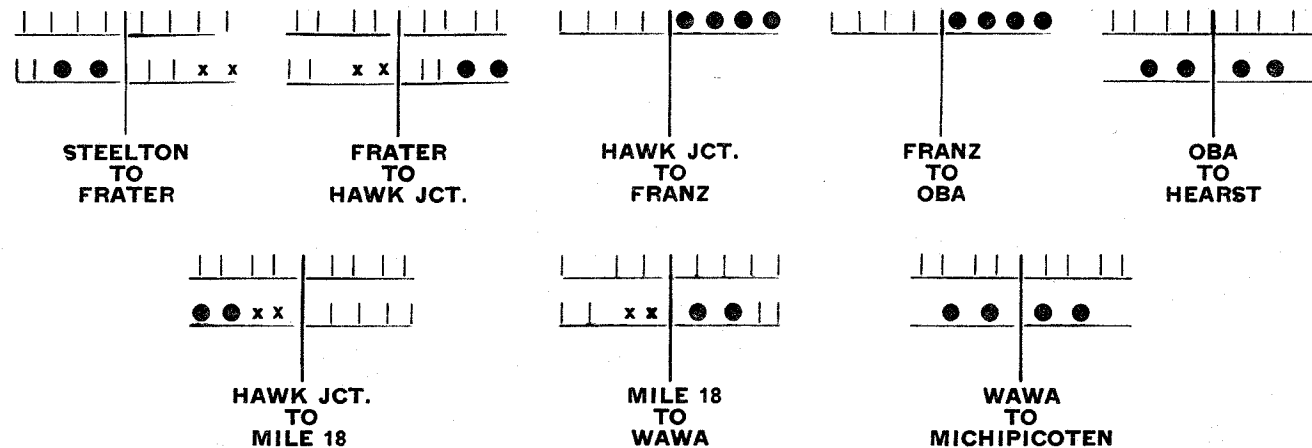
7. Employees of the Company, whether authorized to do so or not, when calling for the services of a physician should notify said physician that the call is for first aid only, and will not include the services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.

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.

DIAGRAM SHOWING LOCATION OF TELEPHONE LINES

Despatcher Local ●●
Local XX



ALWAYS LOOKING NORTH AND—OR WEST

LOCOMOTIVE TONNAGE RATING

	1500 H.P. NO. 150 - 170 INCL.			1750 H.P. NO. 171 - 172 INCL.				1500 H.P. NO. 150 - 170 INCL.			1750 H.P. NO. 171 - 172 INCL.		
	A	B	C	A	B	C		A	B	C	A	B	C
NORTHWARD							WESTWARD						
Steelton-Goulais.....	1600	1490	1440	1865	1740	1680	Hawk-Mileage 3.....	1350	1255	1215	1575	1465	1415
Goulais-Frater.....	1250	1160	1125	1460	1350	1310	Mileage 3 - Brient.....	1800	1675	1620	2100	1955	1890
Frater-Hawk (single).....	1500	1395	1350	1750	1625	1575	EASTWARD						
Frater-Hawk (double).....	1900	1765	1710	2215	2050	1995	Brient-Helen.....	1000	930	900	1165	1085	1050
Hawk-Hearst.....	2950	2745	2655	3440	3200	3100	Helen-Hawk.....	1430	1330	1285	1670	1550	1500
SOUTHWARD							Siderite Jct. - Siderite.....	1000	930	900	1165	1085	1050
Hearst-Hawk.....	3100	2890	2790	3615	3370	3255							
Hawk-Mekatina.....	1400	1300	1260	1630	1515	1470							
Mekatina-Goulais.....	1550	1440	1395	1810	1680	1625							
Goulais-Steelton.....	1650	1535	1485	1925	1790	1730							

SPEED SCHEDULE

MILES PER HOUR	TIME PER MILE
5	12 minutes, 0 seconds
10	6 minutes, 0 seconds
15	4 minutes, 0 seconds
20	3 minutes, 0 seconds
25	2 minutes, 24 seconds
30	2 minutes, 0 seconds
35	1 minute, 43 seconds
40	1 minute, 30 seconds
45	1 minute, 20 seconds
50	1 minute, 12 seconds
55	1 minute, 5 seconds
60	1 minute, 0 seconds
65	0 minute, 55 seconds

WEIGHT OF VARIOUS EQUIPMENT

Coaches	70
Baggage Cars 201-205.....	40
Baggage Cars 206-208.....	60
Steam Gen. Units.....	62
Cabooses.....	25
Snow Plow Deadhead.....	100
Flanger 10120.....	30
Hoist 10212.....	69
Hoist 10215.....	84
Wrecking Crane 10220.....	90
Business Car Agawa.....	90
Business Car Michipicoten.....	94
Jordon Spreader 10475.....	48
Jordon Spreader 10476.....	61

SPECIAL INSTRUCTIONS GOVERNING THE USE OF RAILWAY RADIO COMMUNICATION SYSTEM

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. 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.

GENERAL

1. Locomotives, cabooses and stations (Steelton, Mekatina, Frater, Hawk Junction, Oba, Wawa, and others so specified) are equipped with radios. It is necessary for those using radio equipment, to adhere strictly to the rules and instructions.
2. These instructions do not modify or supercede any rule in the Uniform Code of Operating Rules, Time Table or Special Instructions, except as specified herein.
3. Failure of radio equipment at fixed stations must be reported promptly to the dispatcher. Failure of radio equipment on locomotives must be reported when booking locomotive at completion of trip. Caboose radios which have failed must be turned in and reported at Steelton or Hawk Junction Stations. Communications Department will be advised promptly of faulty radio equipment by employees so designated.
4. No employee shall transmit any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language via radio.
5. Train orders must not be transmitted by radio between head and rear end of a train.
6. Only authorized employees are permitted to make adjustments to a railway radio unit.
7. Radio shall NOT be used by train dispatcher for the transmission of train orders, EXCEPT as authorized by the Superintendent, and when so used, rules governing the transmission of train orders by telephone must be observed.
8. Radio transmitters must be turned off when within 150 feet of blasting operations which involve the use of electric blasting caps.
Note: Dispatchers will advise train and engine crews of any known locations where blasting is being carried out with electric caps.
9. Radio equipment must be handled with care.

OPERATION

10. Each engine equipped for radio communication will have an ON-OFF switch for the mobile radio unit.
11. Engine radio must be turned on and left on until the trip is completed, unless equipment becomes unserviceable. In multiple unit operation, only radio in control unit to be turned on.
12. The "power" indicator light shows power ON for reception or transmission when illuminated.
13. Sufficient warm-up time must be allowed to silence the high static from the speaker and handset.
14. To transmit, depress "push-to-talk" button or bar on the handset.
15. To receive, release the "push-to-talk" button or bar on handset.

16. Cabooses are equipped with special mounting racks for portable radios as well as external antennae. Both facilities must be used when radios operated in cabooses.

17. The caboose portable unit will normally be turned "off" when not in use.

18. To put portaphone in operation, lift handset, turn and pull up the ON-OFF switch. When transmission and reception have been completed, replace the handset firmly in its holder to ensure the ON-OFF button is returned to the OFF position.

19. To transmit on portaphone, the "push-to-talk" button located on the handset, must be depressed.

20. To receive on portaphone, the "push-to-talk" button must be released.

PROCEDURE

21. In speaking, the employee must use a clear distinct tone and speak directly into the handset mouthpiece. **DO NOT SHOUT.**

22. Before speaking by radio, employees must listen long enough to ensure that the circuit is not already in use. If an emergency arises, interruption is permitted.

23. In communicating, employees will identify themselves by prefacing their call with Railway name, repeating call at five second intervals.

EXAMPLE: "AC caboose Train No. 11 calling AC engine train No. 11 over".
"AC engine 161 west calling AC Station Wawa over".

In answering a call the railway, train, caboose or station identification will be used.

EXAMPLE: "This is AC engine Train No. 11 over."
"This is AC Station Wawa over."

24. Within range of wayside stations, other trains, or end to end, the radio is to be used as outlined below:

- (a) To expedite the testing of air brakes.
- (b) For checking train orders received and fulfilment of same.
- (c) For locating the position of train.
- (d) To verify that flagman has returned to his train.
- (e) For information relative to train defects or to provide information that will benefit train operations and assist in yarding trains, improve safety or prevent accident.
- (f) For emergency conditions which shall be prefaced by the word "EMERGENCY" repeated three times and to be used to report any irregular or unsafe condition observed on trains or right-of-way.

25. When more convenient to do so, radio may be used in lieu of hand signals. During switching operations, when radio is being used, both the direction and distance of the movement must be given and verified. The Engineman will move the approximate distance and then stop, unless he receives further instructions.

EXAMPLE: Instruction: "Engine 161 back up two car lengths."
Answer from Engineman: "Engine 161 back up two car lengths."

HOURS OF SERVICE FOR TRAIN ORDER OFFICES

SOO SUBDIVISION

STEELTON

CONTINUOUS

SEARCHMONT

7.30 A.M. to 4.30 P.M. } Monday through Friday
 7.30 A.M. to 10.10 A.M. } Saturday
 3.00 P.M. to 5.40 P.M. }

MEKATINA

9.00 A.M. to 3.00 A.M. } Wednesday
 6.00 P.M. to 3.00 A.M. } Thursday through Tuesday

FRATER

8.00 A.M. to 5.00 P.M. } Daily
 7.00 P.M. to 4.00 A.M. } Daily

HAWK JCT.

CONTINUOUS

NORTHERN SUBDIVISION

HAWK JCT.

CONTINUOUS

FRANZ

CONTINUOUS

MOSHER

8.00 A.M. to 5.00 P.M. } Monday through Friday
 8.30 A.M. to 11.10 A.M. } Saturday
 1.30 P.M. to 4.10 P.M. }

OBA

6.30 A.M. to 12.30 A.M. } Daily

HEARST

CONTINUOUS } Monday through Saturday
 8.00 A.M. to 11.59 P.M. } Sunday

MICHIPICOTEN SUBDIVISION

HAWK JCT.

CONTINUOUS

WAWA

CONTINUOUS } Monday through Friday
 5.00 A.M. to 9.00 P.M. } Saturday and Sunday