

TAKE CARE—NOT CHANCES

CANADIAN NATIONAL RAILWAYS

WESTERN REGION--MANITOBA DISTRICT

LAKEHEAD AND PORT ARTHUR DIVISIONS



TIME 57 TABLE



Taking effect at 24.01 o'clock Sunday, April 25th, 1954

GOVERNED BY CENTRAL STANDARD TIME

☞ CHECK DAYS OF WEEK WITH CARE
FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

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 THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION

DESTROY ALL FORMER TIME TABLES

THE COMPANY'S OPERATING RULES ARE PRINTED SEPARATELY IN BOOK FORM. EMPLOYEES WHOSE DUTIES ARE PRESCRIBED BY THESE RULES MUST HAVE A COPY OF THEM ACCESSIBLE AND A COPY OF THE CURRENT TIME TABLE, AND SUPPLEMENTS THERETO IF ANY, WITH THEM WHILE ON DUTY

J. R. McMILLAN,
VICE-PRESIDENT
WINNIPEG

F. H. KEEFE,
GENERAL MANAGER
WINNIPEG

R. A. CRAVEN,
GEN. SUPT. TRANSPORTATION
WINNIPEG

T. S. SULLIVAN,
GENERAL SUPERINTENDENT
WINNIPEG

M. J. ELLARD,
SUPERINTENDENT TRANSPORTATION
WINNIPEG

LAKEHEAD DIVISION

Page		Miles
	East Limit Board (Western Region) to Port Arthur station (0.04 Double Track).....	4.9
7	Port Arthur station to Mileage 12.34, Kashabowie Subdivision (11.01 Double Track).....	23.3
7	East switch to west switch, Fort William Loop.....	1.8
	Terminal Yard—Port Arthur.....	21.2
	“ “ —Neebing.....	41.7
	“ “ —Mission.....	27.8
	Yard—Current River.....	4.7
	Other Tracks—East Limit Board (Western Region) to Port Arthur station.....	10.7
	“ “ —Port Arthur.....	49.8
	“ “ —Fort William and West Fort William.....	15.3
	“ “ —Mission.....	24.6
		225.8

H. R. BLACKWOOD, Superintendent, Fort William, Ont.
 E. C. PIZZEY, Master Mechanic, Port Arthur, Ont.
 F. R. LALONDE, Road Foreman of Engines, Port Arthur, Ont.

PORT ARTHUR DIVISION

Page	Subdivision	Miles
3	Allanwater.....Armstrong to Sioux Lookout (not including Armstrong).....	138.9
9	Fort Frances.....Atikokan to Rainy River.....	143.5
6	Graham.....Conmee to Superior Jct.....	159.5
7	Kashabowie.....Twin City to Atikokan.....	129.1
5	Minaki.....Redditt to Transcona (not including Transcona).....	121.8
4	Quibell.....Sioux Lookout to Redditt (including Redditt).....	123.1
8	Special Instructions, etc.—Kashabowie and Fort Frances Subs.	
10	Sprague.....Rainy River to Paddington (not including Paddington).....	147.9
		963.8
	Total Miles.....	1,189.6

I. LUCAS, Superintendent, Port Arthur, Ont.
 F. T. MATTHEWS, Assistant Superintendent, Port Arthur, Ont.
 T. W. SMITH, Assistant Superintendent, Sioux Lookout, Ont.
 C. C. CAVANAUGH, Assistant Superintendent, Winnipeg, Man.
 L. W. WINTERS, Trainmaster, Rainy River, Ont.
 E. C. PIZZEY, Master Mechanic, Port Arthur, Ont.
 E. J. SWARD, Master Mechanic, Winnipeg, Man.
 F. R. LALONDE, Road Foreman of Engines, Port Arthur, Ont.
 J. J. McMULLEN, Road Foreman of Engines, Sioux Lookout, Ont.

Dispatchers' Office at Port Arthur, Ont.
 Telegraph Call "D"

J. H. CLOUTIER, Chief Train Dispatcher

K. R. MASON, Assistant Chief Train Dispatcher

C. E. Hurst	G. W. Code	} Train Dispatchers
G. B. Cullen	D. J. Brownlee	
J. P. Antoniuk	B. W. Boreyko	
R. B. Ferrier	T. C. Bradford	

E. Kouhi	B. Melnyk	} Relief Train Dispatchers
K. A. McKay		

Dispatchers' Office at Winnipeg, Man.
 Telegraph Call "DI"

R. C. BROWN, Chief Train Dispatcher

M. HARRINGTON, Asst. Chief Train Dispatcher

A. G. Smith	R. Wiffen	} Train Dispatchers
G. D. McMillan	G. L. Mousseau	
J. Kolodrubsky	J. Kowaluk	
M. J. McGauvran	R. C. Lynn	
H. R. Clarke		

H. R. Shipley	J. N. Mansfield	} Relief Train Dispatchers
S. Yates		

WINNIPEG MEDICAL CLINIC

Office Phone.....90-2491

Telephone
Residence

REGIONAL MEDICAL OFFICER

Winnipeg, Man.....*Dr. Emmet Dwyer 40-5583

ASSISTANT REGIONAL MEDICAL OFFICER

Winnipeg, Man.....*Dr. C. E. Mather 42-2741

MEDICAL CLINIC

Winnipeg, Man.....*Dr. J. G. Hunter 42-5062
 *Dr. M. Shnider 40-7298

DISTRICT MEDICAL OFFICERS

	Telephones	Office	Residence
Winnipeg, Man.....	Dr. W. A. Gardner	90-2491	4-4585
	Dr. C. W. Burns	90-2491	40-5613 or 3-7123

Port Arthur, Ont.....	*Dr. R. B. McA. Coulson
Fort William, Ont.....	*Dr. G. E. McCartney
	*Dr. R. J. G. Park
Sioux Lookout, Ont.....	*Dr. G. L. Bell
	Dr. H. Mitchell
	*Dr. H. W. Allen
	*Dr. B. Derbach
Kenora, Ont.....	Dr. Peter Playfair (Redditt District)
Atikokan, Ont.....	Dr. A. Bramwell Adey
Fort Frances, Ont.....	Dr. S. F. Morrill
	Dr. B. W. Solomon
Rainy River, Ont.....	Dr. J. S. G. Fraser
Baudette, Minn.....	Dr. A. A. Brink
Transcona, Man.....	Dr. W. H. T. Peake
	Dr. M. Mackay
	Dr. G. A. Law

*Also, Eye, Ear and Physical Examiners.

WATCH INSPECTORS

Name	Address	Location
Atkinson Jewellers Ltd.....	8 Cumberland St. S....	Port Arthur, Ont.
J. H. McCartney, Jewellers.....	613 Victoria Ave.....	Fort William, Ont.
S. W. Makl.....		Atikokan, Ont.
D. Brookie.....		Fort Frances, Ont.
R. D. Ramage.....		Rainy River, Ont.
R. W. Ireland.....		Sioux Lookout, Ont.
M. J. Dilger.....	100 Osborne St.....	Winnipeg, Man.
A. Zaslow.....	272 Fort St.....	Winnipeg, Man.
Silverman & Co.....	487 Main St.....	Winnipeg, Man.
Graham Jewellers.....	257 Vaughan St.....	Winnipeg, Man.
Norwood Jewellers.....	Marion & Tache.....	Norwood, Man.
A. Maruca.....		Transcona, Man.

WESTWARD TRAINS Inferior Direction										EASTWARD TRAINS Superior Direction											
FOURTH CLASS		SECOND CLASS	FIRST CLASS			Miles from Sioux Lookout	Symbols	QUIBELL SUBDIVISION	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity		FIRST CLASS			SECOND CLASS	FOURTH CLASS			
213 Mixed Monday, Wednesday	409 Time Freight Daily Ex. Tuesday	103 Passenger Daily ex. Monday	1 Passenger Daily	3 Passenger Daily	Sidings							Other Tracks	102 Passenger Daily ex. Monday	2 Passenger Daily	4 Passenger Daily	414 Time Freight Daily	724 Freight Daily	214 Mixed Tuesday, Thursday	726 Freight Daily	728 Freight Daily	
L 8.55	L 8.40	L 23.45	L 2.45	L 1.40	0.0	CKWYZ	SIoux LOOKOUT	D N	GR	YA	RD	A 24.10	A 1.40	A 2.45	A 8.15	A 10.05	A 14.30	A 18.35	A 23.35		
S 9.10	8.55	23.57	3.00	1.55	6.4		PELICAN	P		80	8	23.57	1.27	2.32	8.01	9.50	S 14.10	18.20	23.20		
S 9.40	9.05	24.08	S 3.15	S 2.15	12.6		HUDSON	D N	H	115	107	23.40	S 1.10	S 2.15	7.51	9.40	S 13.55	18.05	23.07		
F 9.55	9.22	24.20	3.30	2.29	20.7	WZ	WEBSTER	D N	K	68	24	23.31	24.55	2.00	7.38	9.22	F 13.16	17.50	22.50		
F 10.10	9.33	24.29	3.40	2.39	27.5		TAGGART	P		83	12	23.23	24.46	1.51	7.27	8.50	F 13.02	17.25	22.30		
F 10.20	9.40	24.40	3.46	2.45	32.1		SUNSTRUM	P		97	26	23.18	24.40	1.45	7.20	8.40	F 12.50	17.15	22.20		
S 10.40	9.51	24.55	3.57	2.55	39.4	W	MILLIDGE	P		94	5	23.09	24.30	1.35	7.09	8.25	F 12.30	17.00	22.05		
S 11.08	10.01	1.08	4.06	3.04	45.5		RICHAN	P		89	45	23.00	24.21	1.26	6.59	8.10	S 12.10	16.45	21.45		
S 11.25	10.10	1.19	★ 4.15	3.11	50.9		AMESDALE	P		67	20	22.53	24.14	1.19	6.50	8.00	F 11.55	16.35	21.35		
S 12.15	10.25	S 1.37	S 4.35	S 3.30	57.8	CWZ	NIDDRIE	D N	W	N69 S70	15	S 22.45	S 24.05	S 1.10	6.38	7.45	S 11.30	16.20	21.20		
F 13.00	10.38	1.47	4.45	3.40	65.5		MORGAN	P		70	13	22.25	23.45	24.50	6.18	7.10	F 10.59	15.45	20.40		
13.10	10.44	1.53	4.50	3.45	69.5		LASH	P		78		22.19	23.39	24.44	6.08	7.00	10.44	15.30	20.25		
					71.3		RED LAKE ROAD	D	SY		113										
S 14.30	10.52	2.00	5.08	S 3.55	74.6		QUIBELL	P		71	21	22.12	23.28	S 24.30	6.00	6.51	S 10.20	15.20	20.15		
S 15.00	11.06	2.14	5.23	S 4.10	83.5	W	McINTOSH	N	CH	70	14	22.01	23.16	S 24.18	5.46	6.37	S 10.04	15.00	20.00		
F 15.20	11.17	2.24	5.33	4.20	90.2		CANYON	P		93	19	21.49	23.05	24.05	5.33	6.25	F 9.50	14.40	19.45		
S 15.50	11.32	2.37	5.45	4.35	99.3		FAVEL	P		70	19	21.38	22.53	23.53	4.58	6.10	S 9.25	14.25	19.30		
S 16.20	11.42	2.45	5.53	4.45	106.0	WZ	JONES	D N	SA	86	79	21.30	22.44	23.44	4.45	5.53	S 9.05	14.05	19.15		
F 16.35	11.54	2.55	★ 6.02	4.56	113.4		FARLANE	P	FA	87		21.16	22.31	23.31	4.19	4.56	F 8.36	13.30	18.35		
F 16.45	12.03	3.03	6.10	5.05	118.3		BRINKA	P		71	9	21.09	22.24	23.24	4.10	4.35	F 8.18	13.15	18.20		
A 17.00	A 12.15	A 3.10	A 6.20	A 5.15	123.1	CKWYZ	REDDITT	D N	RN	YA	RD	L 21.00	L 22.15	L 23.15	L 4.00	L 4.20	L 8.00	L 12.55	L 18.00		
Monday, Wednesday	Daily Ex. Tuesday	Daily ex. Tuesday	Daily	Daily								Daily ex. Sunday	Daily	Daily	Daily	Daily	Tuesday, Thursday	Daily	Daily		
213	409	103	1	3								102	2	4	414	724	214	726	728		

TIME FREIGHT TRAINS

No. 401—Daily—Leave Sioux Lookout 6.00k; arrive Redditt 10.30k.

No. 403—Daily—Leave Sioux Lookout 7.45k; arrive Redditt 12.35k.

No. 402—Daily—Leave Redditt 7.15k; arrive Sioux Lookout 12.55k.

No. 404—Daily—Leave Redditt 10.00k; arrive Sioux Lookout 15.55k.

FLAG STOPS

No. 1 will stop at Amesdale on Tuesdays, Thursdays and Saturdays to exchange postal mail. This train will stop on flag to detrain passengers from points east of Capreol. Red Lake Road is a regular stop.

★No. 1 will stop on flag at Amesdale and Farlane to entrain passengers to Winnipeg and beyond.

No. 2 will stop on flag to entrain passengers to points east of Capreol.

No. 2 will stop on flag at Farlane and McIntosh from June 11th to Sept. 6th, inclusive, to detrain revenue passengers from Winnipeg and beyond and at Farlane each Saturday, July 10th to Sept. 4th, inclusive, to unload milk.

No. 2 will stop on flag at Red Lake Road to entrain revenue passengers.

No. 3 will stop to detrain passengers from points east of Nakina. Red Lake Road is a flag stop for this train.

No. 4 will stop at Farlane daily except Saturday, July 1st to Sept. 6th, inclusive, to exchange postal mail and will stop on flag to entrain revenue passengers to points east of Nakina. Red Lake Road is a regular stop for this train.

♦No. 4 will stop at Amesdale and Farlane to detrain passengers from Winnipeg and beyond.

Nos. 213 and 214 will stop at Red Lake Road and Mileage 34.5 to unload express and freight.

SPEED RESTRICTIONS

Passenger trains (except as below) 55 miles per hour.

Between Slow Boards 13 poles west of Mileage 91 and Mileage 93 30 miles per hour.

QUIBELL SUBDIVISION FOOTNOTES

Mixed and Freight trains (except as below) 45 miles per hour.

Between Slow Boards 13 poles west of Mileage 91 and Mileage 93 20 miles per hour.

1. All trains must obtain a Terminal Clearance at Niddrie.

2. Positive stops for inspection of freight trains: Time freight, Eastward—Jones, Niddrie; Westward—Webster, Niddrie. Other freight trains—Webster, Niddrie and Jones.

3. Train order delivery devices at Hudson, Webster, Millidge, McIntosh and Jones.

4. Siding at Sioux Lookout extends from first crossover switch east of east stand pipe to first crossover switch west of west stand pipe, for the meeting of passenger trains.

Siding at Hudson extends from crossover switch 792 feet east of station to west switch.

Siding at Redditt extends from east switch to first crossover west of station for the meeting of passenger trains.

5. Westward trains taking siding at Niddrie will use north siding, and eastward trains taking siding at Niddrie will use south siding.

6. Engines must not go beyond frog on spurs at Mileages 11.9 and 55.1. Engines must not go beyond loading platform on Dryden Paper Co. spur, Mileage 13.5.

7. YARD LIMIT SIGNS are located as follows:

Sioux Lookout 5500 feet west of yard west switch.

Webster 5500 feet east of east switch.

5500 feet west of west switch.

Niddrie 5500 feet east of east switch.

5500 feet west of west switch.

Jones 5500 feet east of east switch.

5500 feet west of west switch.

Redditt 5500 feet east of yard east switch.

OTHER TRACKS

	Mileage	Capacity	Connected
Ontario Paper Co. Ltd.	9.1	40 cars	West end
C. W. Cox	11.9	37 cars	West end
Dryden Paper Co.	13.5	14 cars	East end
Ballast Pit Spur	28.7	34 cars	West end
Dryden Paper Co.	34.5	12 cars	Both ends
Canadian Forest Products	36.3	12 cars	East end
Jan Timber	50.8	7 cars	Both ends
Canadian Forest Products	55.1	12 cars	East end
O. and M. Pulp	71.2	17 cars	West end
O. and M. Pulp	82.5	14 cars	West end

TUNNELS

Mileage 41.3 Length 325 feet.

Mileage 88.2 Length 525 feet.

Mileage 89.7 Length 525 feet.

Mail Crane at Richan.

TIME FREIGHT TRAINS

No. 401—Daily—Leave Sioux Lookout 6.00k; arrive Redditt 10.30k.

No. 403—Daily—Leave Sioux Lookout 7.45k; arrive Redditt 12.35k.

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No. 2 will stop on flag at Red Lake Road to entrain revenue passengers.

No. 3 will stop to detrain passengers from points east of Nakina. Red Lake Road is a flag stop for this train.

No. 4 will stop at Farlane daily except Saturday, July 1st to Sept. 6th, inclusive, to exchange postal mail and will stop on flag to entrain revenue passengers to points east of Nakina. Red Lake Road is a regular stop for this train.

♦No. 4 will stop at Amesdale and Farlane to detrain passengers from Winnipeg and beyond.

Nos. 213 and 214 will stop at Red Lake Road and Mileage 34.5 to unload express and freight.

SPEED RESTRICTIONS

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2. Positive stops for inspection of freight trains: Time freight, Eastward—Jones, Niddrie; Westward—Webster, Niddrie. Other freight trains—Webster, Niddrie and Jones.

3. Train order delivery devices at Hudson, Webster, Millidge, McIntosh and Jones.

4. Siding at Sioux Lookout extends from first crossover switch east of east stand pipe to first crossover switch west of west stand pipe, for the meeting of passenger trains.

Siding at Hudson extends from crossover switch 792 feet east of station to west switch.

Siding at Redditt extends from east switch to first crossover west of station for the meeting of passenger trains.

5. Westward trains taking siding at Niddrie will use north siding, and eastward trains taking siding at Niddrie will use south siding.

6. Engines must not go beyond frog on spurs at Mileages 11.9 and 55.1. Engines must not go beyond loading platform on Dryden Paper Co. spur, Mileage 13.5.

7. YARD LIMIT SIGNS are located as follows:

Sioux Lookout 5500 feet west of yard west switch.
Webster 5500 feet east of east switch.
Niddrie 5500 feet west of west switch.
Jones 5500 feet east of east switch.
Redditt 5500 feet west of west switch.
Redditt 5500 feet east of yard east switch.

OTHER TRACKS

	Mileage	Capacity	Connected
Ontario Paper Co. Ltd.	9.1	40 cars	West end
C. W. Cox	11.9	37 cars	West end
Dryden Paper Co.	13.5	14 cars	East end
Ballast Pit Spur	28.7	34 cars	West end
Dryden Paper Co.	34.5	12 cars	Both ends
Canadian Forest Products	36.3	12 cars	East end
Jan Timber	50.8	7 cars	Both ends
Canadian Forest Products	55.1	12 cars	East end
O. and M. Pulp	71.2	17 cars	West end
O. and M. Pulp	82.5	14 cars	West end

TUNNELS

Mileage 41.3 Length 325 feet.
Mileage 88.2 Length 525 feet.
Mileage 89.7 Length 525 feet.

Mail Crane at Richan.

WESTWARD TRAINS Inferior Direction						Miles from Redditt	Symbols	MINAKI SUBDIVISION	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity		EASTWARD TRAINS Superior Direction							
FOURTH CLASS	SECOND CLASS		FIRST CLASS									FIRST CLASS			SECOND CLASS		FOURTH CLASS				
	215 Mixed Tuesday, Thursday	37 Passenger Tuesday, Friday	409 Time Freight Daily Ex. Tuesday	1 Passenger Daily	3 Passenger Daily							103 Passenger Daily ex. Tuesday	102 Passenger Daily ex. Sunday	2 Passenger Daily	4 Passenger Daily	414 Time Freight Daily	38 Passenger Tuesday, Friday	730 Freight Daily	216 Mixed Monday, Wednesday	732 Freight Daily	734 Freight Daily
L 8.00	L 15.00	L 12.30	L 6.30	L 5.25	L 3.20	0.0	CKWYZ	REDDITT	D N	RN	YA	RD	A 20.50	A 22.05	A 23.05	A 3.45	A 13.05	A 11.45	A 16.35	A 20.00	A 2.30
S 8.15	15.11	12.50	6.41	5.36	3.29	6.6		6.6 ENA	P		71	14	20.38	21.52	22.52	3.29	12.50	11.30	16.14	19.45	2.17
S 8.40	S 15.30	13.05	S 6.53	S 5.50	3.41	14.4		7.8 MINAKI	D N	KI	83	52	20.26	S 21.39	S 22.39	3.10	S 12.35	11.15	S 15.59	19.30	2.04
S 8.54	S 15.43	13.16	★ 7.05	6.04	3.49	20.6		6.2 WADE	P		69	31	20.18	21.27	22.29	3.01	S 12.17	11.04	S 15.15	19.15	1.52
F 9.07	15.49	13.21	7.10	6.09	3.53	23.7		3.1 TEBO	P		74		20.14	21.23	22.25	2.56	12.08	10.54	F 15.00	19.10	1.46
S 9.21	S 16.04	13.36	F 7.21	6.19	4.03	30.1	WZ	6.4 MALACHI	D N	MY	71	10	20.04	21.13	F 22.15	2.46	S 11.58	10.34	S 14.35	18.50	1.35
S 9.35	16.18	13.46	7.31	6.29	4.12	36.1		6.0 WHITE	P		67	15	19.56	21.04	22.07	2.36	11.46	10.14	S 14.15	18.30	1.20
F 9.54	16.34	13.58	7.44	6.40	4.24	44.1		8.0 OPHIR	P		69	10	19.45	20.52	21.55	2.24	11.29	9.54	F 13.58	18.10	1.05
S 10.20	16.48	14.13	S 8.02	S 6.57	S 4.45	51.6	CWZ	7.5 DECIMAL	D N	DO	74	66	S 19.35	S 20.40	S 21.44	2.12	11.17	9.30	S 13.15	17.50	24.45
F 10.32	17.02	14.26	8.13	7.09	4.55	58.7		7.1 INDIGO	P		81	8	19.19	20.21	21.27	1.52	10.56	8.39	F 12.32	17.20	24.21
F 10.48	17.09	14.36	8.20	7.16	5.02	64.0		5.3 HOCTOR	P		70	9	19.12	20.14	21.22	1.42	10.48	8.20	F 12.18	17.09	24.11
F 11.15	17.15	14.45	8.26	7.21	5.09	68.8		4.8 ALCOCK			102		19.06	20.08	21.17	1.33	10.41	7.50	F 12.05	16.54	24.01
S 11.45	S 17.22	14.54	S 8.32	7.28	5.16	73.7	WZ	4.9 ELMA	D N	MA	69	90	19.00	20.02	S 21.09	1.24	S 10.35	7.28	S 11.52	16.40	23.52
S 12.07	17.32	15.05	8.42	7.36	5.26	80.9		7.2 LEWIS	P		70	9	18.51	19.52	20.54	1.14	10.22	6.58	S 11.14	16.20	23.39
F 12.33	17.43	15.16	8.52	7.45	5.36	88.8		7.9 HAZEL	P		70		18.42	19.43	20.45	1.03	10.12	6.43	F 10.51	15.55	23.24
12.48	17.49	15.25	8.59	7.51	5.42	94.3		5.5 NOURSE	P		99	21	18.35	19.37	20.38	24.54	10.05	6.33	F 10.38	15.41	23.14
S 13.01	S 17.55	15.32	★ 9.05	7.56	5.47	98.3	WZ	4.0 VIVIAN	D N	V	71	64	18.30	19.31	20.33	24.45	S 9.58	6.22	S 10.25	15.32	23.05
S 13.20	18.19	15.44	9.16	8.07	5.57	106.4		8.1 ANOLA	P		70	24	18.19	19.19	20.21	24.27	9.45	5.57	S 10.00	15.05	22.41
S 13.45	S 18.33	15.57	9.30	8.20	6.07	115.2		8.8 DUGALD	P		70	65	18.09	19.08	20.09	24.15	S 9.30	5.20	S 9.30	14.40	22.23
A 14.00	A 18.45	A 16.15	A 9.40	A 8.30	A 6.15	119.6 121.8	CKWYZ	6.6 TRANSCONA	D N	SC	YA	RD	L 18.00	L 19.00	L 20.00	L 24.01	L 9.05	L 5.00	L 9.05	L 14.15	L 22.00
Tuesday, Thursday	Tuesday, Friday	Daily Ex. Tuesday	Daily	Daily	Daily ex. Tuesday	CENTRAL TIME						Daily ex. Sunday	Daily	Daily	Daily	Tuesday, Friday	Daily	Monday, Wednesday	Daily	Daily	
215	37	409	1	3	103							102	2	4	414	38	730	216	732	734	

FLAG STOPS

No. 1 will stop to detrain passengers from points east of Capreol and will stop on flag at Lewis and Craigs on Fridays to entrain revenue passengers for Winnipeg and beyond.

★No. 1 will stop on flag to entrain revenue passengers to Winnipeg and beyond.

No. 2 will stop on flag to entrain passengers to points east of Capreol.

No. 3 will stop to detrain passengers from points east of Nakina.

No. 4 will stop on flag to entrain passengers to points east of Nakina and will stop at Craigs and Lewis on Saturdays to detrain revenue passengers from Winnipeg and beyond.

◆No. 4 will stop to detrain revenue passengers from Winnipeg and beyond.

†Nos. 37 and 38 will stop on flag to entrain and detrain revenue passengers.

Nos. 37 and 38 will stop at Brereton Lake, Winnitoba, Rice Lake and Ottermere and will stop on flag at Craigs to entrain and detrain revenue passengers.

Nos. 215 and 216 will stop at spurs for passengers, mail and freight and will stop on flag at mileage 27.8 (Ottermere), Mileage 33, Winnitoba, Brereton Lake, Contour and Glass.

SPEED RESTRICTIONS

	Miles per Hour	
	Passenger.	Mixed and Freight.
Between Mileage 0.0 and Mileage 51.6	55	45
Between Mileage 51.6 and Mileage 121.8	60	50
Over Bridge, Mileage 13.9	35	35

Brakes must not be applied while passing over bridge, Mileage 13.9, except in case of emergency.

MINAKI SUBDIVISION FOOTNOTES

1. At Transcona, the time of First Class trains, Second Class trains designated as Passenger trains and Passenger extra trains applies at the switch at end of double track and these trains may register by delivering register ticket to Operator.

2. All trains must obtain a Terminal Clearance at Decimal.

3. Positive stops for inspection:
Time freight trains (Eastward) Vivian and Decimal.
(Westward) Malachi and Elma.
Other freight trains Vivian, Decimal and Malachi.

4. Train order delivery devices at Minaki, Malachi, Elma and Vivian.

5. Siding at Redditt extends from east switch to first crossover west of station for the meeting of passenger trains.

6. YARD LIMIT SIGNS are located as follows:
Redditt 5500 feet west of yard west switch.
Malachi 5500 feet east of east switch.
5500 feet west of west switch.
Decimal 5500 feet east of east switch.
5500 feet west of west switch.
Elma 5500 feet east of east switch.
5500 feet west of west switch.
Vivian 5500 feet east of east switch.
5500 feet west of west switch.
Transcona 1500 feet east of wye east switch, Mileage 119.6.

OTHER TRACKS

	Mileage	Capacity	Connected
Canadian Forest Products	37.8	8 cars	West end
Devlin Spur	56.6	4 cars	West end
J. Saik	67.4	4 cars	West end
Contour	83.3	29 cars	Both ends
Craigs	90.6	26 cars	Both ends
Vivian Pit	98.8	120 cars	East end
Glass	110.0	32 cars	Both ends
Spur	119.2	40 cars	East end
Spur—Length 2 miles	119.6		Wye

TUNNELS

Mileage 7.3 Length 556 feet.
Mileage 12.2 Length 613 feet.

LAKE RESORTS

	Mileage
Ottermere	27.8
Rice Lake	37.5
Winnitoba	41.1
Brereton Lake	56.6

Mail Cranes at Malachi, Decimal, Lewis, Craigs Mileage 90.6, and Vivian.

MANUAL BLOCK

Manual Block System in operation at Transcona. See instructions Winnipeg Terminal Division time table.

Westward freight trains unless otherwise directed will head into Transcona Yard at east crossover to A Yard.

WESTWARD TRAINS
Inferior DirectionFOURTH
CLASS**209**
Mixed
Monday,
Wednesday,
Friday**701**
Freight
DailyMiles from
Conmee

Symbols

GRAHAM
SUBDIVISION

STATIONS

Train Order Office
or Telephone

Office Signals

Car
Capacity

Sidings

Other
TracksEASTWARD TRAINS
Superior Direction

FOURTH CLASS

824
Freight
Daily**210**
Mixed
Tuesday,
Thursday,
Saturday**826**
Freight
Daily**828**
Freight
Daily

GRAHAM SUBDIVISION FOOTNOTES

Nos. 209 and 210 will stop at Great Lakes Paper Co. Spur, Mileage 34.3, west switch Tannin, and Mileages 42 and 154 for passengers, mail, express and freight. No. 209 will stop on flag at Mileage 114 for passengers, express and freight.

SPEED RESTRICTIONS

Passenger trains..... 45 miles per hour.
Mixed and Freight trains..... 35 miles per hour.
Trains handling pulpwood between Graham and Conmee..... 25 miles per hour.

1. CONMEE—Signal 0.4 on Graham Subdivision is approach signal to Home Signal 0.02, Rules 501 to 519 apply. Eastward movements from Graham Subdivision will be governed by indication of Home Signal 0.02, Rules 601 to 681 apply. See Instructions, Kashabowie Sub. footnotes.

2. Trains may register at Conmee by delivering register ticket to Operator.

3. Nos. 209 and 210 must obtain Terminal Clearance at Graham.

4. Positive stops for inspection of freight trains:
Westward—Raith, Graham, Quorn and Umfreville, but when cars are picked up at Raith train will be inspected at Larson instead of Graham. Eastward—Umfreville, Quorn, Graham, Raith and Ellis; in addition trains picked up at Graham will be inspected at Larson.

Trains handling pulpwood must thoroughly inspect at Conmee due to possibility of pulpwood falling from cars.

5. AUTOMATIC BLOCK SIGNAL SYSTEM affecting westward movements only, in operation between Signal 157.1 and Superior Jct. Signal 158.5 is S.P.S. Signal 132.4 at Superior Jct. affecting eastward movements to Graham Sub. is S.P.S. and affords protection against all trains to "Block End" sign located at east siding switch, Rules 451 to 454 apply.

6. Automatic Block Signal System at Superior Jct. on Allanwater Sub. See Allanwater Sub. footnotes, page 3.

7. YARD LIMIT SIGNS are located as follows:

Conmee..... 7250 feet west of Jct. switch.
Ellis..... 5500 feet east of east switch.
Raith..... 5500 feet west of west switch.
Graham..... 5500 feet east of east switch.
Quorn..... 5500 feet west of west switch.
Umfreville..... 5500 feet east of east switch.
Superior Jct..... 5500 feet west of west switch.

OTHER TRACKS

	Mileage	Capacity	Connected
Dog River	0.3	22 cars	West end
Abitibi	29.9	10 cars	Both ends
Great Lakes Paper Co.	34.3	33 cars	Both ends
Great Lakes Paper Co.	68.9	27 cars	East end
Ballast Pit Spur	90.0	50 cars	West end
Ballast Pit Spur	90.1	17 cars	West end
Northern Wood Preservers	95.4	44 cars	West end
Ballast Pit Spur	98.3	108 cars	East end
Great Lakes Paper Co.	120.1	60 cars	Both ends
Sturgeon Lake Transportation Co.	124.8	17 cars	Both ends
Sturgeon Lake Transportation Co.	126.2	42 cars	East leg wye
Sturgeon Lake Transportation Co.	126.7	53 cars	West leg wye
Patricia Lumber Co.	137.4	20 cars	Both ends
Greer Spur	137.4	30 cars	East end
Abitibi Spur	137.4	41 cars	Both ends

TUNNEL

Mileage 10.6..... Length 600 feet.

Monday,
Wednesday,
Friday
209Daily
701CENTRAL TIME
RULE 41 APPLICABLEDaily
824Tuesday,
Thursday,
Saturday
210Daily
826Daily
828

WESTWARD TRAINS Inferior Direction				Miles from Port Arthur	Symbols	KASHABOWIE SUBDIVISION	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity		EASTWARD TRAINS Superior Direction			
FOURTH CLASS		FIRST CLASS								Sittings	Other Tracks	FIRST CLASS		FOURTH CLASS	
203 Mixed	209 Mixed	33 Passenger	79 Passenger									80 Passenger	34 Passenger	204 Mixed	210 Mixed
Monday, Friday	Monday, Wednesday, Friday	Daily ex. Sunday	Daily									Daily	Daily ex. Monday	Tuesday, Saturday	Tuesday, Thursday, Saturday
L 8.20	L 7.50	L 17.00	L 2.30	0.0	CKWY	PORT ARTHUR	D N C	YARD	A 24.20	A 10.30	A 15.10	A 16.00			
				1.5	X	End of Double Track									
8.28	7.58	17.08	2.40	2.9	RX	East Ft. William Jct.	P		24.10	10.18	14.55	15.45			
S 8.40	S 8.10	A 17.13 L 17.23	A 2.45	3.8		FORT WILLIAM	D FN	17 92	L 24.05	S 10.15	S 14.50	S 15.40			
						0.9									
8.45	8.15	17.27		4.4	RX	West Ft. William Jct.				10.04	F 14.41	15.35			
F 8.48	F 8.18	F 17.29		5.3	X	West Ft. William				F 10.01	F 14.38	F 15.31			
F 9.05	F 8.45	F 17.35		9.0	CKWX	NEEBING	D N B	YARD		F 9.55	F 14.30	F 15.25			
F 9.12	F 8.55	17.41		12.3	XZ	TWIN CITY			22		F 14.15	F 15.09			
F 9.25	F 9.05	17.46		16.2	X	JELLY			15		F 14.05	F 15.01			
S 9.55	S 9.20	S 17.57		22.6	X	KAKABEKA FALLS	D BF	15		S 9.31	S 13.50	S 14.48			
F 10.05	F 9.30	18.04		26.3	X	HUME	P		66		F 13.40	F 14.40			
F 10.20	F 9.45	S 18.12		30.4	WXZ	MOKOMON	P		85		F 9.17	F 13.30			
S 10.35	A 10.00	F 18.25		35.7	RXZ	CONMEE	D N CO			F 9.07	S 13.15	L 14.20			
						Jct. with Graham Sub									
F 10.50	To Graham Sub.	18.33		38.9		GARDA	P		114		8.59	F 13.05	From Graham Sub.		
F 11.20		18.53		43.7	W	ANITA	P		115	25	8.41	F 12.40			
F 11.35		S 19.04		46.6		SHABAQUA	P		118	18	F 8.32	F 12.25			
				52.5	W	ANNEX	P		150	105					
				57.6											
				60.3											
F 12.30		F 19.35		65.8		ROSSMERE	P		116	12	F 8.09	F 11.50			
F 12.45		19.45		72.0		KABAIGON	P		116		F 7.59	F 11.35			
F 13.05		F 19.52		76.7		POSTANS	P		119		F 7.51	F 11.20			
S 13.45		S 20.02		80.9	CW	KASHABOWIE	P KS	116	35		S 7.43	S 11.10			
F 13.55		20.11		86.2		PLANET	P		120		7.31	F 10.45			
F 14.05		F 20.18		89.8		KEEGO	P		117	2	F 7.25	F 10.35			
F 14.20		S 20.30		96.1	Y	HURONIAN	P		119	136	F 7.15	F 10.20			
F 14.45		S 20.48		105.0	W	QUETICO	P		117	12	S 6.59	F 9.55			
F 15.05		F 21.05		113.6		ABIWIN	P		117		F 6.42	F 9.35			
S 15.25		S 21.20		120.5	W	KAWENE	P KA	127	13		S 6.29	S 9.15			
F 15.45		F 21.29		125.6		BLALOCK	P		117		F 6.18	F 8.45			
F 16.05		F 21.42		130.5		HEMATITE	P		116	14	F 6.09	F 8.30			
F 16.15		21.53		135.9		OLCOTT	P		116		6.00	F 8.20			
A 16.30		A 22.05		141.4	CKWYZ	ATIKOKAN	D N AN	YARD	L 5.50	L 8.00					
Monday, Friday	Monday, Wednesday, Friday	Daily ex. Sunday	Daily								Daily	Daily ex. Monday	Tuesday, Saturday	Tuesday, Thursday, Saturday	
203	209	33	79								80	34	204	210	
CENTRAL TIME															

SPECIAL INSTRUCTIONS GOVERNING THE OPERATION OF TRAINS OR ENGINES BY SIGNAL INDICATION ON KASHABOWIE SUBDIVISION

AUTOMATIC BLOCK SIGNAL SYSTEM in operation between Signal 35.5 at Conmee and Signal 140.6 at Atikokan, Rules 501 to 519. Rules 601 to 681 apply at all Home Signals. The movement of trains or engines will be by signal indication, Rules 261 to 271 apply. Signal 33.7 on westward track Conmee is approach signal, Rules 501 to 519. Signal 138.7 is Station protection signal, Rules 451 to 454.

SPRING SWITCH is located at end of double track Conmee, all other switches within Interlocking Limits are Dual Control, see Item 17 Special Instructions. Intermediate main track switches are equipped with Electric Switch Locks, instructions for operation posted in box at switch.

Telephones are located in the bungalows at Home signals and at intermediate main track switches. Electric horns on Bungalows to call employees to telephones must be answered promptly.

If the "Stop" indication of a Home signal continues for five minutes the Train Dispatcher must be notified at once.

Trains must obtain terminal clearance at Atikokan and Conmee and may register at Conmee by delivering register ticket to the Operator.

OTHER SIGNALS AT CONMEE AND ATIKOKAN

CONMEE—See Graham Subdivision footnotes.

ATIKOKAN—AUTOMATIC BLOCK SIGNAL SYSTEM in operation between signal 1.4 on Fort Frances subdivision and signal 140.6 on Kashabowie subdivision. Signals 0.4 and 0.2 are Station Protection Signals, Rules 451 to 454 apply. Signal 0.2 is controlled by the Train Dispatcher. Main track may be used as prescribed by Rule 93. Authority to use the main track between signal 0.2 and home signal 140.6 on the time of a first or second class train must be authorized by the Train Dispatcher. Under Rule 93 the Note reading: "Where Automatic Block Signal System rules are in effect 'Known to be clear' includes when track is known to be clear by signal indication" DOES NOT APPLY within yard limits at Atikokan.

KASHABOWIE SUBDIVISION FOOTNOTES

TIME FREIGHT TRAINS

No. 408—Daily—Leave Atikokan 15.00K; arrive Neebing 21.00K.

No. 407—Daily—Leave Neebing 23.15K; arrive Atikokan 4.45K.

FLAG STOPS

Nos. 33, 34, 203 and 204 will stop on flag at Glenwater mileage 43.7, Mabella mileage 57.6, Shebandowan mileage 62.1, Owakonzé mileage 101.4, Sapawe mileage 127.4 and Nos. 33 and 34 will stop on flag at Mileages 73 and 104 to entrain and detrain revenue passengers and exchange postal mail.

RAILWAY CROSSINGS AT GRADE

Canadian Pacific Railway..... Mileage 1.5 (Interlocked)
(Special Instruction Item 16 applicable)

Train Dispatcher controls movements. Switches within Interlocking Limits are Dual Control, see Item 17 Special Instructions. Telephones to contact Train Dispatcher at all Home signals and near bungalow. If Home signal indicates "stop" contact Train Dispatcher for instructions. If communication fails Rule 672 applicable, knife switch located in box on bungalow. Trains handling over ten cars must not pass eastward approach signal 2.6 until indication authorizes movement through Interlocking. Telephone to contact Train Dispatcher in register booth at East Fort William Jct.

Canadian Pacific Railway..... Neebing Avenue, West Fort William (Interlocked)
(See Speed Restrictions)

INTERLOCKED DRAWBRIDGE

Over Kam River (on track leading to Mission)..... West Fort William

(Continued on page 8)

KASHABOWIE SUBDIVISION FOOTNOTES

(Continued from Page 7)

SPEED RESTRICTIONS

	Miles per Hour	
	Mixed and Passenger.	Freight.
Except as below.....	45	35
Between Conmee and Neebing.....	55	45
Trains handling ore.....	--	25
Trains approaching within 500 feet of home signals, C.P.Ry. crossing, Neebing Avenue, West Fort William	10	10
Over public crossings at grade within limits at Port Arthur, Fort William and West Fort William, except crossings shown below.....	10	10
Victoria Ave. and Brunswick Street, second crossing east of West Fort William Jct., when approaching and within three hundred feet of crossing.....	15	15
Memorial Ave., first crossing east of East Fort William Jct., Arthur Street, first crossing east of West Fort William Jct., and Fort William Road, first crossing west of C.P.Ry. diamond.....	15	15
Superior Brick Spur, Mileage 12.3....	5	5
Westward trains approaching and within 500 feet of home signals C.P.Ry. crossing, Mileage 1.5.....	15	15
Engines 50% or heavier must use extreme caution while turning on Huronian wye.		
Engines 50% or over must not enter Superior Brick Spur, Mileage 12.3.		
Engines must not go beyond frog on Aho's Spur, Mileage 73.0.		

PERMANENT SLOW ORDERS
ACCOUNT CURVATURE

	Miles per hour.	
	Mixed and Passenger.	Freight.
Between Mileages 39.7 and 45.8.....	35	30
" 50.7 and 53.1.....	35	30
" 57.8 and 58.6.....	35	30
" 69.9 and 70.2.....	35	30
" At 76.2.....	40	30
" 99.2 and 99.7.....	40	30
" At 103.6.....	40	30
" 107.2 and 107.5.....	40	30
" At 110.6.....	40	30
" 111.6 and 112.8.....	35	30
" 124.3 and 124.9.....	40	30
" At 127.5.....	40	30
" At 139.5.....	40	30

1. The single track between East Fort William Jct. and West Fort William Jct., via Fort William will be known as the Fort William Loop. Trains moving via Fort William Loop may leave East Fort William Jct., Fort William and West Fort William Jct. without obtaining Terminal Clearance.

Trains will not obtain Terminal Clearance at End of Double Track, Mileage 1.5.

First Class Trains only will register at East Fort William Jct. and West Fort William Jct.

2. The interval between eastward freight trains Conmee to Twin City must be not less than thirty minutes.

3. Only trains originating and terminating at Neebing will register at that point and operator Neebing will register First Class trains as authorized by train order.

4. The sounding of the engine whistle signals of any railway train in respect of any public crossing at grade within the limits of the City of Port Arthur is prohibited, other than at the crossings listed below, except for the purpose of giving such signals necessary to train operation or to prevent accident. (B.T.C. No. 59672 -62188.)

Memorial Ave.—Fort William Road.

5. The sounding of the engine whistle signals of any engine is prohibited when a railway train is approaching a public crossing at grade in the City of Fort William, except for the purpose of giving such signals necessary to train operation or to prevent accident. (B.R.C. No. 50164.)

6. Mokomon storage track is connected to eastward main track at east end and to westward main track at west end. Live outfit cars must not be left on this track.

7. Crossovers located at Mileages 2.91, 4.4, 5.9, 10.33, 12.27, 16.25, 21.83, 23.0, 25.72, 31.0, two at 35.0 and two at 35.65.

8. Temporary coal dock north side of back track Shabaqua will not clear a man on side of car.

9. Positive Inspection points:
Time Freight trains: Kashabowie
Other Freight trains: Water Tank Mileage 43.7 or Shabaqua, Kashabowie and Kawene.

Westward freight trains to Graham Sub. will inspect train at Mokomon.

Trains handling pulpwood must thoroughly inspect at Conmee due to possibility of pulpwood falling from cars.

10. Siding at Atikokan extends from first crossover east of station to first crossover west of station for the meeting of passenger trains.

11. YARD LIMIT SIGNS are located as follows:

Port Arthur. 5500 feet west of spur switch Twin City.
Mokomon. {On westward track only:
5500 feet east of east switch.
5500 feet west of west switch.
Conmee. {6500 feet east of Jct. switch, both tracks.
Opposite Dwarf Signal D35.5.
Atikokan. Opposite Home Signal 140.6.

The main tracks between yard limit sign 5500 feet west of spur switch Twin City and Port Arthur passenger station are within yard limits.

OTHER TRACKS

	Mileage	Capacity	Connected
Superior Brick Co.....	12.3	16 cars	West end
Twin City.....	12.3	204 cars	East end
Tomlinson Bros.....	12.3	6 cars	East end
Rowan.....	34.8	4 cars	East end
Shebandowan.....	62.1	12 cars	Both ends
Great Lakes Paper Co.	64.4	20 cars	East end
U Aho.....	73.0	9 cars	East end
Great Lakes Paper Co.	77.3	20 cars	East end
Fort York Construction	96.1	4 cars	Tail Track of Wye
Great Lakes Paper Co.	101.1	20 cars	Both ends
Ballast Pit.....	123.9	210 cars	Both ends
Harvey Construction...	125.6	2 cars	East end
Sapawe.....	127.4	19 cars	Both ends

FORT FRANCES SUBDIVISION

(Continued from Page 9)

Trains must approach Victoria Ave. crossing, first crossing east of station, Fort Frances, at a speed not exceeding ten (10) miles per hour, and in the event of train standing blocking crossing longer than the regulation five minutes, both tracks over the crossing must be protected by trainman during the time train is cut. All switching movements over the crossing will be performed at a speed not exceeding ten (10) miles per hour, and any back-up movements over crossing must be preceded by flagman.

Westward trains stopping in this vicinity while engine proceeds for fuel or water, train must be left clear of bonded track.

TIME FREIGHT TRAIN

Duluth Speed Freight, Daily, Leave Rainy River 8.30k; arrive Fort Frances 10.40k.

1. AUTOMATIC BLOCK SIGNAL SYSTEM in operation between signal 1.4 on Fort Frances Subdivision and signal 140.6 on Kashabowie Subdivision. Signals 0.4 and 0.2 are Station Protection Signals, Rules 451 to 454 apply. Signal 0.2 is controlled by the train dispatcher. Main track may be used as prescribed by Rule 93. Authority to use the main track between signal 0.2 and home signal 140.6 on the time of a first or second class train must be authorized by the train dispatcher. Under Rule 93 the note reading: "Where Automatic Block Signal System rules are in effect 'Known to be clear' includes when track is known to be clear by signal indication" DOES NOT APPLY within yard limits at Atikokan.

2. Trains must obtain Terminal Clearance at Fort Frances.

3. First Class trains only will register at Duluth Jct. and Nos. 20 and 34 will promptly telephone to Operator at Fort Frances their arriving time at Duluth Jct.

4. No. 34 will use siding at Fort Frances.

5. No. 407 will use No. 1 track at Fort Frances.

6. Eastward freight trains unless otherwise directed will use extension track between Fort Frances and Duluth Jct.

7. Telephone at Duluth Jct. connected with Ranier and Fort Frances.

8. Siding at Fort Frances is on south side of main track and extends from switch just west of ice house and industrial spur to first crossover just east of station.

Siding at Atikokan extends from first crossover east of station to crossover west of station for the meeting of passenger trains.

Siding at Rainy River extends from switch just west of crossover at west yard lead to crossover just east of Government Road Public Crossing for the meeting of passenger trains.

9. Train order delivery devices at Flanders, Devlin, Emo, Barwick, Stratton and Pinewood.

10. Engines 55% or heavier must not go beyond point of frog on loading tracks at Elizabeth, Banning, Farrington, Bear Pass and Turtle.

Engines heavier than 55% must not enter other track at Crilly, Nickel Lake Spur; and at Flanders must not go beyond stock chute from east end back track, nor beyond point opposite west end station O. and M. Pulp Spur south side, and must not enter shed track north side.

Engines heavier than 50% must not enter following spurs: Planer Spur, Rainy River; Rainy Lake Mileage 85.3; Imperial Oil, John East, Callaghan, and Western Grocers at Fort Frances. Extreme caution should be used handling this class of power over 4th Street crossing and on Imperial Oil and John East spurs, account sharp curvature. If necessary to have work performed by heavier engines, reachers must be used.

11. Positive Inspection points:
Time Freight trains: Fort Frances and Turtle.
Other Freight trains: Westward—Turtle and Barwick.
Eastward—Barwick, Bear Pass and Turtle.

12. YARD LIMIT SIGNS are located as follows:

Atikokan. 5500 feet west of west switch.
Turtle. {6000 feet east of east switch.
5500 feet west of west switch.
Bear Pass. {5500 feet east of east switch.
3800 feet west of west switch.
Fort Frances. {5600 feet east of Duluth Jct. switch.
5500 feet west of west switch.
Barwick. {5500 feet east of water tank.
5500 feet west of west switch.
Rainy River. 5500 feet east of east switch.

OTHER TRACKS

	Mileage	Capacity	Connected
Crilly.....	32.1	2 cars	East end
Rainy Lake.....	85.3	62 cars	West end
Dept. of Highways.....	Emo	9 cars	West end

WESTWARD TRAINS—Inferior Direction

EASTWARD TRAINS—Superior Direction

FOURTH CLASS			THIRD CLASS		FIRST CLASS		Miles from Atikokan	Symbols	FORT FRANCES SUBDIVISION	STATIONS	Train Order Office or Telephone	Office Signals	Capacity		FIRST CLASS		THIRD CLASS	FOURTH CLASS				
241 Mixed	205 Mixed	407 Time Freight	33 Passenger	19 Passenger	34 Passenger	20 Passenger							408 Time Freight	706 Freight	206 Mixed	242 Mixed	708 Freight	710 Freight				
Saturday	Tuesday, Thursday	Daily	Daily ex. Sunday	Daily ex. Monday	Daily ex. Monday	Daily ex. Monday							Daily ex. Monday	Daily	Daily	Monday, Wednesday	Saturday	Daily	Daily			
L 7.50	L 7.50	L 5.40	L 22.15			0.0	CKWYZ	ATIKOKAN V	D N	AN	YA	RD	A 5.40		A 14.10	A 11.25	A 17.15		A 17.35	A 2.55		
F 7.55	5.50	22.20			2.9			OVERFLOW				90	9	5.34		14.00	11.10	F 16.55		17.20	2.40	
F 8.10	6.06	22.31			10.1			ELIZABETH	P			103	9	5.20		13.46	10.55	F 16.40		17.05	2.25	
F 8.25	6.22	F 22.43			17.4	W		BANNING	P			59	11	F 5.07		13.32	10.40	F 16.25		16.50	2.10	
S 8.45	6.33	S 22.55			22.6			FLANDERS	D N	MR		61	38	S 4.57		13.22	10.30	S 16.10		16.40	2.00	
F 8.57	6.47	23.06			28.7			LASEINE				65	12	4.45		13.02	10.10	F 15.45		16.20	1.40	
F 9.08	6.56	23.14			33.1			MATHIEU				94		4.37		12.54	10.03	F 15.30		16.13	1.33	
F 9.18	7.08	F 23.23			38.5			GLENORCHY	P			64	16	F 4.28		12.44	9.52	F 15.20		16.03	1.23	
F 9.39	7.24	23.36			44.8	WZ		TURTLE	P			104	10	4.17		12.32	9.39	F 15.00		15.50	1.10	
S 9.50	7.32	S 23.44			47.9			MINE CENTRE	D N	MC		76	21	S 4.07		12.17	9.24	S 14.45		15.35	24.55	
F 10.00	7.42	F 23.51			52.1			OLIVE				95	5	F 4.00		12.08	9.18	F 14.27		15.27	24.47	
F 10.10	7.54	F 24.01			57.3			FARRINGTON	P			94	11	F 3.50		11.58	9.07	F 14.15		15.15	24.35	
F 10.25	8.09	24.15			64.6	WZ		BEAR PASS	P			71	8	3.37		11.43	8.42	S 14.00		14.59	24.15	
F 10.37	8.25	★24.27			70.1			NICKEL LAKE	P			76	10	★ 3.26		11.21	8.25	S 13.48		14.36	23.39	
F 10.45	8.31	24.35			74.3			SIMS				78	23	3.18		11.11	8.05	F 13.37		14.26	23.29	
F 11.03	8.42	24.48			80.4			ROCKY INLET	P			68	22	3.07		11.03	7.53	S 13.23		14.13	23.14	
F 11.12	8.47	24.55			83.3			SEIBERT				110		3.02		10.52	7.47	F 13.15		14.07	23.07	
11.22	8.57	1.04	L 1.30		87.9	RZ		DULUTH JCT.	P					2.53	A 3.05	10.36	7.35	13.05		13.55	22.55	
A 11.30	A 9.00	A 1.10	A 1.35		88.9	CKWYZ		FORT FRANCES	D N	FC		62	843	L 2.50	L 3.00	L 10.30	7.30	L 13.00		L 13.50	22.50	
S 14.20	S 12.50	10.12	F 2.12		95.1			CROZIER				76	23	F 2.12		9.15	6.32	S 11.50	S 11.50	12.50	21.52	
S 14.28	S 12.58	10.20	S 2.22		99.3			LAVALLEE	P			72	22	S 2.01		9.08	6.24	S 11.40	S 11.40	12.43	21.44	
S 14.38	S 13.08	10.29	S 2.27		101.3			DEVLIN	D	DN		79	25	S 1.57		9.05	6.20	S 11.25	S 11.25	12.39	21.40	
S 14.52	S 13.30	10.45	S 2.40		109.2			EMO	D N	MO		76	28	S 1.39		8.50	6.01	L 11.00	L 11.00	12.20	21.21	
S 15.12	S 13.50	11.05	S 2.56		115.2	W		BARWICK	D N	WA		107	32	S 1.21		8.37	5.40	S 10.20	S 10.20	12.00	21.00	
F 15.26	F 14.04	11.15	3.04		120.4	Z		MANDERS				75		1.11		8.22	5.31	F 10.10	F 10.10	11.45	20.51	
S 15.43	S 14.20	11.25	S 3.14		124.5			STRATTON	D	RS		101	26	S 1.03		8.12	5.23	S 10.02	S 10.02	11.25	20.43	
S 16.03	S 14.40	11.37	S 3.28		131.1			PINEWOOD	D	PI		102	30	S 24.48		8.00	5.07	S 9.40	S 9.40	11.05	20.27	
S 16.24	S 15.00	11.49	S 3.41		136.9			SLEEMANS	D N	MS		103	38	S 24.35		7.50	4.55	S 9.23	S 9.23	10.55	20.15	
A 16.40	A 15.15	A 12.00	A 3.55		143.5	CKWYZ		RAINY RIVER	D N	RY	YA	RD		L 24.20		L 7.30	L 4.30	L 9.00	L 9.00	L 10.30	L 19.50	
Saturday	Tuesday, Thursday	Daily	Daily ex. Monday	Daily ex. Monday	CENTRAL TIME								Daily ex. Monday	Daily ex. Monday	Daily	Daily	Monday, Wednesday	Saturday	Daily	Daily		
241	205	407	33	19									34	20	408	706	206	242	708	710		

FORT FRANCES SUBDIVISION FOOTNOTES

No. 34 will stop at Glenorchy on Saturdays only to load and unload express.
No. 33 will stop at Glenorchy, Monday, Wednesday and Friday, for exchange of postal mail.
Nos. 33 and 34 will stop on flag at Calm Lake mileage 26.6, Crilly mileage 32.1 and Smith's Platform mileage 68 and

Windy Point mileage 76.9 for revenue passengers and express fish.
★No. 33 will stop on flag at Nickel Lake on Saturdays.
★No. 34 will stop on flag at Nickel Lake on Sundays.
Nos. 205 and 206 will stop on flag at Mileage 24.2; Calm Lake, Mileage 26.6; Crilly, Mileage 32.1; Mileage 68.1 and Windy Point, Mileage 76.9, for passengers, express and freight.

NON-INTERLOCKED DRAWBRIDGES

Over Bear Pass Narrows..... Mileage 68.1.
Over Rainy Lake..... Mileage 83.8.

SPEED RESTRICTIONS

Except as below..... 45
Between Mileages 88.5 and 89.8..... 35
Mileages 120.6 and 131.3..... 35
Rainy River—Little St. second crossing east of station, and Govt. Rd. crossing, first crossing east of stn.. 10 10

Miles per hour.
Mixed and Passenger Freight

PERMANENT SLOW ORDERS ACCOUNT CURVATURE

Miles per hour.
Mixed and Passenger Freight.

Mileages
18.3 and 21.0
53.5 and 53.8
At 58.9
63.6 and 64.3
65.6 and 66.7
75.1 and 79.1

(Continued on Page 8)

WESTWARD TRAINS Inferior Direction			Miles from Rainy River	Symbols	SPRAGUE SUBDIVISION	STATIONS	Train Order Office or Telephone	Office Signals	Car Capacity		EASTWARD TRAINS Superior Direction					
FOURTH CLASS 207 Mixed Tuesday, Friday	THIRD CLASS 407 Time Freight Daily	FIRST CLASS 33 Passenger Daily ex. Monday							Siding	Other Tracks	FIRST CLASS 34 Passenger Daily ex. Monday	FOURTH CLASS				
												940 Freight Daily	942 Freight Daily	944 Freight Daily	208 Mixed Monday, Thursday	946 Freight Daily
L 12.50	L 4.10	0.0	CKWY		RAINY RIVER	D N RY	YA	RD	A 24.05	A 8.15	A 13.30	A 17.45				A 2.45
13.12	A 4.15 L 4.27	1.6	Z		BAUDETTE	D N BU	110	107	L 24.00 A 23.50	8.00	13.12	17.30				2.30
13.24	s 4.38	7.9			PITT	P	72	23	s 23.38	7.40	12.53	17.10				2.10
13.34	s 4.46	12.8			GRACETON	P	72	12	s 23.28	7.30	12.43	17.00				2.00
13.46	s 4.59	18.5	W		WILLIAMS	D W	98	50	s 23.17	7.20	12.32	16.50				1.50
14.00	s 5.14	25.3			ROOSEVELT	D TR	98	58	s 23.02	7.05	12.18	16.35				1.35
14.13	s 5.25	32.0			SWIFT	D SF	96	24	s 22.49	6.50	12.05	16.20				1.20
A 14.25 L 14.35	A 5.35 L 5.40	38.0	RWZ		WARROAD	D N OA	94	95	L 22.37 A 22.27	L 6.30 A 6.20	L 11.45 A 11.35	L 16.00 A 15.45				L 1.00 A 24.50
14.47	5.50	43.8			LONGWORTH	P	103	29	22.17	5.50	11.20	15.30				24.35
		44.9			International Bdry.											
14.58	5.58	49.3			MIDDLEBRO			94	22.10	5.32	11.10	15.20				24.25
15.04	6.04	51.5	Z		HICKEY	P			22.05	5.27	11.05	15.15				24.20
L 8.00	A 15.15 L 15.25	A 6.18 L 6.28	57.6	RWXYZ	SPRAGUE	D N RA		194	L 21.54 A 21.49	L 5.15 A 5.00	L 10.45 A 10.30	L 14.40 A 14.30	A 16.45	L 24.00 A 23.45		
A 8.15	15.42	s 6.38	63.5	XZ	SOUTH JCT. Jct. w/ Ridgeville Sb.	P			s 21.39	4.50	10.20	14.20	L 16.30	23.35		
To Ridgeville Sub.	15.53	s 6.51	68.6		VASSAR	D N SA	101	18	s 21.30	4.40	10.00	14.10	From Ridgeville Sub.	23.25		
16.03	F 7.00	73.4			MOODIE	P	61	12	F 21.21	4.30	9.50	14.00				23.15
16.13	F 7.08	77.5			BADGER	P	71	10	s 21.13	4.20	9.40	13.50				23.05
16.25	F 7.17	83.2	CWZ		CARRICK	D N CR	115	10	s 21.01	4.05	9.25	13.35				22.50
16.37	s 7.33	88.6			WOODRIDGE	D N WD	100	64	s 20.45	3.40	9.00	13.10				22.25
16.49	7.45	94.5			BAYNHAM	P	108	4	20.31	3.15	8.45	12.55				22.10
16.52	F 7.48	96.0			SANDILANDS			17	s 20.28	3.10	8.40	12.50				22.05
17.00	F 7.54	99.8			BEDFORD	P	105	5	F 20.22	3.00	8.30	12.35				21.50
17.12	s 8.08	105.9	W		MARCHAND	D N DF	79	25	s 20.11	2.40	8.08	12.10				21.25
17.27	s 8.23	113.2			LA BROQUERIE	D N RO	97	21	s 19.55	2.10	7.40	11.40				21.00
17.38	s 8.33	118.3			GIROUX	D N KI	72	15	s 19.45	1.55	7.25	11.25				20.45
17.54	s 8.46	126.2	WZ		STE. ANNE	D N NS	73	29	s 19.31	1.30	7.00	11.00				20.27
18.04	F 8.54	131.0			DUFRESNE	P	101	14	s 19.17	1.12	6.42	10.42				20.10
18.19	s 9.04	138.3			LORETTE	P	104	13	s 19.05	24.55	6.25	10.25				19.55
18.35	F 9.18	145.9			NAVIN	P	48		F 18.53	24.35	6.05	10.05				19.25
A 18.45	A 9.22	147.9	RZ		PADDINGTON	D N JN	YA	RD	L 18.50	L 24.30	L 6.00	L 10.00				L 19.20
Tuesday, Friday	Daily	Daily ex. Monday	CENTRAL TIME								Daily ex. Sunday	Daily	Daily	Daily	Monday, Thursday	Daily
207	407	33									34	940	942	944	208	946

SPRAGUE SUBDIVISION FOOTNOTES

Nos. 33 and 34 will stop at Shelter, Mileage 48.5.
No. 33 must not allow passengers from points between Baudette and Warroad to detrain at Middlebro (Shelter mileage 48.5) and No. 34 must not allow any passengers to entrain at this point for destinations between Warroad and Baudette.
No. 33 must not detrain passengers from U.S. points at Middlebro Shelter, Mileage 48.5 without permission from Canadian Customs and Immigration Officers.

Passengers will not be allowed to entrain or detrain at Longworth.

Passenger trains required to stop in Minnesota must consume at least one minute at stopping point.

RAILWAY CROSSING AT GRADE

Great Northern Railway, on main track and siding, Mileage 38.6, (interlocked).

DRAWBRIDGE

Over the Rainy River between Rainy River and Baudette, Mileage 1.1, (non-interlocked).

TIME FREIGHT TRAINS

No. 408—Daily—Leave Paddington 23.15K, arrive Rainy River 6.20K.

Duluth Speed—Daily—Leave Paddington 24.30K, arrive Rainy River 7.30K.

SPEED RESTRICTIONS

Except as below	Miles per hour.	
	Passenger.	Mixed and Freight.
Rainy River—Little Street, second crossing east of station, and Govt. Rd., first crossing east of station	50	40
Drawbridge Mileage 1.1	10	10
Warroad, Lake Street, first crossing east of station	4	4

- At Paddington the time of all trains applies at the switch at end of double track.
- Trains may register at Paddington by delivering register ticket to Operator.
- Trains must obtain Terminal Clearance at Sprague.
- Trains will not receive Terminal Clearance at Hickey or South Jct.
- Westward trains will register at Hickey.
- Eastward trains will register at South Jct.
- Double track crossovers are located at Mileages 56.9, 57.76, 57.91 and 63.4.
- MANUAL BLOCK—Manual Block System in operation at Paddington. See instructions Winnipeg Terminal Division time table.
- Siding at Longworth may be used to meet trains, but on no account must freight be unloaded or cars set out or picked up without authority of U.S. Customs.
- Positive inspection points:
Time freight trains:
Carrick and Sprague.
Other freight trains:
Warroad, Sprague, Carrick, St. Anne.
- Siding at Rainy River extends from the switch just west of crossover at west yard lead to crossover just east of Government Road public crossing for the meeting of passenger trains.
- 6000 class engines will take water from stand pipe on eastward track Sprague instead of from the tank.
- Engines over 28% must not go beyond frog Thos. Jackson & Sons spurs, Mileages 106.3 and 123.5.
- All freight trains entering the United States are required to come to a stop with the engine in front of the U.S. Customs Office, at Baudette and Warroad, for inspection by the Customs and/or Immigration Officer on duty. When this inspection is completed train will proceed a sufficient distance and come to a stop a second time so that the caboose will be stopped opposite the Customs Office for a similar inspection.
- YARD LIMIT SIGNS are located as follows:
Rainy River... 5500 feet west of west switch Baudette.
Warroad... 7220 feet east of east switch.
Hickey... 5500 feet west of west switch.
Hickey... 5500 feet east of end of double track.
Sprague... 5500 feet west of west switch.
Sprague... 5500 feet east of east switch.
South Jct... 5500 feet east of end of double track.
South Jct... 5500 feet west of west switch.
Carrick... 5500 feet east of east switch.
Carrick... 5500 feet west of west switch.
Ste. Anne... 5500 feet east of east switch.
Ste. Anne... 5500 feet west of west switch.
Paddington... 4952 feet east of switch end of double track.

OTHER TRACKS

	Mileage	Capacity	Connected
Northern Farmers	18.1	16 cars	East end
Landby	32.2	2 cars	West end
Border Counties Power	37.5	2 cars	West end
Marvin Lumber	38.1	26 cars	West end
Gravel Pit	48.8	65 cars	West end
Wood	51.7	16 cars	West end
Thos. Jackson & Sons	106.3	126 cars	East end
Thos. Jackson & Sons	123.5	33 cars	West end
Manitoba Sugar Co.	126.9	39 cars	West end

SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES

TO ALL EMPLOYEES

1. Employees must be thoroughly conversant with the Brake and Signal Equipment and Instructions issued in connection therewith, and must report promptly any trouble or defects.

RESPONSIBILITY

2. The Engineman and Conductor are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, also from any point where consist of train has been changed or hose uncoupled. Engineman must personally handle brake valve when making all tests.

TERMINAL, ROAD AND RUNNING TESTS

3. These must be made strictly in accordance with the instructions contained in Form 8914, issued January, 1938.

Engine and train crews operating in United States territory must be governed by I.C.C.-A.A.R. Train Brake Test requirements.

DOUBLE HEADING, ASSISTING AND PUSHER SERVICE

4. When two or more engines are used in any train all hose must be coupled, and brakes tested and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all except the leading engine. In case of the leading engine giving up the train short of the destination of the train, a test of the brakes must be made to see that the same are operative from the engineman's valve of the engine remaining with the train.

OBSERVING AIR GAUGES

5. Air gauges on engines and cabooses must be observed frequently to see that maximum pressure is being maintained.

SETTING OUT CARS

6. When cars are set off at any point between terminals, auxiliary reservoirs must be bled before the hand brakes are applied.

STANDING ON GRADES

7. When the engine, either with or without cars, is to be uncoupled from the train on a grade, a sufficient number of hand brakes must first be applied to hold the portion of the train to be left standing. After recoupling, hand brakes must not be released until it is known that the train air brake system is fully charged.

CALLING FOR BRAKES

8. A call for brakes when running must be promptly responded to by each Trainman opening a Conductor's valve and then applying hand brakes.

RETAINING VALVES

9. Retaining valves must be used when descending the grades designated in special instructions.

OPERATIVE BRAKES

10. All trains must have 100% of brakes operative when leaving terminals, except in case of emergency, and must not be run with less than 85% at any time. When cars with brakes cut out are moved in trains, not more than two of such cars shall be handled together unless they are at the rear of the train ahead of the caboose.

All trains going to the United States must have 100% of brakes operative leaving the last terminal and must not be run with less than 85% at any time. When necessary to cut out brakes on any cars en route in such trains they must be placed together at the rear of the train ahead of the caboose before entering that territory.

GENERAL SPEED RESTRICTIONS

Where a speed restriction is prescribed either by time table, train order or bulletin, specified speed must not be exceeded in any one mile.

Unless further restricted by train order or special instructions the following speed restrictions must be observed.

	Miles Per Hour
Santa Fe engines handling cars	45
Engines running tender first (except specially constructed suburban engines)	20
Yard engines under steam	20
Light engines	35
Engines from which engine truck, pony truck, or all side rods have been removed	15
Yard engines not under steam	15
Disabled engines from which three or more side rods have been removed on one or both sides, either dead or under steam	15
Dead engines just out of shop after repairs, over first Subdivision	15
Disabled engines with main rod only disconnected but with side rods on all wheels, dead or under steam, either light or hauling train	25
Trains handling dead road diesel freight engines designed for maximum speed of sixty miles per hour or over	50
Trains handling other dead diesel engines, no restriction unless specified by train order	
Trains handling dead engines other than those specified above	25
Trains handling pile drivers, steam shovels, hoist cranes, steam ditchers or drag lines loaded on flat cars (see Item No. 2 Special Instructions)	20
Trains picking up mail at catch posts	40
Spreaders in service (see Item No. 11 Special Instructions)	15

SPECIAL INSTRUCTIONS

1. Standard Time will be transmitted daily from 9.58k until 10.00k, Central Standard Time.

2. Wrecking cranes handled in any trains must not be moved at speed exceeding the following—

Where speed restriction for freight trains is forty miles per hour or over—restriction thirty-five miles per hour.

Where speed restriction for freight trains is twenty-five to, but not including, forty miles per hour—restriction twenty-five miles per hour.

Where speed restriction for freight trains is less than twenty-five miles per hour—restriction twenty miles per hour, or as much below this as is necessary to safety.

Care must be exercised in handling on down-grades and rounding sharp curves. During all movements in trains, boom of wrecking cranes must be secured.

Pile drivers, steam shovels, hoist cranes, rail loaders or any other work equipment moving on its own wheels must not be moved in trains unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to car and secured by safety chains which must also be wired. This will not necessitate the taking off of cable, but ample slack must be left in cable to allow for free movement of cars.

Unless further restricted by special instructions, trains handling such equipment and any other similar work equipment loaded on flat cars and not secured as required by A.A.R. Rules, must not exceed twenty miles per hour. Speed must always be regulated to safety limit when rounding curves.

When possible at least three cars must be placed between this equipment and engine handling train.

Pile drivers, steam shovels, scale test cars, boarding, advertising or other cars occupied by employees or passengers, must be placed immediately ahead of caboose when handled on freight or work trains, and immediately ahead of passenger equipment when handled on mixed trains, except that when occupied boarding cars are equipped with steel underframes they may be handled in any location in work, freight, or mixed trains.

Jordan spreaders handled in trains must have wings secured and must, whenever possible, be headed in the direction of train's movement, and speed restricted to twenty-five miles per hour. In cases in which these machines must be handled with rear-end forward speed restriction of twenty miles per hour must be observed.

Caterpillar machines of all types, hoists, drag lines, or any other equipment which is moved on cars in trains must be loaded and secured in accordance with existing A. of A.R. rules governing the loading of commodities on opentop cars (A. of A.R. pamphlet No. 6 effective March 1st, 1952).

Conductors will be held responsible for strict observance of this rule.

Exceptions covering movements in work trains: When any of the above equipment is moved in work trains to or from or at point of work, the above requirements as to securing of equipment or method of loading do not apply.

In such movements the equipment must be secured and handled in a manner that will ensure of safety. This exception does not apply to wrecking cranes which must, in all cases, be secured and moved as required in paragraph one of this rule.

3. Freight trains must be inspected within thirty (30) miles after leaving a Terminal. Thereafter an inspection must be made at least every thirty (30) miles. On subdivisions where positive inspection points are shown, they will govern instead of the foregoing, except that where a stop is made and inspection requirement is complied with at the station immediately in advance of the one shown as an inspection point, it will not be necessary to stop again at such designated inspection point for inspection. On subdivisions where time table foot-notes make other provision for inspection of time freight trains, these will govern.

4. Before moving or coupling on to boarding outfit cars, snow plows, flangers or other units of work equipment and dead engines, stop must be made and persons in, on, or about them must be warned to avoid injury.

5. Unless otherwise directed, dead engines handled in trains must be handled with the pilot end ahead, must be placed at least five cars from the train engine, and if more than one dead engine is handled in train they must be separated by at least five cars.

These instructions do not apply to movement of dead diesel-electric locomotives which may be handled coupled together.

6. Following rules are prescribed for the marshalling of passenger trains: There shall be a buffer car between the locomotive and the first coach carrying passengers. In local and mixed train services a combination baggage or express car with passenger compartment shall be considered a buffer car within the meaning of this rule, if the baggage or express end of such car is next to the locomotive.

No wooden mail, express or baggage car occupied by any employee or other person shall be marshalled between the locomotive and steel equipment, or between other steel units.

All passenger trains shall be marshalled in such a manner that no wooden coaches carrying passengers are placed between cars of steel construction and that all wooden coaches are placed on rear of the train.

A car or coach with steel underframe shall not be deemed to be a wooden car or coach within the meaning of this Order. (B.T.C. G.-O. 707.)

7. Air brakes must be in service while switching occupied passenger equipment, also when switching equipment on or off occupied passenger equipment. Before making a coupling to or between passenger equipment, any of which contains passengers, stop must first be made not less than six and not more than twelve feet from the point where coupling is to be made.

When auxiliary cranes, hoists, pile drivers, snow plows, spreaders, passenger coaches, or other equipment are placed on turn-tables, air brakes or hand brakes must be applied or such equipment properly blocked before engine is uncoupled, to ensure full control and safe handling.

8. Train Register Check, Form 736, must be made out and delivered to the Engineman by the Conductor of every train before leaving a station where information required by Rule 83 is obtained from Train Register.

9. Whenever it is necessary after arrival for a mixed train to back up the passenger cars away from a station platform in order to perform switching, unloading of freight, or other service, a second stop must be made at such platform before final departure if there are any passengers to detain or entrain.

10. At Public crossings at grade where trainmen are required to protect the movement of vehicles over the railway, a hand signal shall be used by day and a clear white light by night. (B.R.C. G.-O. No. 484.)

11. When spreaders are being used for spreading snow, ballasting and other operations, the speed of the train must not exceed fifteen (15) miles per hour, and frequent inspection must be made of the equipment to see that everything is in order. Refer rule 110.

12. Backup air hose equipped with air whistle must be in service on rear platform of all passenger trains moving backwards and whistle sounded approaching public crossings at grade or when necessary to warn persons crossing or approaching track.

13. When cars are left on a main track under train order protection torpedoes must also be placed a sufficient distance on each side of the obstruction as an additional warning to approaching trains, and should these be exploded by other than the train removing the obstruction they must be replaced by them.

14. In all cases of derailments or accidents to passenger cars lighted with Pintsch or Commercial Acetylene Gas, the supply of gas must be shut off, if possible, by closing the stud valves in storage tanks underneath the body of car. Key for this purpose is located in the gauge box underneath the car.

15. Following regulations will govern the operation of diesel road locomotives in back-up movements:

Single "A" Units, or "A" and "B" Units with latter the leading unit, Engineman and Fireman will remain in operating cab.

(Continued on Page 12)

SPECIAL INSTRUCTIONS (Continued from Page 11)

Multiple, with "A" Unit at each end—Where conditions are such as not to permit safe movement without Engineman and Fireman being at the leading end, they will both transfer to and operate from leading end in direction of movement.

To provide advanced warning to Maintenance of Way forces during daylight hours diesel locomotives in road service must burn their headlights at full power.

When a diesel electric engine consisting of more than two units is required to make back up movements over or along a public road at grade, the provisions of Rule 103 must be applied.

16. Automatic Interlocked Railway Crossings at Grade. Rules 501 to 519 govern "Approach Signals"; Rules 601 to 681 govern "Home Signals." When complying with Rules 670(a) and 672, trainmen must open box marked "C.N.R." and be governed by instructions posted therein. Signal failures must be reported to Chief Train Dispatcher at first open telegraph office.

17. Reference to Operating Rule 680—Dual control switches must also be placed on hand throw for trailing point movements.

Whenever a train or engine is required to move over a Dual Control switch under a "stop" indication, or where signal has become inoperative, in addition to placing selector lever of such switch on hand throw the hand throw lever must be operated back and forth until switch points are seen to move with movement of the lever, following which the switch is then to be lined for route to be used.

18. At public crossings at grade at which there are automatic warning devices to indicate the approach of trains or engines on main tracks, movements over such crossings on other than main tracks, must not, unless otherwise provided, exceed 10 miles per hour from 100 feet distant until the engine or leading car has passed over the crossing.

19. An unattached engine, car or other unit must not be left standing within interlocking limits of a railway crossing at grade; nor in automatic block signal system territory on the movable portion of a drawbridge.

20. Should diesel engines, R.D.C. cars, gas electric cars and electric locomotives operating light in automatic signal territory be required to use sand in stopping, the engine must be moved off the sanded rail immediately to ensure proper operation of the automatic signals.

INSTRUCTIONS TO PASSENGER TRAIN CONDUCTORS AND TRAINMEN

On Passenger and Mixed trains vestibule doors and platforms of coaches must be closed between stations. Tail gate, chain or bar at the rear of last car on train must invariably be kept closed and securely fastened and the appliance at the rear of the last passenger car must also be kept closed and securely fastened when a baggage car, flanger, or caboose is immediately behind it. When car immediately ahead of the first passenger car is of the non-diaphragm type the tail gate, chain, or crossbar at the forward end of the passenger carrying car should be kept in closed position while the train is in motion.

Toilet doors must be locked before arrival at terminals or important stations.

INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS OVER SPRING SWITCHES

Spring switches are indicated by signpost with letters "S.S."

Do not operate spring switches by hand until the points are closed. Heavy springs are compressed when wheels force the switch points open. If handle of switchstand is released with springs compressed, the force in the spring will be transmitted to the trainman and may cause injury. If absolutely necessary to deviate from the above instructions, trainmen must exercise great care to keep away from the handle when it is being released.

Trailing movements may be made over spring switches without operating the switch by hand.

PERSONAL INJURIES

1. Whenever passengers or employees are injured, everything must be done to care for them promptly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.

No surgical operation must be performed until the arrival of the Company surgeon unless it may be required for the immediate safety of the patient.

2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.

When a number of persons are injured, the service of competent surgeons in the vicinity should be at once secured, and every possible effort made to care for the injured, the Company surgeon being notified by wire to come immediately to the place of the accident.

3. If persons are killed in train operation the trainmen who are aware of the circumstances may remove the bodies from the railway right-of-way and transport same to the nearest station, if possible within the same municipality, where the Coroner should be notified immediately.

If a body is found on or near the right-of-way by sectionmen or train crew, it is permissible to make an examination of the body to ascertain if any signs of life are present, and, if so, immediate first aid should be given and the nearest available doctor called, or, if able to be moved safely, the patient taken to his office. If the person is dead and no delay in traffic will be caused, a guard should be left with the body until the Coroner is notified and instructions obtained by him as to disposal. This applies particularly to cases where there may be a question of foul play, poisoning, etc.

4. A report of all accidents must be made, and immediately sent by wire to officers stated on Form 3903, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, the extent of their injuries. This information must be obtained on Form 3904.

5. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employees, who witness an accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

6. In each case of personal injury in any department, a full and complete report must be made at once by each employee immediately present, no matter whether he considers his statement of importance or not, answering all questions as fully as possible.

7. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred and, afterwards, at the first district terminal, by the Inspector, Foreman or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.

8. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, Chief Claims Agent, or a general officer of the Company, and when so authorized the Chief Claims Agent should at once be notified.

INJURIES TO PERSONS OTHER THAN PASSENGERS AND EMPLOYEES

1. In providing or helping to provide medical care for injured persons, the Railway acts for humanitarian reasons only and in no case shall such assistance be regarded as an admission or evidence of liability on its part.

2. The assistance of the Railway in such cases of injury to persons on railway premises, other than passengers or employees, shall be limited to the rendering of First Aid. "First Aid" means such medical services as are known to relieve suffering and to make it safe for an injured person to be removed from the premises. Under no circumstances shall it mean the performance of surgical operations, or the application of elaborate dressings, such as the setting of fractures, etc.

3. The employees handling the case shall make every effort to see that the injured person is placed in the charge of friends or of municipal authorities who shall arrange for any hospital treatment which the injured person may require; failing which the Transportation Officer on duty shall give the necessary instructions regarding disposal of the injured person.

4. Where it has proved impossible to reach friends of the injured person or municipal authorities, the Transportation Officer on duty may arrange to have the injured person taken by train to the nearest point where a general hospital is to be found. At the same time, everyone concerned, including the authorities of the hospital in question, shall be informed of the circumstances under which application for the admission of the patient is being made and that the Railway assumes no liability therefore. Particulars of the arrangements made shall be given in the casualty report.

5. The instructions of the Transportation Officer shall be given by telegraph and a copy of such instructions shall be furnished to the Claims Department with the medical accounts covering the rendering of First Aid or of such other medical services as may have been authorized.

6. Employees, when calling a physician, shall notify him that the call is for First Aid only and that the Railway shall not be responsible for any subsequent medical care.

7. When practicable, the services of a railway medical officer shall be requisitioned.

8. The Coroner of the District or the nearest Police Officer shall be notified as soon as possible of any accident which proves immediately fatal.

9. If a person is killed in train operation, the employees who are aware of the circumstances surrounding the accident may remove the body from the railway right-of-way and take it to the nearest station (within the same municipality if possible) from which point the Coroner or the nearest Police Officer shall be immediately notified.

10. If the body of a person is found on or near the right-of-way by employees, a guard shall be left with it until the Coroner or the Police shall have been notified and instructions obtained as to disposal. The body should not ordinarily be moved from the place where it was found unless permission has first been obtained from the Coroner or the Police to do so; but if it is apparent that such permission cannot be obtained without undue delay, and the body is in such a position as to prevent trains from passing, the body may be moved out of the way after its condition and position have been noted for the information of the Coroner and Police. This is particularly important where death appears to have been due to foul play.

RULES FOR FIRST AID TREATMENT OF INJURIES**REMEMBER**

Keep the patient lying down.

Locate all injuries. Remove clothing only where necessary.

Treat most dangerous conditions first in the following order:

(1) Stoppage of breathing. (Apply artificial respiration.)

(2) Severe bleeding. (Use a constrictive bandage.)

(3) Broken bones. (Tie to body to prevent movement.)

ALWAYS TREAT FOR SHOCK. (Keep patient warm. If possible, give stimulant except in severe bleeding or head injury.)

Do not move patient unnecessarily.

If necessary, send for doctor or ambulance.

IMPORTANT

Do not let bleeding go unchecked.

If constrictive bandage is used, loosen every 15 to 20 minutes.

Do not neglect treatment for shock.

Do not give liquids to an unconscious person.

Avoid any possible further injury to patient.

SEVERE HEMORRHAGE (BLEEDING)

With a sterile gauze pad or the inside fold of a clean handkerchief, apply pressure **DIRECTLY** over the wound. Hold dressing in place with a firm bandage.

If bleeding does not stop, apply additional pads on top of the first one. If this does not control the hemorrhage, place a constrictive bandage above the wound tight enough to stop further bleeding using a triangular bandage, handkerchief, tie, rope, etc.

Be sure to loosen this constrictive bandage every 15 to 20 minutes and retighten if necessary.

Secure medical assistance as soon as possible.

SLIGHT HEMORRHAGE (BLEEDING)

Expose wound.

Do not disturb blood clots.

Clean wound of any loose and easily removed foreign objects.

Apply an antiseptic.

Apply a sterile dressing and bandage firmly.

FRACTURES (BROKEN BONES)

Unless life is in immediate danger from some other cause, attend to the fracture **ON THE SPOT**, keeping in mind the following rules:

Steady and support the injured parts.

In the case of a fractured arm or leg, place it with great care in as natural a position as possible, without using force or increasing pain.

To prevent movement of broken bone, tie firmly the injured arm to body or the injured leg to good leg with padding and bandages.

INSENSIBILITY (UNCONSCIOUSNESS)

If face is pale, keep head low and turned to one side.

If face is flushed or if head is injured, raise head slightly turned to one side.

If both conditions, loosen clothing, allow an abundance of fresh air and make sure air passage is clear.

Give no fluid by mouth while unconscious.

Cover up, keep warm and send for a doctor or ambulance.

BURNS AND SCALDS

DO NOT BREAK BLISTERS.

Exclude air by covering with clean dry dressing and secure with bandage.

If possible, give large quantities of warm fluids.

Keep patient warm and obtain medical assistance as soon as possible.

HANDLING AND MARSHALLING CARS CONTAINING
EXPLOSIVES AND CARS PLACARDED "DANGEROUS"
AND "POISON GAS" IN TRAINS

GENERAL INSTRUCTIONS

Cars containing "Explosives Class 'A'," "Poison Gases or Liquids Class 'A'" and tank cars requiring "Dangerous" placards, must not be handled in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points where there is no regular freight train service.

Cars placarded "Explosives," "Dangerous" or "Poison Gas" must have air and hand brakes in service.

Train and engine crews must be advised in writing of the presence and location in train of cars placarded "Explosives." At intermediate points, where crews change off or are relieved, this information must be transferred from crew to crew.

Cars placarded "Explosives" must not be placed in train next to: engine; occupied passenger; combination car or caboose except when occupied by gas handlers or military personnel accompanying shipments; car placarded "Dangerous" or "Poison Gas"; wooden underframe car; loaded flat car; open top car when lading extends above or beyond ends or sides; car equipped with automatic refrigeration of gas burning type; car containing lighted heaters, stoves or lanterns; car loaded with live animals or fowl occupied by an attendant.

A placarded loaded tank car must not be placed in train next to: engine (except when train consists only of placarded loaded tank cars); occupied passenger or combination car other than car occupied by gas handlers accompanying shipment; occupied caboose (except when train consists only of placarded loaded tank cars); car placarded "Explosives" or "Poison Gas"; wooden underframe car; loaded flat car; open top car when lading extends above or beyond ends or sides; car equipped with automatic refrigeration of gas burning type; car containing lighted heaters, stoves or lanterns; car loaded with live animals or fowl occupied by an attendant.

A car containing Radioactive Material and placarded "DANGEROUS—CLASS D POISON" must not be placed in train next to cars placarded explosives or next to carload shipments of undeveloped film.

In the event of breakage of container, wreck, fire or unusual delay involving a shipment of radioactive material in cars placarded "DANGEROUS—CLASS D POISON" the car and any loose radioactive material must be isolated as far as possible from danger of human contact and no persons must be allowed to remain close to car or contents needlessly, until qualified persons are available to supervise handling. The Board, shipper and the Bureau of Explosives must be notified immediately.

Cars, buildings, areas, or equipment in which Class D Poisons have been spilled must not be placed in service or occupied until decontaminated by qualified persons.

In the event of accident involving a car containing radioactive material placarded "DANGEROUS—CLASS D POISON," the instructions contained in the Board's Circular No. 269 should be observed.

In the event of derailment or accident involving a car placarded "Explosives" or "Dangerous," instructions as contained in Bureau of Explosives Pamphlet No. 22 should be observed.

ON THROUGH, LOCAL FREIGHT TRAINS, AND MIXED TRAINS,
THE FOLLOWING ALSO APPLIES

In a freight train, or a mixed train, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine, occupied passenger car or caboose, and when length of train will not permit, it shall be placed near the middle of train. When helper power is cut in, it must be separated from the helper by at least six cars. When a freight train is marshalled in "Blocks" or classification, such car shall be placed near the middle of the "block" in which moving, but not nearer than the sixth car from both the engine or occupied caboose. On local freight or mixed trains, performing pickup and/or set off service, it shall be placed not nearer than the second car from both the engine, occupied passenger car or caboose.

Placarded loaded tank cars in freight trains or mixed trains shall, when the length of the train permits, be not nearer than the sixth car from the engine or occupied caboose. When length of train will not permit, it shall be not nearer than the second car from the engine or occupied passenger car or caboose. This does not apply when train consists of loaded tank cars only.

HOURS OF SERVICE FOR TRAIN ORDER OFFICES
LAKEHEAD AND PORT ARTHUR DIVISIONS

Station	Hours of Service	Days of Service	Station	Hours of Service	Days of Service
Armstrong	Continuous	—Continuous	Malachi	Continuous	—Continuous
Atikokan	Continuous	—Continuous	McIntosh	22.30K to 6.30K	—Daily
			Marchand	7.30K to 16.30K	—Mon. to Sat., inc.
Barwick	8.00K to 1.00K	—Sun. to Fri., inc.			
	17.00K to 1.00K	—Saturday	Neebing	Continuous	—Continuous
Baudette	Continuous	—Tues. to Sun., inc.	Niddrie	Continuous	—Continuous
	8.00K to 24.00K	—Monday			
Conmee	Continuous	—Continuous	Pinewood	8.00K to 17.00K	—Mon. to Sat., inc.
Carrick	20.30K to 4.30K	—Daily	Port Arthur Station	Continuous	—Continuous
			Paddington	Continuous	—Continuous
Devlin	9.00K to 18.00K	—Mon. to Fri., inc.			
Decimal	Continuous	—Continuous	Rainy River	Continuous	—Continuous
			Redditt	Continuous	—Continuous
Emo	24.00K to 8.00K	—Sunday	Red Lake Road	7.00K to 17.00K	—Mon. to Sat., inc.
	24.00K to 17.00K	—Mon. to Sat., inc.	Roosevelt	8.00K to 17.00K	—Mon. to Fri., inc.
Elma	Continuous	—Continuous			
			Savant Lake	Continuous	—Continuous
Flanders	8.00K to 17.00K	—Mon. to Sat., inc.	Superior Jct.	23.55K to 7.55K	—Daily
	22.00K to 6.00K	—Daily	Sioux Lookout	Continuous	—Continuous
Fort Frances	Continuous	—Continuous	Stratton	8.00K to 17.00K	—Mon. to Fri., inc.
Fort William	8.00K to 17.00K	—Mon. to Fri., inc.	Sleemans	7.45K to 16.45K	—Mon. to Fri., inc.
			Sprague	Continuous	—Continuous
Giroux	7.00K to 16.00K	—Tues. to Sat., inc.	Swift	8.00K to 17.00K	—Mon. to Fri., inc.
Graham	8.00K to 17.00K	—Mon. to Sat., inc.	Ste. Anne	7.30K to 16.30K	—Daily
				19.00K to 3.00K	—Daily
Hudson	8.00K to 17.00K	—Mon. to Fri., inc.	Transcona	Continuous	—Continuous
	22.00K to 6.00K	—Daily			
Jacobs	19.00K to 3.00K	—Daily	Valora	7.45K to 16.45K	—Mon. to Sat., inc.
Jones	Continuous	—Continuous	Vivian	4.00K to 12.00K	—Daily
			Vassar	6.30K to 15.30K	—Tues. to Sat., inc.
Kakabeka Falls	9.00K to 18.00K	—Mon. to Fri., inc.			
Kashabowie	7.15K to 16.15K	—Mon. to Fri., inc.	Webster	Continuous	—Continuous
Kawene	8.00K to 17.00K	—Mon. to Fri., inc.	Williams	8.00K to 17.00K	—Mon. to Fri., inc.
				Continuous	—Tues. to Sun., inc.
La Broquerie	7.45K to 16.45K	—Tues. to Sat., inc.	Warroad	8.00K to 24.00K	—Monday
			Woodridge	7.00K to 16.00K	—Tues. to Sat., inc.
Mine Centre	8.00K to 17.00K	—Daily			
	21.00K to 5.00K	—Daily	Ycliff	21.00K to 5.00K	—Daily
Minaki	8.00K to 17.00K	—Mon. to Fri., inc.			
	2.00K to 10.00K	—Mon. to Sat., inc.			

NOTE—Car placarded "Poison Gas," or a car placarded "Explosives" and "Poison Gas" shall at all times be next to and ahead of the car occupied by the gas handling crews when accompanying such cars.

A car placarded "Explosives" shall at all times be next to and ahead of the car occupied by military personnel when accompanying such cars.

SWITCHING CARS PLACARDED "EXPLOSIVES" OR "DANGEROUS"

A car placarded "Explosives" or "Poison Gas" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives" or "Poison Gas." No freight car placarded "Explosives" or "Poison Gas" shall be coupled into with more force than is necessary to complete the coupling.

When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossing, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

REGARDING GENERAL RULE "M"—RESTRICTED CLEARANCES

Employees are hereby advised that "Tell-Tales" give warning of close approach to Restricted Overhead Clearances and that where "Tell-Tales" are erected no other advice of such restricted clearances will elsewhere or otherwise be given.

They are warned that where these are marked or indicated by "Restricted Overhead Clearance" or "Restricted Side Clearance" signs, no other advice will elsewhere or otherwise be given, and that when or if these signs are not provided in yards and terminals the location of the restricted clearances will be as shown in Special Instructions.

They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops; they are warned that where restricted clearances exist on such tracks, they will not be marked or indicated by tell-tales or restricted clearance signs, nor will their location be elsewhere or otherwise given; and they are forbidden to ride on top or sides of cars or engines when on any engine house, main shop or car shop track whether or not the overhead and/or side clearance is restricted.

Standard restricted Clearance Sign consists of a board 8" x 10", painted yellow, with two diamond shaped pieces cut out. This sign contains no lettering and will be erected on posts or on brackets as occasion demands.

**LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES"
OR RESTRICTED CLEARANCES SIGNS**

Division	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Division	Terminal or Yard	Location	Structure or Obstruction	Side of Track
Port Arthur	Atikokan	Coal Track	Coal Dock	Both	Port Arthur (Contd.)	Rainy River (Contd.)	Icing Track	Ice House	South
"	"	Engine Lead	Sand House	North	"	"	Sand House Track	Water Tank	North
"	"	Icing Track	Ice House	North	"	Sioux Lookout	Freight Shed Track	Ice Hse. Platform & Freight Shed	North
"	"	Spur	Boiler House	North	"	"	"	Ice Hse. Platform	South
"	Fort Frances	Coal Track	Coal Dock	Both	"	"	Icing Track	Coal Dock	Both
"	"	Main Track	Coal Dock	South	"	"	Coal Track	Boiler Hse. & Stores Platform	Both
"	Rainy River	Lead to Boiler House	Buildings	North	"	"	Spur to Boiler Hse.	Stores Platform	North
"	"	4th Eng. Hse. Lead	Stores Platform	North	"	"	"	Stores Platform	Both
"	"	3rd Eng. Hse. Lead	Coal Dock and Water Tank	South	"	Redditt	Coal Spur	Coal Dock	Both
"	"	"	Coal Dock	Both					
"	"	Coal Track	Coal Dock, Water Tank & Sand Bin	Both					
"	"	2nd Eng. Hse. Lead							

Lakehead...See Bulletin Books.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
5	12 .	25	2 . 24	50	1 . 12
10	6 .	30	2 .	55	1 . 5
15	4 .	35	1 . 42	60	1 .
20	3 .	40	1 . 30	65	. 55
		45	1 . 20		

CLASSIFICATION OF PERCENTAGE RATING OF LOCOMOTIVES

**CANADIAN NATIONAL RAILWAYS
(Western Region)**

Class	Type	Engine Number	Superheater	Rating	Class	Type	Engine Number	Superheater	Rating	Class	Type	Engine Number	Superheater	Rating
E-12-b	Mogul	411	S	28%	S- 1-d	Mikado	3334, 3338, 3339, 3341, 3343, 3351, 3355, 3357, 3369, 3374, 3376, 3377, 3379, 3383, 3387, 3389	S	53%	N- 1-b	Consol. Switcher	2396, 2421, 2424, 2426-2428, 2431, 2434, 2439-2441	S	50%
E-12-c	"	424, 426	S	28%	S- 1-e	"	3390, 3391, 3394, 3401, 3403	S	53%	N- 2-b	"	2498	S	50%
G-16-a	10-Wheeler	1111, 1117, 1123, 1125, 1140, 1150, 1158	S	25%	S- 1-f	"	3422	S	52%	N- 3-a	"	2338	S	45%
H- 6-b	"	1273-1275	S	28%	S- 1-f	"	3436, 3437	S	53%	N- 3-c	"	2362	S	45%
H- 6-c	"	1278, 1284, 1294, 1300, 1307, 1310, 1312, 1314, 1318	S	28%	S- 1-f	"	3475, 3482, 3492	S	52%	O-10-a	6-Wheel Switcher	7250, 7252, 7253	S	28%
H- 6-d	"	1327-1330, 1332-1336	S	28%	S- 2-a	"	3525-3537, 3539-3546, 3548-3559	S	55%	O-13-a	"	7302-7304	S	37%
H- 6-f	"	1347-1351	S	28%	S- 2-b	"	3560-3567, 3569	S	55%	O-12-b	"	7328	S	35%
H- 6-g	"	1359, 1365, 1367, 1371-1373, 1376-1378, 1380-1384, 1389, 1392, 1404, 1409	S	28%	S- 2-b	"	3568	S	55% B	O-12-d	"	7333-7338	S	35%
H-10-a	"	1423, 1425-1430, 1433, 1435-1439, 1444, 1446-1448, 1451	S	25%	S- 2-c	"	3570-3573, 3577, 3579, 3581, 3582, 3587	S	55% B	O-16-a	"	7339-7347	S	35%
M- 1-a	Consolidation	2013, 2016, 2022	S	35%	S- 2-c	"	3575, 3576, 3578, 3580, 3583-3586, 3588, 3589	S	55%	O-12-f	"	7414-7423	S	35%
M- 1-b	"	2026, 2035, 2047, 2049	S	35%	S- 4-a	"	3800	S	60%	O-20-a	"	7532-7541	S	35%
M- 3-a	"	2093, 2096-2100, 2102-2104, 2110-2112, 2116, 2119-2121, 2124	S	35%	S- 4-b	"	3801-3805	S	60%	O-19-b	"	7542, 7543	S	39%
M- 3-c	"	2125-2129	S	35%	T- 1-a	Santa Fe	4006, 4008	S	65%	P- 4-a	8-Wheel Switcher	8205-8207	S	55%
M- 3-d	"	2130-2133, 2135-2137, 2139-2154	S	35%	T- 1-b	"	4010-4012, 4016, 4018	S	65%	P- 5-d	"	8330-8333	S	50%
M- 3-e	"	2155-2179	S	35%	T- 1-c	"	4023, 4025-4029, 4031, 4032, 4036-4041, 4043, 4044	S	65%	P- 5-f	"	8358, 8362	S	50%
N- 1-a	"	2400-2405, 2408, 2409, 2413-2419	S	45%	T- 4-a	"	4300-4314	S	60% B	P- 5-h	"	8387, 8388, 8390, 8391, 8402-8413	S	50%
N- 1-b	"	2390	S	50%	T- 4-b	"	4315-4332	S	62% B	Q- 2-b	Diesel Switcher	74	S	20%
N- 1-c	"	2451	S	45%	J- 1-a	Pacific	5000-5003	S	35%	Q- 6-a	"	7946-7955, 7975-7980	S	34%
N- 2-b	"	2465, 2471, 2473, 2477, 2481, 2483-2487, 2490-2492, 2494, 2496, 2500, 2501, 2503-2505, 2507-2514	S	50%	J- 3-a	"	5044	S	34%	Q- 6-b	"	7995-7999	S	34%
N- 3-b	"	2353	S	45%	J- 4-a	"	5080-5084	S	34%	Q- 6-c	"	8016-8019, 8021-8023, 8028-8033	S	34%
N- 4-a	"	2515, 2521, 2523, 2537, 2538, 2548, 2555, 2556, 2561, 2564, 2572, 2582, 2583, 2585, 2586, 2588, 2598, 2604, 2614, 2617, 2625, 2632, 2635, 2648, 2658	S	40%	J- 4-b	"	5085, 5088, 5089	S	34%	Q- 7-c	"	8552-8554	S	36%
N- 4-d	"	2665, 2669, 2673, 2676	S	40%	J- 4-c	"	5090-5099	S	34%	Q- 8-a	"	8450-8452	S	29%
N- 4-e	"	2675	S	40%	J- 4-d	"	5115, 5116, 5120, 5123, 5124	S	38%	Q- 8-b	"	8466-8468, 8472-8475, 8478-8481	S	29%
N- 5-a	"	2687-2691, 2693-2706	S	40%	J- 4-d	"	5117-5119, 5121, 5122	S	38% B	V- 1-Ab	Road Freight	9028, 9040, 9044, 9050, 9052	S	40%
N- 5-b	"	2707, 2708, 2710-2726, 2728-2746	S	40%	J- 4-e	"	5127-5131, 5133, 5139-5141	S	38%	V- 1-Ac	"	9056, 9058, 9060, 9062	S	40%
N- 5-c	"	2747, 2748	S	40%	J- 4-f	"	5145-5150, 5152, 5153, 5155	S	38%	V- 1-Bb	"	9029, 9041, 9045, 9051, 9053	S	40%
N- 5-d	"	2749-2767	S	40%	J- 7-a	"	5254, 5262, 5274, 5276	S	40%	V- 1-Bc	"	9057, 9059, 9061, 9063	S	40%
N- 4-g	"	2800, 2801	S	40%	J- 7-c	"	5297, 5301	S	40%	V- 1-Ad	"	9104, 9106, 9108, 9110, 9112, 9114, 9116, 9118, 9120, 9122, 9124, 9126, 9128, 9130, 9132, 9134, 9136, 9138, 9140, 9142	S	40% X
N- 4-h	"	2810-2819	S	40%	K- 2-b	"	5547, 5549	S	36%	Y- 2-c	Road Switcher	7618-7621	S	34%
S- 1-a	Mikado	3203, 3204, 3212, 3216, 3226, 3230, 3240, 3245	S	53%	K- 3-a	"	5558	S	34%	Y- 5-a	"	7555-7572	S	40%
S- 1-b	"	3255, 3259- 3261, 3263, 3264, 3268, 3273, 3277, 3278, 3281, 3284, 3287, 3292, 3297, 3298	S	53%	K- 3-b	"	5593	S	34%					
S- 1-c	"	3300, 3303, 3305, 3306, 3310, 3311, 3314, 3318, 3319, 3324, 3325	S	53%	K- 3-g	"	5612-5626	S	32%					
					U- 1-a	Mountain	6000-6003, 6005, 6009-6011, 6013	S	50%					
					U- 1-b	"	6016, 6024, 6034-6036	S	50%					
					U- 1-d	"	6043-6046	S	50%					
					U- 1-e	"	6047-6058	S	50%					
					U- 2-g	Northern	6204, 6207, 6210, 6220, 6224, 6229	S	57%					
					M- 1-a	Consol. Switcher	2015, 2021, 2024	S	35%					
					M- 1-b	"	2027, 2032, 2040, 2042, 2046, 2052, 2054, 2059, 2060, 2063	S	35%					
					M- 3-a	"	2114	S	35%					

DULUTH, WINNIPEG AND PACIFIC RAILWAY

M- 8-a	Consolidation	1981-1984	S	44%
N- 2-a	"	2455-2458, 2460-2464	S	50%
N- 2-b	"	2466, 2472, 2475, 2478, 2479	S	50%
S- 1-f	Mikado	3425	S	52%

EQUATED TONNAGE RATINGS

GENERAL INSTRUCTIONS

1. The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents.

EXAMPLE—(1) 42 Cars.....Total Gross Weight.....2100 Tons.
Car Factor...10 x 42 Cars.....420 Tons.
EQUATED TONS.....2520
(2) 84 Cars.....Total Gross Weight.....1680 Tons.
Car Factor...10 x 84 Cars.....840 Tons.
EQUATED TONS.....2520

2. The car factor is an allowance for frictional car resistance and varies on different subdivisions according to the ruling grade, the principle being that on low gradients the frictional resistance is a higher proportion of the total resistance than on steeper gradients. By use of the car factor the trainload is so adjusted that the resistance is the same for all trains of equal equated tonnage, whether composed of fully loaded or empty cars.

3. Established ratings will be exceeded by 1% if by so doing another car can be handled in the train.

4. The equated ratings shown are "A" or fair weather. These ratings will be reduced as authorized by ratings "B" to "K" for temperature.

TONNAGE REDUCTIONS

TEMPERATURES	Weather Condition Modifications	
	RATING	Reduction in Tonnage
To 25° F. above.....	A	Nil
24° F. above to 11° F. above (or bad rail).....	B	5%
10° F. above to Zero.....	C	10%
Zero to 10° F. below.....	D	15%
11° F. below to 20° F. below.....	E	20%
21° F. below to 25° F. below.....	F	25%
26° F. below to 30° F. below.....	G	30%
31° F. below to 35° F. below.....	H	35%
36° F. below to 40° F. below.....	I	40%
41° F. below to 45° F. below.....	J	45%
46° F. below to 50° F. below.....	K	50%

Note—When compiling Tonnage Reduction for diesel Engines use one-half the rating quoted above.

The Chief Train Dispatcher will issue special instructions in case of storm or temperatures lower than those shown.

5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first subdivision and 10% light on second subdivision or return trip. Locomotive Foreman will advise Chief Train Dispatcher and Yardmaster in such cases.

6. Any other necessary adjustments in ratings shown herein will be made by the General Superintendent of Transportation.

7. When an engine of different capacity from those shown in the tables is used, the proper equated tonnage will be arrived at by taking the rating for the 100% engine and reducing this figure to the percentage rating for the engine in question. This is done by multiplying the equated tonnage of the 100% engine by the percentage of the engine in question and striking off the last two figures.

EXAMPLE—To find the equated tonnage for a 38% engine.
Equated tonnage for a 100% engine = 5835.
5835 x 38 = 2217.30.
Equated tonnage for 38% engine is therefore 2217.

8. To determine proper tonnage for pusher, double-header or helper engines, unless special rating is given, add to equated rating of the first engine 95% of the equated rating in effect for each class of helper.

9. In making up trains, weights must be obtained by taking tare and contents from the waybill. When tare weights are not available, car weights may be taken as under:

Passenger Cars—4-wheel trucks.....	40 tons	Stock Cars.....	18 tons
Passenger Cars—6-wheel trucks (Baggage, Colonist and Coach).....	70 tons	Hopper Cars.....	24 tons
Passenger Cars—6-wheel trucks (Tourist, Sleepers, etc.).....	87 tons	General Service Cars.....	23 tons
Express Refrigerator Cars.....	40 tons	Steel and Steel Frame Gondola Cars.....	27 tons
Freight Refrigerator Cars.....	30 tons	Steel Underframe Gondola Cars.....	20 tons
Steel Automobile and Box Cars.....	25 tons	Hart Convertible Cars.....	21 tons
Steel Frame Automobile and Box Cars.....	21 tons	Flat Cars.....	18 tons
Wooden Frame Automobile and Box Cars.....	18 tons	Depressed Flat Cars.....	28 tons
		Caboose.....	20 tons

10. In computing tonnage, fully loaded cars of grain, coal, rails, ties, lumber, pulpwood, etc., for which weights are not shown on waybill, will be considered as carrying; the marked carrying capacity of the car.

11. When dead engines are included in a train, four times the car factor will be added to the actual weight of each engine.

EXAMPLE—Established rating, 3000 equated tons.

Car Factor, 10.
50 cars—gross weight.....2070 tons.
2 dead engines—gross weight.....350 tons.
Equivalent to 2 x 4—
8 cars.
58 cars x 10, Car Factor.....580
Equated Tonnage.....3000

12. The ratings given in the rating table are for the ruling grade; excess tonnage will be handled when it is to be set out short of or picked up beyond the ruling grade.

13. When an engine is unable to handle the authorized rating, a joint message, signed by Conductor and Engine-man, will be sent to the Chief Train Dispatcher, advising the reduction made and giving the reason for same.

14. Yardmasters and Conductors will be held responsible for their trains being loaded to full authorized rating less the proper reduction for weather or rail condition, when tonnage is available.

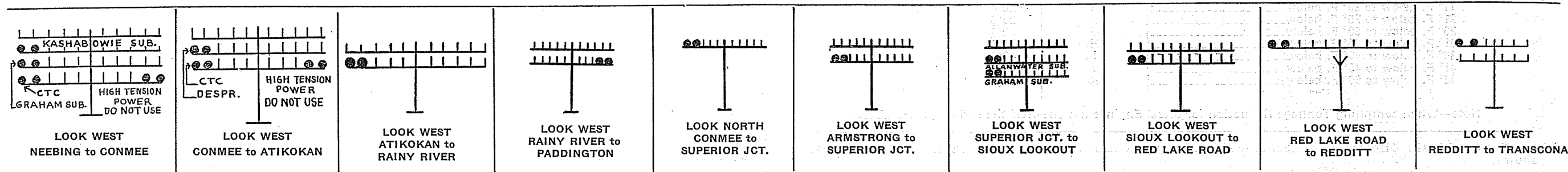
EQUATED TONNAGE RATINGS

Car Factor	53% Eng.	55% Eng.	55% B Eng.	65% Eng.	66% Eng.	100% Eng.	STATIONS	100% Eng.	66% Eng.	65% Eng.	60% B Eng.	65% Eng.	66% Eng.	---	100% Eng.	Car Factor
PORT ARTHUR DIVISION ALLANWATER SUBDIVISION																
Westward or Northward (Read Down)							Eastward or Southward (Read Up)									
10	3500	3760	4025	----	----	6600	Armstrong BETWEEN and Superior Jct.	7400	----	----	4515	4220	3920	12		
QUIBELL AND MINAKI SUBDIVISIONS																
10	3815	4100	4250	----	----	7200	{ Sioux Lookout BETWEEN Redditt and Redditt Decimal and Decimal }	7680	----	----	4455	4380	4070	12		
10	4400	4730	4900	----	----	8300	{ Decimal and Transcona }	8300	----	----	4900	4730	4400	12		
GRAHAM SUBDIVISION																
9	2360	2455	2680	2900	2940	4460	Neebing BETWEEN Raith and Raith Graham and Graham }	8300	5590	5400	5060	4730	4400	12		
9	3445	3705	3965	4225	4315	6500	{ Sioux Lookout }	7550	5220	4910	4450	4380	4000	12		

Car Factor	53% Eng.	55% Eng.	55% B Eng.	60% B Eng.	65% Eng.	66% Eng.	---	100% Eng.	STATIONS	100% Eng.	---	66% Eng.	65% Eng.	60% B Eng.	55% B Eng.	55% Eng.	53% Eng.	Car Factor
LAKEHEAD DIVISION																		
Westward or Northward (Read Down)									Eastward or Southward (Read Up)									
BETWEEN																		
5	2440	2620	2810	3000	2990	3050	----	4600	Port Arthur and Neebing	8600	----	5890	5590	5800	5250	4900	4560	12
PORT ARTHUR DIVISION (Cont'd) KASHABOWIE, FORT FRANCES AND SPRAGUE SUBDIVISIONS																		
5	1750	1815	2145	2310	2145	2180	----	3300	Neebing and Annex	9620	----	6435	6250	6335	5870	5485	5100	12
8	3075	3305	3540	3825	3770	3890	----	5800	{ Huronian and Atikokan	6400	----	4380	4160	4115	3775	3650	3390	10
9	2915	3025	3355	3640	3575	3640	----	5500	Atikokan and Bear Pass	6620	----	4480	4305	4210	3905	3775	3510	10
9	3815	4100	4390	4650	4680	4765	----	7200	Bear Pass and Rainy River	} 7600	----	5280	4940	5200	4635	4330	4030	10
10	4480	4815	4815	5245	5490	5770	----	8450	Rainy River and Sprague									
10	3390	3650	3905	4315	4160	4380	----	6400	Sprague and Woodridge									
10	5460	5975	5975	6480	6695	7130	----	10300	Woodridge and Paddington									

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES—MANITOBA DISTRICT (Lakehead and Port Arthur Divisions)

Face In Direction Named—Count Cross Arms from the top down



Train Phone Wires Marked ®