



A RED SIGNAL INDICATES THAT THERE IS A TRAIN IN THE BLOCK AHEAD COMING TOWARD YOU.

DO NOT ENTER THE BLOCK UNTIL THE APPROACHING TRAIN CLEARS.

YOU **MUST** CLEAR THE SIGNAL AS YOU LEAVE EACH BLOCK.

4. TRAIN CONTROL BY RADIO:

WHEN THE DISPATCHER IS ON DUTY, HE CONTROLS TRAIN MOVEMENTS. WHEN THE DISPATCHER IS NOT ON DUTY, TRAIN CONTROL IS BY RADIO COMMUNICATION BETWEEN ALL TRAINS.

WHEN THE DISPATCHER IS NOT ON DUTY AND BLOCK SIGNALS ARE OUT OF SERVICE, EACH TRAIN SHOULD ANNOUNCE THEIR ROAD NUMBER, DIRECTION OF TRAVEL, LOCATION, AND THEIR NEXT MOVEMENT. FOR EXAMPLE: "TRAIN #10 EAST DEPARTING ETOWAH".

IT IS EACH TRAIN CREW'S RESPONSIBILITY TO BE AWARE OF THE LOCATION OF OPPOSING TRAFFIC AND TO SET UP THE APPROPRIATE MEETS. ALL TRAINS MUST PROCEED PREPARED TO STOP SHORT OF TRAIN, OBSTRUCTION, OR SWITCH NOT PROPERLY LINED.

5. THE NORMAL POSITION OF PASSING SIDING AND WYE TRACK SWITCHES IS SET TO RUN TO THE RIGHT.

SWITCH STAND TARGETS SHOW RED WHEN SET TO THE DIVERGING TRACK AND CLEAR WHEN SET TO THE STRAIGHT TRACK.

EXCEPTION: ON WYE TRACKS, THE "Y" SWITCH TARGETS SHOW CLEAR TO THE RIGHT AND RED TO THE LEFT

6. CANTON IS THE WEST END OF THE RAILROAD; THEREFORE ALL TRAINS DEPARTING CANTON ARE EASTBOUND. THE EASTBOUND DESIGNATION CHANGES TO WESTBOUND WHEN THE TRAIN PASSES THE "BEGIN WEST" SIGN LOCATED AT BRYAN WYE.

7. WITHIN THE CANTON YARD LIMITS, TRAIN CONTROL MAY BE VISUAL AS NECESSARY. RADIO COMMUNICATION IN THE CANTON YARD LIMITS IS PREFERABLE TO YELLING! CANTON YARD LIMITS INCLUDES ALL TRACKAGE WITHIN THE CANTON LOOP AND THE CANTON WYE.

CANTON, ST. PAUL AND PACIFIC RAILWAY

CANTON AND ELIZABETH DIVISION

TIME TABLE No.

4

TAKES EFFECT

SUNDAY, NOVEMBER 1, 2009

AT 2:01 AM EASTERN STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

M. W. ALDRIDGE
PRESIDENT

J. D. FITE
VICE-PRESIDENT

D. R. GIDDENS
GENERAL AGENT

SAFETY FIRST !

EASTWARD	I	CANTON	AND	ELIZABETH
STATIONS	DISTANCE FROM CANTON	SIDINGS DIRECTION LENGTH	TURNTABLE, WATER, WYE, YARD, BRANCH	
GREYROCK	-1.4	210', W-40'		
ROUNDHOUSE	-0.8	62'	X	
CANTON	0	10 TRACK	T, W, Y, Yd	
PARRISH	0.2	84'		
ETOWAH	2.4	98', W-30'		
POISON IVY GULCH	3.0			
ALLOY	3.7	E - 4 TRACK	Yd	
REID	4.4	110', W - 30'		
TUNNEL #2	4.8			
COTTON MILL	7.1	E - 3 TRACK	T, Yd	
MIDLAND	7.7	178'	W	
SARGENT	9.0	118'		
HONEYSUCKLE HILL	10.0		SUMMIT	
TUNNEL #3	10.2			
ST. PAUL	10.8	107'		
BRYAN CROSSING	11.2		W, Y	
EAGLE RIDGE JCT.	12.7		BL	
ELIZABETH	12.9	72', W - 85'	H	
D&MT JCT.	13.3	W - 40', 50'		
TRESTLE #4	13.7			
BEGIN WEST	14.8			
WEST - READ UP				

** BL = BRANCH LINE, H = HOUSE TRACK, T = TURNTABLE, W = WATER, X = CROSSOVER, Y = WYE, Yd = YARD

ASHPANS ALWAYS CLOSED !

1. THE ENGINEER AND CONDUCTOR HAVE THE AUTHORITY TO IMMEDIATELY REMOVE ANY PASSENGER NOT BEHAVING SAFELY.
2. ALL TRAINS MUST HAVE AT LEAST ONE RADIO. THE CHANNEL IS 6 – 0 UNLESS OTHERWISE SPECIFIED.
3. TRAIN CONTROL BY BLOCK SIGNALS:

TRAIN MOVEMENTS ON THE MAINLINE ARE IN OPPOSING DIRECTIONS. SIGNALLED BLOCKS ARE BETWEEN PASSING SIDINGS

EXCEPTION: BETWEEN ST. PAUL, MP 10.8 AND BRYAN CROSSING, MP 11.2. TRAINS WITHIN THOSE LIMITS MUST PROCEED PREPARED TO STOP SHORT OF TRAIN, OBSTRUCTION, OR SWITCH NOT PROPERLY LINED.

BLOCK SIGNALS ARE CLAIMED AND CLEARED BY TRAIN CREWS AS THEY ENTER AND LEAVE THE BLOCK. SIMPLY SWIPE THE WHISKER SWITCH MARKED WITH AMBER REFLECTOR WITH YOUR HAND, **DO NOT JAM IT OVER**. DO NOT ACTIVATE SWITCHES WITH RED REFLECTORS THEY ARE FOR OPPOSING TRAFFIC.



A GREEN SIGNAL INDICATES THERE ARE NO TRAINS IN THE BLOCK AHEAD OF YOU.

YOU CAN CLAIM THE BLOCK AND PROCEED WHEN IT DISPLAYS YELLOW.



A YELLOW SIGNAL INDICATES THAT THERE IS A TRAIN IN THE BLOCK AHEAD GOING THE SAME DIRECTION AS YOU.

DO NOT ENTER THE BLOCK UNLESS YOUR TRAIN CREW HAS AGREED WITH THE CREW OF THE OTHER TRAIN THAT YOU WILL RUN AS A SECOND SECTION. THE TRAIN CREW OF THE FIRST SECTION WILL CLAIM THE BLOCK AND ADVISE ANY OPPOSING TRAINS THAT THERE IS A SECOND SECTION FOLLOWING. YOUR TRAIN CREW (THE SECOND SECTION) WILL CLEAR THE BLOCK.