

Safety First!

Notes

Canton, St. Paul & Pacific Railway

Time Table No.

8



Takes Effect

Sunday, October 11, 2020

At 12:01 AM Eastern Daylight Time

For the Government and
Information of Employees Only

R. Ruggles

K. Doe

President

Vice President

D. Giddens

General Agent

Canton, St. Paul, & Pacific Railway

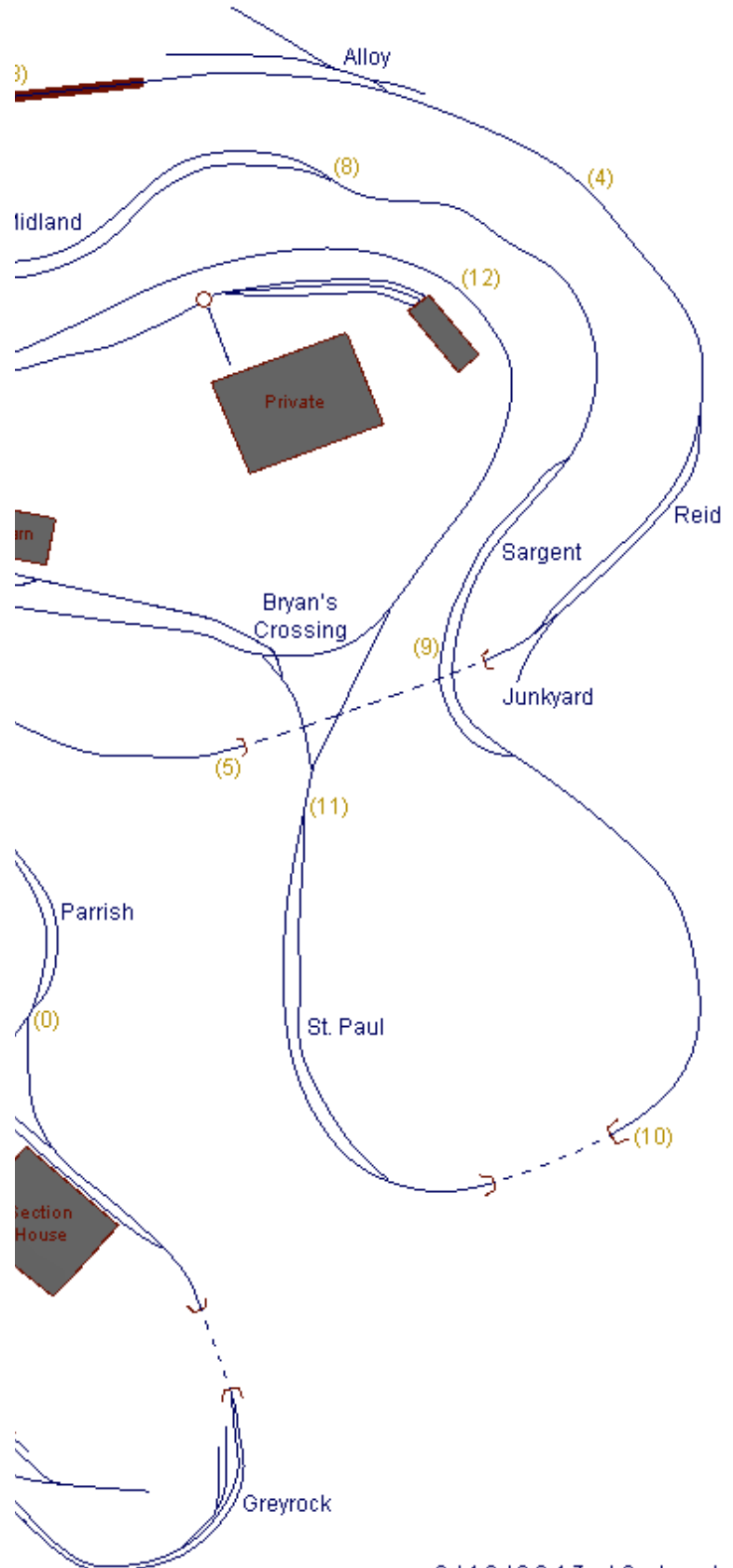
110 Roundhouse Road

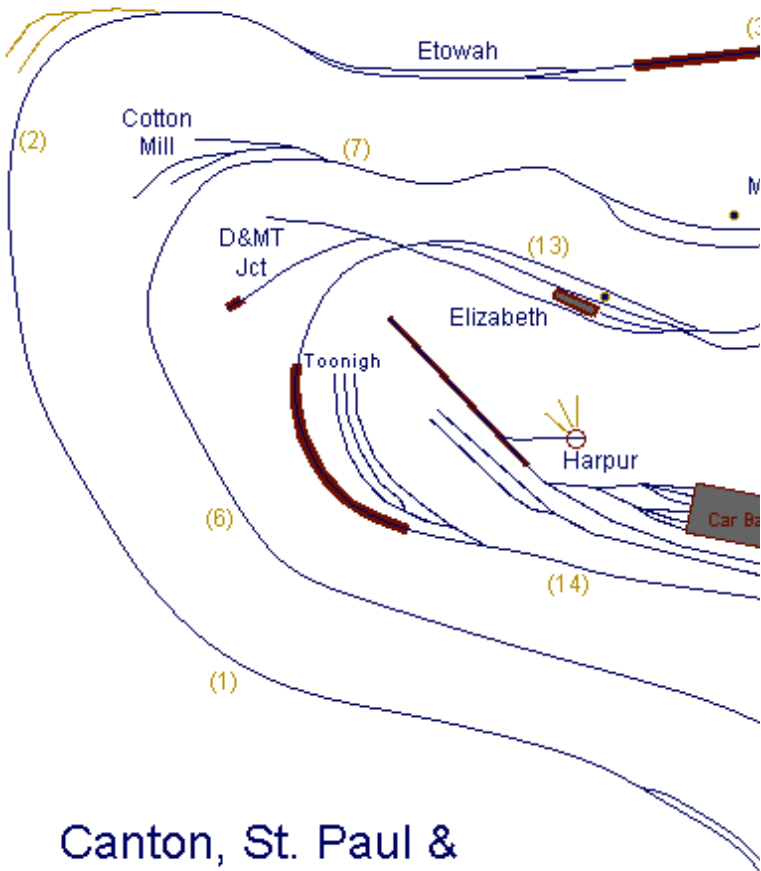
Canton, GA 30114

****General****

****Instructions****

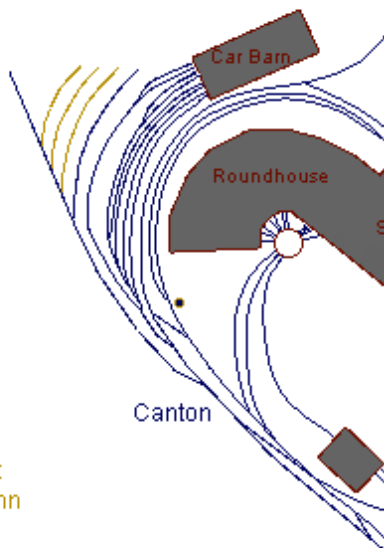
1. The engineer and conductor have the authority to immediately remove any passenger who is unsafe or disorderly
2. All trains are recommended, but not required, to have a FRS radio onboard. The channel is 5-0 unless otherwise specified.
3. Canton is the west end of the railroad; all trains departing Canton are Eastbound and all trains departing the Bryan Wye are Westbound.
4. Yard Limits:
Canton Yard limits begin at the Canton Wye. Speed shall be restricted such that the engineer may stop the train in half the visible distance.
5. Use of Sidings:
All switches are spring switches and may be trailed through. The normal position of passing siding switches is to run to the right. **RETURN ALL MAINLINE SWITCHES TO THE NORMAL POSITION.**
6. Block Signals:
Train movements on the mainline operate in opposing directions. Signaled blocks are used between passing sidings. Blocks are manually captured and released by engineers or designated crew members as the train enters and leaves the block. **ONLY ONE CREW MEMBER PER TRAIN MAY OPERATE SIGNALS.** Mainline signal blocks are captured and released by swiping the whisker switches.





Canton, St. Paul & Pacific Railway

Mainline completed Dec 2006



- Completed Track
- Planned Track
- (15) Mileposts 300' apart
- Water Tower / Column

DO NOT JAM THE WHISKERS OVER. Signals at Alloy, Cotton Mill, and Toonigh are captured and released by pressing the buttons marked with “C” or “R”. Mainline signal heads used 3 color position signal heads. Signals in the Canton Yard loop use 3 color dwarf searchlight signals.

7. For all signals:
 - Green indicates the block ahead is clear. You may capture the block and proceed when yellow is displayed.
 - Yellow indicates the block ahead of you is occupied by a train going away from you. Please allow 5 seconds after the block displays green before capturing to allow traffic flow to alternate.
 - Red indicates the block ahead of you is occupied by a train coming towards you. **YOU MUST MANUALLY RELEASE EACH BLOCK.** In the event of a signal outage, warn all oncoming traffic and notify the signal department.
8. Multiple Sections:
 - Trains may run as multiple sections only if the crews from all trains agree. The crew of the first section will capture the block and must advise all opposing trains that there are more sections following. The crew of the last section will release the block.

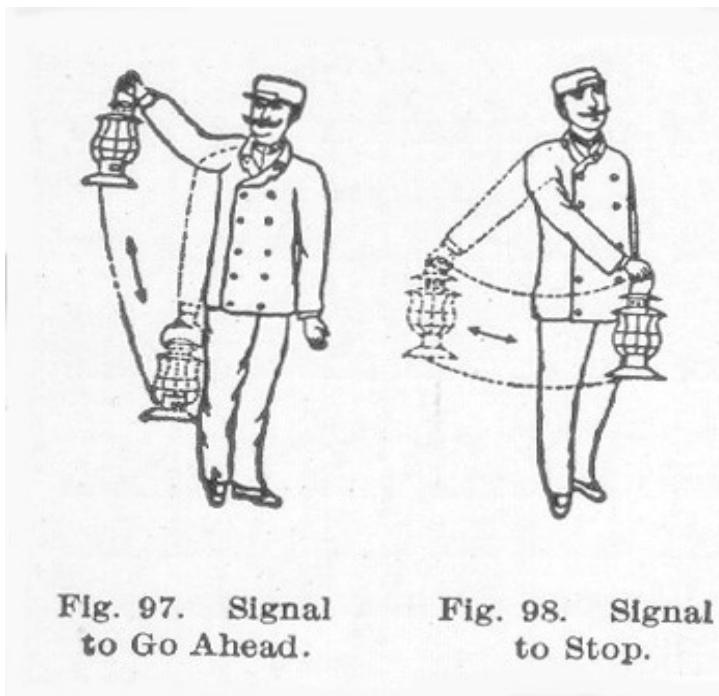
****General****
****Instructions****
 (Continued)

9. Power Turnouts:

There are 5 power turnouts on the railroad, 4 within the Canton Yard limits, and 1 at Bryan Wye. The Bryan Wye turnout is very slow. **ALWAYS CONFIRM THE POINTS ARE CLOSED BEFORE PROCEEDING.** In the event of a power turnout failure, unplug the power turnout machine for manual operation and notify the track or signal department.

10. Hand Signals:

All crew members need to be familiar with FRA Standard hand signals. Day-time signals can be made with anything as long as they are visible to the head end crew. Nighttime signals may be made with any flashlight or lantern.



Sidings Direction Length	Turntable, Water, Wye, Yard
210', W-40'	
2 Track 110', E-10 Track	TT-14', W, Y, Yd
84'	
98', W-30'	W
E-2 Track, W-1 Track	Yd
110', W-30'	
E-3 Track	Yd
178'	W
118'	
107'	
	W, Y
E-3 Track	Yd
72', W-85'	W
W-2 Track	
E-3 Track	
E-3 Track	TT-10', W, Yd

Stations	Milepost
Greyrock	-1.4
Tunnel #1	-1.3
Canton	0.0
Parrish	0.2
Etowah	2.4
Alloy	3.7
Reid	4.4
Tunnel #2	4.8
Cotton Mill	7.1
Midland	7.7
Sargent	9.0
Tunnel #3	10.2
St. Paul	10.8
Bryan Wye	11.2
Eagle Ridge JCT	12.8
Elizabeth	12.9
D&MT JCT	13.3
Toonigh	14.0
Harpur JCT	14.7
Begin West	14.8



Fig. 99. Signal to Back Up.

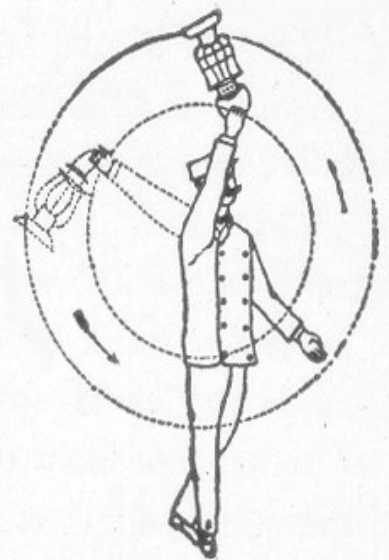


Fig. 100. Signal that Train has Parted.

11. End-of-Train:

All trains operating after dark must be equipped with a red light on the rear of the train. Lights can be flashing or solid as long as they are visible and not blinding to following crews.

**** SPECIAL ****

****INSTRUCTIONS****

1. Ashpans:

Coal and Wood burning steam locomotives must have functioning ashpans and they must be closed outside of the roundhouse and the ashpits. Propane and Oil should have dampers or baffles set to minimize fire blowing out of the firebox.

2. Canton Yard multiple main:

Both tracks between the crossovers in the Canton Yard Limit are both bidirectional and must be navigated with extra caution. Mainline through traffic has top priority in this section, arriving and departing trains have secondary priority, and light locomotives have lowest priority.

3. Canton lift diamond:

The spur for the lift table at Canton crosses from the outside track over the inside track to allow for cars to be easily moved between the yard and the lift. Cars must be chocked clear of the diamond on the spur or moved into the clear in the Canton Yard.

DO NOT BLOCK THE DIAMOND OR SWITCH.

4. Radio Signals:

3 signal blocks on the railroad are radio communication signals. The blocks are the 2 blocks in the Canton Yard loop to Parrish, and Parrish to Etowah. These signals are operated just like the rest of the signals on the railroad with a few differences. The radio communication

takes a little time so there may be a slight delay between hitting the whisker and the signal changing. These signals also go to sleep when green for a long period of time. When the signal is dark, it is functionally the same as the signal being green. You must capture the signal as normal.

5. St. Paul to Bryan Wye:

Between St Paul at MP 10.8 and Bryan Crossing at MP 11.2 Westbound trains have priority over Eastbound trains.

6. Duluth & Mt. Tabor JCT:

At MP 13.3 the Duluth & Mt. Tabor RR crosses the CSPPRy at grade. Trains must proceed prepared to stop short of the crossing.

7. Slow Order at MP 2.8:

Westbound trains approaching Etowah at MP 2.4 must approach at no more than walking speed and must be prepared to stop at the signal at the West end of Etowah.