Safety First

*** Notes ***

Canton St. Paul and Pacific Railway

110 Roundhouse Road

Canton, GA 30114

Canton St. Paul and Pacific Railway

Western Division

Time table No.

7

Takes Effect

Sunday, June 30, 2013

at 12:01AM Eastern Daylight Time

For the government and information of employees only

J. E. Schuch
President

R. D. Massey
Vice-President

D. R. Giddens
General Freight Agent

*** GENERAL INSTRUCTIONS ***

1. The Engineer and Conductor have the authority to immediately remove any passenger who is unsafe or disorderly.

2. All trains must have at least one operational radio. The channel is 6 – 0 unless otherwise specified.

3. Canton is the west end of the railroad; all trains departing Canton are eastbound. The eastbound designation changes to westbound when the train passes the "Begin West" sign located at Bryan Wye. Communication within the Canton Yard Limits shall be visual or by Radio.

4. Use of Sidings: All siding switches are spring switches and may be trailed through. Switch stand targets show red when set to the diverging track and clear when set to the straight track.

   On Wye tracks, the "Y" switch targets show clear to the right and red to the left.

   The normal position of passing siding and Wye Track switches is set to run to the right.

   Return all mainline switches to the normal position.

5. Train Control by Block Signals:

   Train movements on the mainline are in opposing directions. Signaled blocks are between passing sidings

   Block signals are manually claimed and cleared by train crews as they enter and leave the block.

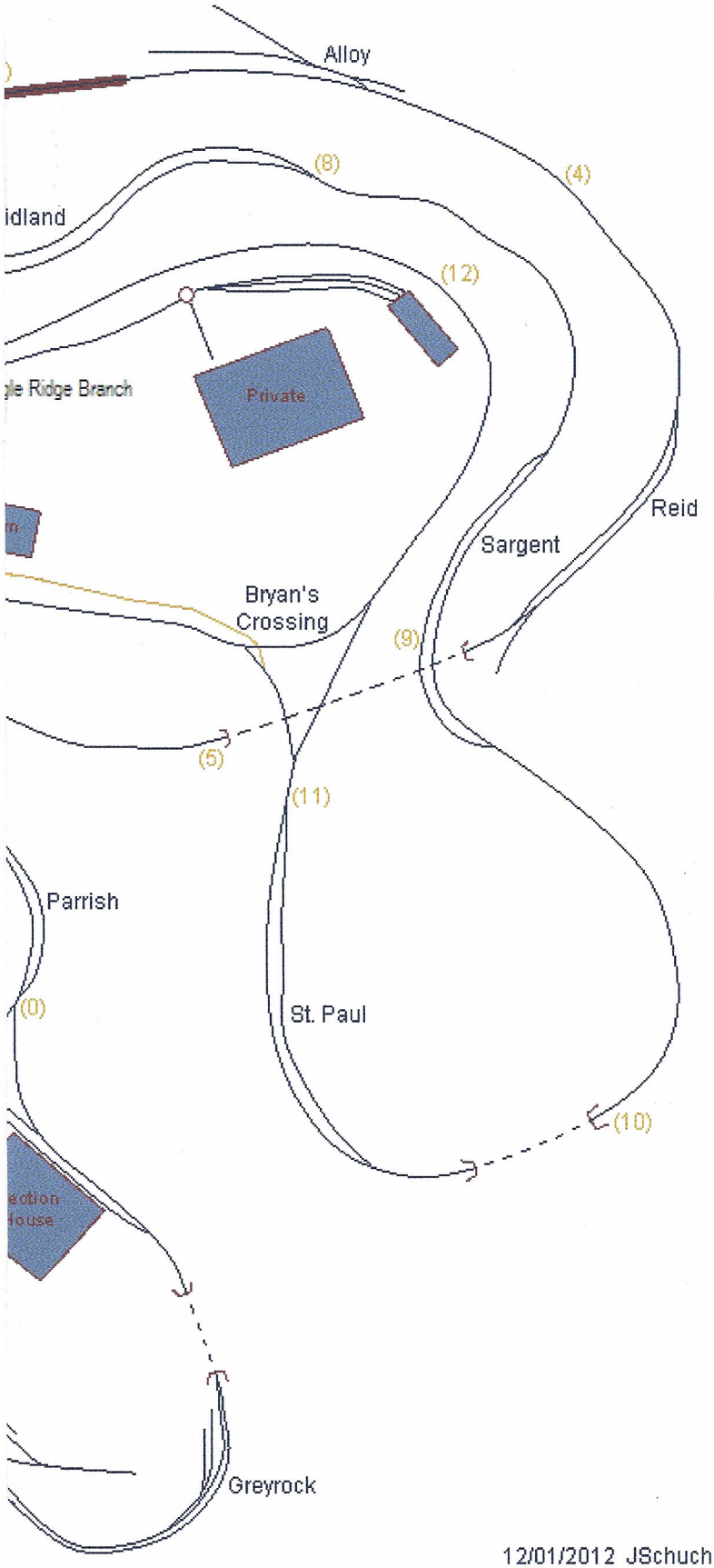
   Simply swipe the whisker switch or push button marked with the amber reflector with your hand, **DO NOT JAM IT OVER.** Do not activate switches with red reflectors they are for opposing traffic.

A green signal indicates the block ahead of you is clear.

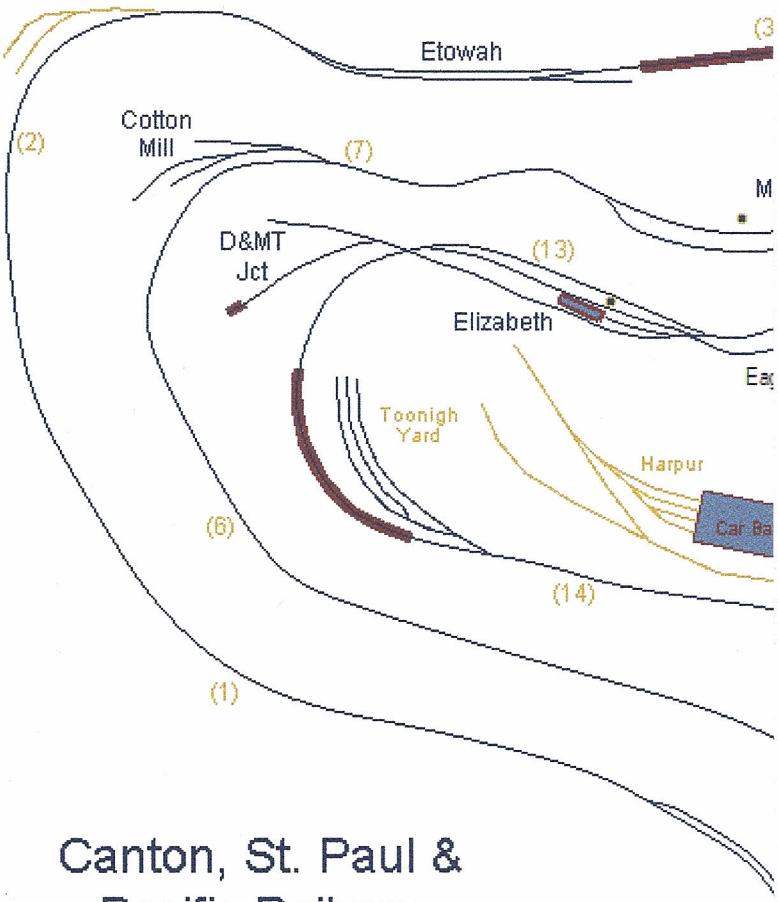
You may claim the block and proceed when yellow is displayed.

A yellow signal indicates that there is a train in the block ahead of you that is going away from you.

Do not enter the block until the signal clears; you have claimed it and yellow is displayed.

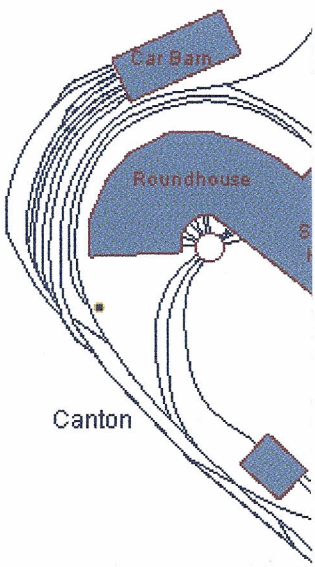


12/01/2012 JSchuch



Canton, St. Paul & Pacific Railway

Mainline completed Dec 2006



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

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 ARRIVES, THE SIGNAL CLEARS; YOU HAVE CLAIMED IT AND YELLOW IS DISPLAYED.

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

SIMPLY SWIPE THE WHISKER SWITCH MARKED WITH THE AMBER REFLECTOR.

6. SECOND SECTIONS: IF THE CREWS OF BOTH TRAINS AGREE, YOUR TRAIN MAY RUN AS A SECOND SECTION.

THE TRAIN CREW OF THE FIRST SECTION WILL CLAIM THE BLOCK AND ADVISE ALL OPPOSING TRAINS (GREEN FLAGS, WHISTLE LONG SHORT SHORT — O O) THAT THERE IS A SECOND SECTION FOLLOWING.

YOUR TRAIN CREW (THE SECOND SECTION) WILL CLEAR THE BLOCK.

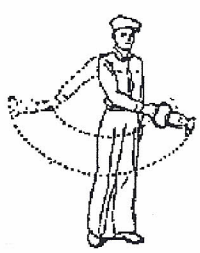
7. TRAIN CONTROL BY RADIO:

WHEN THE DISPATCHER IS ON DUTY, HE CONTROLS TRAIN MOVEMENTS.

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

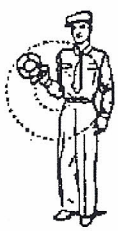
TRAIN CREWS MUST MONITOR THE RADIO, BE AWARE OF THE LOCATION OF OPPOSING TRAFFIC AND COORDINATE APPROPRIATE MEETS. ALL TRAINS MUST PROCEED PREPARED TO STOP SHORT OF TRAIN, OBSTRUCTION, OR SWITCH NOT PROPERLY LINED.

8. HAND SIGNALS:



STOP

PROCEED



BACK

EASTWARD – READ DOWN			– CANTON TO ELIZABETH –		WESTWARD READ UP		
PASSENGER	PASSENGER	STATIONS	DISTANCE FROM CANTON	SIDINGS DIRECTION LENGTH	PASSENGER	PASSENGER	FACILITIES
TRAIN	TRAIN				TRAIN	TRAIN	
2	3				12	13	
–	–	GREYROCK	-1.4	210', W–40'			
–	–	ROUNDHOUSE	- 0.8	62'			CROSSOVER
:25 Lv	:45 Lv	CANTON	0	10 TRACK	:21 Ar	:41 Ar	TURNTABLE, WATER, WYE, YARD
:27	:47	PARRISH	0.2	84'	:17	:37	
:29	:49	ETOWAH	2.4	98', W–30'	:15	:35	
–	–	POISON IVY GULCH	3.0		–	–	
:31	:51	ALLOY	3.7	E – 3 TRACK	:14	:34	YARD
:32	:52	REID	4.4	110', W - 30'	:13	:33	
–	–	TUNNEL #2	4.8		–	–	
:34	:54	COTTON MILL	7.1	E – 3 TRACK	:11	:31	TURNTABLE, YARD
:35 Ar :37 Lv	:55 Ar :57 Lv	MIDLAND	7.7	178'	:10 Lv :08 Ar	:30 Lv :28 Ar	WATER
:38	:58	SARGENT	9.0	118'	:07	:27	
–	–	HONEYSUCKLE	10.0		–	–	SUMMIT
–	–	TUNNEL #3	10.2		–	–	
:40	:00	ST. PAUL	10.8	107'	:05	:25	*WESTBOUND TRAINS
–	–	BRYAN CROSSING	11.2		–	-	SUPERIOR*
–	–	EAGLE RIDGE JCT.	12.7	E – 3 TRACK	–	–	BRANCH LINE, YARD
:42 Ar	:02 Ar	ELIZABETH	12.9	72', W - 85'	:02 Lv	:22 Lv	HOUSE TRACK, WATER
–	–	D&MT JCT.	13.3	W – 40', 50'	–	–	INTERCHANGE - DULUTH & MT. TABOR
:43	:03	TOONIGH	13.7	E – 3 TRACK	–	–	YARD
–	–	BEGIN WEST	14.8				WYE
–	–	HARPUR SWITCH	15.0				
TRAIN	TRAIN				TRAIN	TRAIN	
2	3				12	13	
EASTWARD – READ DOWN			– ELIZABETH TO CANTON –		WESTWARD READ UP		

*** SPECIAL INSTRUCTIONS ***

ST. PAUL TO BRYAN CROSSING

BETWEEN ST. PAUL, MP 10.8 AND BRYAN CROSSING, MP 11.2 WESTBOUND TRAINS ARE SUPERIOR TO EASTBOUND TRAINS.

DULUTH & MT. TABOR JCT.

AT MP 13.3, THE DULUTH & MT. TABOR CROSSES THE CSP&P AT GRADE. WESTBOUND TRAINS MUST PROCEED PREPARED TO STOP SHORT OF TRAINS, OR OBSTRUCTIONS.

ASH PANS

STEAM LOCOMOTIVES MUST HAVE FUNCTIONING ASHPANS AND THEY MUST BE CLOSED AT ALL TIMES EXCEPT IN THE ROUNDHOUSE OR ENGINE SERVICING FACILITY.