

ALERT TODAY – ALIVE TOMORROW

CANADIAN NATIONAL RAILWAYS

CENTRAL REGION

NORTHERN-ONTARIO DISTRICT



TIME 6 TABLE



Taking Effect at 12.01 a.m. Sunday, June 28th, 1953

GOVERNED BY EASTERN STANDARD TIME

☛ CHECK DAYS OF THE 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 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.

W. H. KYLE,
VICE-PRESIDENT,
TORONTO

N. A. WALFORD,
GENERAL MANAGER,
TORONTO

W. E. TATE,
GEN'L SUPT. TRANSPORTATION,
TORONTO

W. J. HOTRUM,
GENERAL SUPERINTENDENT
NORTH BAY

A. E. McCULLOUGH,
SUPERINTENDENT TRANSPORTATION,
NORTH BAY

ALLANDALE DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
6	Algonquin.....	Algonquin Park	Falding.....	86.3
7	Alliston.....	Allimll	Lake Junction.....	39.4
9	Bala.....	Mileage 5.4	South Parry.....	141.7
8	Camp Borden.....	Angus	C.P.R. Bog Road.....	3.9
8	Depot Harbor.....	South Parry	Depot Harbor.....	7.6
5	Huntsville.....	Gravenhurst	Nipissing.....	110.7
8	Meaford.....	Allandale	Meaford.....	52.2
7	Milton.....	Burlington	Allandale.....	84.2
3	Newmarket.....	Mileage 9	Gravenhurst.....	103.2
6	Penetang.....	Colwell	Penetang.....	33.6
6	Sutton.....	Zephyr	Sutton.....	8.9
TOTAL.....				671.7

W. B. EDEY,
Superintendent,
Allandale.

W. S. GLEASON,
Asst. Superintendent,
Allandale.

Q. BOYD,
Master Mechanic,
Allandale.

N. A. LITTLE,
Trainmaster,
Gravenhurst.

Dispatching Office—Allandale—Telegraph Call "RA"

H. A. PATTERSON
A. R. GODDEN

Chief Train Dispatcher
Asst. Chief Train Dispatcher

J. H. SPIERS
C. M. GOSNEY
W. CREED
W. G. DRAKE
F. G. NELSON
C. F. RUPERT
G. P. BOUCHEY
W. J. BRAY
E. R. RYAN
R. A. K. RYAN
F. H. COULSON

Train Dispatchers

G. R. EMMONS
H. B. BADLEY
M. E. GOSNEY
S. G. GURNEY

M. A. McFADDEN
S. T. LIPNICKY
L. A. WOOD
C. G. McNABB

Relieving Train
Dispatchers

CAPREOL DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
12	Alderdale.....	Brent	Capreol.....	144.8
10	Key Harbor.....	Key Jct.	Key Harbor.....	7.0
13	Ruel.....	Capreol	Foleyet.....	148.3
10	Sudbury.....	South Parry	Capreol.....	129.0
11	Sudbury Terminal....	Falconbridge	Garson Jct.....	Miles 6.8
		Sudbury Jct.	Sudbury.....	5.5
		Algo	C. N. Jct.....	2.6
		C. N. Jct.	Clarabelle.....	1.8
			TOTAL.....	445.8

A. L. ENBORG,
Superintendent,
Capreol.

G. H. SANDERSON,
Asst. Superintendent,
Capreol.

A. MacDONALD,
Master Mechanic,
Capreol.

A. A. SMAIL,
Trainmaster,
Capreol.

Dispatching Office—Capreol—Telegraph Call "K"

W. C. QUINN
F. W. GARVIN

Chief Train Dispatcher
Asst. Chief Train Dispatcher

W. C. BURCH
W. G. STEWART
R. N. GAGNON
J. W. PERO
W. M. BEZPALKO
G. J. McKENNEY
M. G. PEITZ
J. O. BOUDREAU
N. D. MARQUIS

Train Dispatchers

L. J. SOREL
J. G. WALDBROOK
H. E. WOITO
F. M. SHEAHAN

Relieving Train Dispatchers

HORNEPAYNE DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
15	Caramat.....	Hornepayne	Nakina.....	131.6
17	Dorion.....	Jellicoe	Mileage 143.....	143.0
16	Kinghorn.....	Longlac	Jellicoe.....	49.7
16	Kowkash.....	Nakina	Armstrong.....	112.2
14	Oba.....	Foleyet	Hornepayne.....	147.8
TOTAL.....				584.3

W. H. MURRAY,
Superintendent,
Hornepayne.

J. SMYTH,
Asst. Superintendent,
Hornepayne.

J. H. PAYNE,
Master Mechanic,
Hornepayne.

A. W. A. JACKSON,
Trainmaster,
Nakina.

S. A. McLEOD,
Road Foreman of Engines,
Hornepayne.

Dispatching Office—Hornepayne—Telegraph Call "S"

G. E. DICKEY
C. M. McINTYRE

Chief Train Dispatcher
Asst. Chief Train Dispatcher

F. J. McCANN
J. E. THOMPSON
H. J. WALKER
C. L. UPPER
N. H. LADOUCEUR
G. N. DOLLIS
S. T. COOKE
W. O. RYAN
J. J. HAWRELUK

Train Dispatchers

C. P. COUSINEAU
C. M. PRIMEAU

I. S. FERRANCE
G. G. GILL

Relieving Train
Dispatchers

NORTHWARD TRAINS									Miles from Toronto	Symbols	NEWMARKET SUBDIVISION	Train Order and Telephone Offices	Office Signals	Car Capacity		SOUTHWARD TRAINS							
FIRST CLASS								Stalls						Other Trucks	FIRST CLASS								
47 Passenger Daily	3 Passenger Daily	51 Passenger Daily ex. Sunday	49 Passenger Daily ex. Saturday	45 Passenger Daily ex. Sunday	43 Passenger Saturday Only	41 Passenger Daily ex. Sunday	55 Passenger Friday and Saturday Only								52 Passenger Daily ex. Tuesday	46 Passenger Daily	50 Passenger Daily ex. Sunday	42 Passenger Daily ex. Sunday	56 Passenger Saturday and Monday Only	44 Passenger Daily ex. Sunday	156 Passenger Sunday Only		
L 11.30 PM	L 11.00 PM	L 9.30 PM		L 5.50 PM	L 12.01 PM	L 9.20 AM	L 8.45 AM	0.0	K	TORONTO	D N	U N			A 6.15 AM	A 7.10 AM		A 10.10 AM	A 3.10 PM	A 7.05 PM	A 10.30 PM		
S 11.39	S 11.11	S 9.39		S 5.59	S 12.09	S 9.30	S 8.54	2.4	K	PARKDALE	D N	Q N			S 6.04	S 6.59		S 10.01	S 3.00	S 6.55	S 10.20		
S 11.48	S 11.21	S 9.48		S 6.08	S 12.18	S 9.40	S 9.03	5.2	Z	ST. CLAIR AVENUE	D N	D	69	45	S 5.54	S 6.48		S 9.52	S 2.50	S 6.45	S 10.10		
11.51	11.24	9.50		6.11	12.21	9.43	9.06	6.2		FAIRBANK	D N	F C			5.49	6.44		9.49	2.42	6.41	10.06		
11.54	11.27	9.53		* 6.14	12.24	9.47	9.08	8.0		DOWNSVIEW	P	D N	55	10	5.46	6.41		9.47	2.40	6.38	10.03		
12.01	11.34	9.59		6.21	12.29	9.53	9.13	12.4		ELIA	P		40		5.40	6.34		9.42	2.33	6.31	9.57		
12.04	11.37	10.02		S 6.26	12.32	9.55	9.15	14.3	W	CONCORD	D	H I	39	11	5.38	6.30		S 9.38	2.30	S 6.26	9.54		
12.11	11.44	10.07		S 6.35	12.38	S 10.03	9.19	18.3		MAPLE	D N	M A	60	19	5.32	6.24		S 9.31	2.23	S 6.17	* 9.47		
12.20	11.53	10.13		S 6.45	12.44	S 10.14	9.24	22.7		KING	D	K S	47	17	5.25	6.16		S 9.24	2.17	S 6.08	* 9.37		
12.27	11.59	10.18		6.55	12.50	10.23	9.31	27.5		CHERRY			35		5.18	6.08		9.14	2.10	5.56	9.28		
F 12.31	12.04	10.22		S 7.00	S 12.55	S 10.29	9.35	30.0	W	AURORA	D N	U O	43	33	5.14	F 6.04		S 9.09	2.05	S 5.49	S 9.23		
12.37	12.10	10.27		S 7.10	S 1.03	S 10.38	9.43	34.1		NEWMARKET	D	N W	27	73	5.08	F 5.57		S 9.00	1.58	S 5.39	S 9.15		
12.43	12.14	10.32		F 7.17	1.09	10.44	9.49	37.8		HOLLAND LANDING	P		22	S.2	5.03	5.51		F 8.51	1.52	5.30	9.08		
12.49	12.18	10.36		S 7.24	S 1.14	S 10.50	9.54	41.5	W	BRADFORD	D N	B F	38	94	4.58	5.46		S 8.45	1.46	S 5.19	S 9.03		
12.59	12.28	10.46		S 7.37	F 1.25	S 11.01	10.04	49.0		GILFORD				S.12	4.49	5.36		S 8.32	1.35	S 5.06	F 8.50		
1.03	12.32	10.49		S 7.43	S 1.30	S 11.08	10.08	51.8		LEFROY	D	W F	39	24	4.45	5.32		S 8.27	1.30	S 5.01	S 8.45		
1.10	12.39	10.56		7.52	1.42	11.16	10.15	56.7		BRAMLEY	P		33		4.37	5.24		8.18	1.20	4.52	8.35		
				F 7.53	1.43	S 11.17		57.5		STROUD	N	C V		15				F 8.17		S 4.51			
A 1.20	A 12.48	A 11.05		A 8.02	A 1.53	A 11.30	A 10.25	63.0	*CK WZ	ALLANDALE	D N	G O	YARD		L 4.28	L 5.13		L 8.07	L 1.13	L 4.40	L 8.24		
S 1.34	S* 1.00	S 11.17		S 8.17	S 2.02	S 11.48	S 10.33	64.1	Z	Jct. with Meaford and Milton Subdivisions					S 4.15	S 4.56		S 7.56	S 12.59	S 4.20	S 8.11		
1.42	1.08	11.23		S 8.28	F 2.11	S 12.01	10.40	69.7		BARRIE	N	B R			4.03	4.45		S 7.47	12.51	S 4.09	F 8.01		
1.48	1.14	11.28		S 8.37	F 2.18	S 12.08	10.45	74.2		SHANTY BAY	P		58	6	3.58	4.39		S 7.40	12.45	S 4.02	S 7.54		
1.53	1.19	11.32		S 8.43	F 2.24	S 12.15	10.50	77.9		ORO	P		63	9	3.53	* 4.33		S 7.34	12.40	S 3.55	S 7.48		
1.57	1.22	11.35		8.47	2.28	12.18	10.53	80.3		HAWKESTONE	D	H K	39		3.50	4.28		7.30	12.36	3.50	7.44		
								85.8	Z	CARTHEW	P		41										
								86.3	RW YZ	ORILLIA FREIGHT YARD			39	341					12.26				
								86.3		ORILLIA	D N	O R			S 3.40	S 4.17		L 7.20	S 12.24	L 3.40	S 7.35		
								88.5	YZ	Jct. with Midland Subdivision					3.32	F 4.10			12.15	3.29	F 7.26		
								93.7		ATHERLEY	P	N F	31		F 3.24	F 4.02							
								98.8	*CR WYZ	Jct. with Midland Subdivision					L 3.15	S 3.50		S 12.07	S 3.21	S 7.19			
								100.4		LONGFORD	D	G B	49					S 11.59	S 3.06	S 7.08			
								104.2		WASHAGO	D N	W G	85	148									
								106.2		Jct. with Bala Subdivision													
								109.8		SEVERN						3.45	5.37		11.55	S 3.01	F 7.05		
								111.4	*CK WYZ	KAHSH	P		61			3.38	5.31		11.50	2.55	6.59		
										KILWORTHY	P			S.6			5.28		F 11.48	S 2.52	F 6.56		
										JEVINS	P		48			3.28	5.21		11.43	2.46	6.50		
										MUSKOKA JOT	D N	M J	32			3.25	5.18		11.41	2.43	6.48		
										Jct. with Main Track to Muskoka Wharf													
								1.3	Z	MUSKOKA WHARF	P	M K	24	6									
A 3.03 AM				A 9.02 PM	A 3.28 PM	A 1.23 PM	A 11.45 AM	112.2	KWZ	GRAVENHURST	D N	Q	YARD			L 3.22 AM	L 5.16 AM		L 11.36 AM	L 2.40 PM	L 6.45 PM		
Daily	Daily	Daily ex. Monday	Daily ex. Saturday	Daily ex. Sunday	Saturday Only	Daily ex. Sunday	Friday and Saturday Only								Daily ex. Tuesday	Daily	Daily ex. Sunday	Daily ex. Sunday	Saturday and Monday Only	Daily ex. Sunday	Sunday Only		
47	3	51	49	45	43	41	55								52	46	50	42	56	44	156		

NEWMARKET SUBDIVISION FOOTNOTES

Toronto is an initial station, Newmarket Subdivision.

Northward trains must obtain terminal clearance at Parkdale.

Movements of trains between Mileage 9 and Toronto will be governed by Toronto Terminals Timetable. Movements not provided for must be arranged through train dispatcher at Allandale.

WILSON AVE.—

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on the Railway is prohibited in respect to Wilson Ave. public crossing at Grade, Township of North York, Mileage 9.1 Newmarket Subdivision, except when necessary to prevent accident. (B.T.C. 80818).

This does not prohibit the sounding of engine whistle signals when necessary for train operation.

Trains must obtain terminal clearance at Allandale and Washago.

Mail catch posts located at Mileages 9.1 and 96.5.

MAPLE—

Crossover switch Mileage 18.4 is entrance to Siding.

NEWMARKET—

Switching movements over Davis Drive (formerly known as Huron Street) Mileage 34.1 (first public crossing North of station) must be protected by member of crew performing switching operations. Freight trains occupying the passing track shall not stand closer than fifty feet from the said crossing. Cars placed on the siding serving the flour mill, freight shed, stock pens, and other buildings must be left a sufficient distance from the crossing to give the same view either way as the flour mill corner permits. (B.T.C. 72143).

The sounding of Engine whistle signals on any locomotive, car or other mechanism is prohibited when approaching and passing over public crossings at grade within the limits of the Town of Newmarket between the hours of 10.00 p.m. and 6.00 a.m., except for the purpose of giving such signal necessary to prevent accident (B.T.C. Order 64180).

This does not prohibit the sounding of Engine whistle signals when necessary for train operation.

Limits of the town of Newmarket extend between Mileage 33.0 and Mileage 34.4.

BRADFORD—

"Siding" is second track in front of station.

ALLANDALE—*Coal only.

Second track in front of station on Newmarket Subdivision between second crossover switch located 1588 feet South of station and crossover switch located 962 feet North of station is "siding" for the meeting of passenger trains.

All movements over Bradford Street on Canadian General Electric Co. track will stop clear and movement over crossing must be protected by a member of crew.

BARRIE—

Trains instructed to meet or wait by train order will do so at lead switch South end of station platform.

ORILLIA FREIGHT YARD—

"Siding" is first track East of main track.

WASHAGO—*Coal only.

Newmarket Subdivision Main Track between switches connecting with Bala Subdivision Main Track is known as "Joint Section". Normal position of switches is for Newmarket Subdivision. Double-arm signals are located on both Subdivisions 300 feet North of North connecting switch and 200 feet South of South connecting switch, respectively. Top arms govern through movements on same Subdivisions; lower arms govern movements from one Subdivision to the other. Normal position of signals STOP. These signals are "Interlocking Signals" and movements over the "Joint Section" can be made only when signals are in proceed position for the movement intended. Trains must approach signals prepared to stop, as required by Rule 98 and speed must not exceed ten miles per hour over "Joint Section". Switches and signals to be operated by or under direction of the Station Operators. Approach signals located in all four directions.

Trainmen must see that cars are not placed on siding within 350 feet (10 car lengths) on either side of Orillia Street Road Crossing, North of station. (B.T.C. 33345.)

MUSKOKA JCT.—*Coal only.

Trains must obtain terminal clearance at Muskoka Jct.

Operator register first class and passenger extra trains.

"Siding" is first track West of Newmarket Subdivision Main Track.

GRAVENHURST—

Gravenhurst is not a register station for trains originating or terminating at Muskoka Jct. Trains must obtain terminal clearance at Gravenhurst.

Phillip Street Crossing Mileage 111.9. No car shall be left standing within 100 feet of each side of this Crossing. No engine, car or train shall pass over this Crossing on the main track at a speed greater than 25 miles per hour. No engine, car or train shall pass over this Crossing on the side track at a speed greater than 10 miles per hour. (B.T.C. 77261.)

Track for meeting of passenger trains is second track in front of station. The track known as "SERVICE TRACK" is first track immediately North of Gravenhurst station and West of main track. Capacity 32 cars.

INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS BETWEEN
ATHERLEY AND ORILLIA

Operation of trains between junction switch at Atherley and junction switch at Orillia will be governed by Rules Governing the Movement of Trains by Signal Indication, Rules Nos. 261 to 271, inclusive.

The fixed signals used for this purpose are Signal No. 865 located at the junction switch at Orillia and Signal No. 884 located at the junction switch at Atherley and these signals are controlled by the Operator at Orillia, and are interlocking.

The junction switches at Atherley and Orillia are normal when set for the Newmarket Subdivision.

Between Signal No. 888 (located 1600 feet North of Signal No. 884) and Signal No. 865 Automatic Block Signal Rules Nos. 501 to 519, inclusive will apply.

When Signals Nos. 884 and 865 indicate "stop", trains on either Subdivision which are affected by the stop signal must stop clear of the other Subdivision.

Northward trains must approach the junction switch at Orillia prepared to stop clear of a Midland Subdivision train using the junction switch.

Train movements from the Midland Subdivision to the Newmarket Subdivision at Orillia must not be made or the junction switch set for the movement without first obtaining permission from the Operator.

Train movements from the Midland Subdivision to the Newmarket Subdivision at Atherley may be made without flag protection after conforming with Rule No. 512 and securing "block clear" indication.

Pressing the switch indicator button at the junction switch at Atherley, or the approach of a train to Signal No. 888, serves to inform the Operator at Orillia of the presence of a southward train, and if Signal No. 884 does not give "proceed" indication within a reasonable time trainmen may communicate with the Operator at Orillia by telephone which is located at the junction switch.

During the season of navigation Signal No. 883 (located 500 feet South of the drawbridge) and Signal No. 884 are also controlled by the drawbridge operators at the Narrows drawbridge, and these signals are therefore also interlocking signals during the season of navigation and interlocking rules will then apply. The open season of navigation will be bulletined by the Superintendent.

YARD LIMIT SIGNS

St. Clair Avenue.....	2151 feet North of Station covers Yard Limit to Parkdale.
Allandale.....	8785 feet South of Station.
Barrie.....	2791 feet North of Station covers Yard Limit to Allandale.
Orillia.....	{ 5469 feet South of Station. 5155 feet North of Station.
Atherley.....	{ 4465 feet South of Station. 2909 feet North of Station.
Washago.....	{ 8841 feet South of Station. 4432 feet North of Station.
Gravenhurst.....	{ 10690 feet South of Station. 3930 feet North of Station.

Main track between Muskoka Jct. and Muskoka Wharf is included in Gravenhurst Yard Limits.

SPEED RESTRICTIONS

	Miles per hour
Passenger trains, Fairbank to Allandale.....	60
Passenger trains, Allandale to Gravenhurst.....	55
Freight and Mixed.....	50
Engine with caboose or light engines.....	40
All back-up movements over public crossings between Muskoka Jct. and Muskoka Wharf.....	10

PERMANENT SLOW ORDERS

Mileage		Miles per hour	
		Passenger	Freight
6.6 to 7.7	Grade (Southward Freight Trains).....	..	15
63.0	Northward trains over Junction switch of Meaford and Newmarket Subdivisions at South end of Allandale station platform.....	20	20
63.0 to 65.5	(B. of T.C. Order No. 65774).....	25	25
106.8 to 108.9	Curves.....	40	35
111.8	Highway Crossing—Main Track (B.T.C. 66971).. Siding (B.T.C. 56865).....	25 10	25 10
	Gravenhurst North leg of wye.....	8	8

INTERLOCKED DRAWBRIDGE AND JUNCTION

Narrows..... Mileage 88.4 (B.T.C. 71039)

Joint Section with Bala Sub..... Mileage 98.6 (B.T.C. 52725)

ENGINE AND CAR RESTRICTIONS

Engines heavier than 1300 class must not use crossover between Newmarket Subdivision main track and Lake Siding at Duckett at South end of Allandale station platform. No engine will exceed five miles per hour on turnout from Lake Siding to Shop at this point.

Engines heavier than 700, 800, and 1300 class must not be used beyond switch on stock pen siding at Orillia.

Heaviest auxiliary crane permitted 160 tons.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Canada Building Materials.....	49	S	8.8
Downsview Lumber Co.....	4	N	9.2
Spalding Lumber Co.....	7	N	9.4
Central Lumber Co.....	6	N	9.4
Toronto & York Road Commission..	11	N	9.5
DeHavilland Aircraft.....	7	N	9.7
McFarlane Construction Co.....	11	N	9.8
Canadian General Electric.....	31	S	10.0
DeHavilland Aircraft.....	25	NS	10.2
R.C.A.F. Supply Depot.....	201	NS	10.5
Ontario Dept. of Highways No. 1...	3	N	10.5
M. Palmer.....	6	S	18.0
Superior Propane Ltd.....	8	N	18.3
Hydro Electric Power Commission..	5	S	32.8
Office Specialty.....	7	N	33.7
Newmarket Dist. Co-operative.....	6	S	34.0
Office Specialty.....	13	S	38.7
Federal Farms Ltd.....	6	S	39.5
Orillia Institute.....	11	N	84.5
Dominion Tar & Chemical Co. Ltd..	40	S	93.4

PUBLIC HIGHWAY CROSSING SIGNALS

Washago... Mileage 98.9 (First crossing North of Station) Automatic bells and wig wag signals.

Gravenhurst... Mileage 111.8 Muskoka Road (Third crossing South of Station) Automatic bells and flashing lights.

To eliminate unnecessary operation of these signals, the bonded crossing signal circuits on main track are controlled by push button switches, in a small box marked "Trainmen" locked with switch lock, and located on side of large box at these crossings. Button No. 1 stops and button No. 2 starts operation of crossing signals. Siding movements approaching over the crossings are independent of main line and operate signals regardless of push button operation.

FLAG STOPS

	Mileage	For Trains
Orillia Institute.....	84.2	41-44-42-45
Floral Park.....	96.5	41-44

CONDITIONAL STOPS

No. 3 will stop at Barrie and Orillia to entrain traffic for points Washago and West.
No. 46 stop on flag at Hawkestone Mondays only.
No. 45 will stop Mondays to Fridays inclusive at Downsview for exchange of mails.
No. 156 will stop at King and Maple to detrain revenue passengers only from North of Barrie.

WAY FREIGHTS

No. 518 leave Gravenhurst 6.30 a.m. Tuesday, Thursday and Saturday for Washago.
No. 519 leave Washago 5.00 p.m. Monday, Wednesday and Friday for Gravenhurst.
No. 522 leave Washago 7.45 a.m. Tuesday, Thursday and Saturday for Allandale.
No. 523 leave Allandale 7.15 a.m. Monday, Wednesday and Friday for Washago.
No. 524 leave Allandale 7.45 a.m. Daily except Sunday for Toronto.
No. 525 leave Toronto 6.45 a.m. Daily except Sunday for Allandale.

MANIFEST TRAINS

No. 452 leave Gravenhurst 1.00 p.m. daily. Arrive Washago 1.30 p.m.
No. 453 leave Washago 1.00 a.m. daily. Arrive Gravenhurst 1.30 a.m.
No. 454 leave Gravenhurst 8.30 p.m. daily. Arrive Washago 4.00 p.m.

NORTHWARD TRAINS					Miles from Gravenhurst	Symbols	HUNTSVILLE SUBDIVISION		Train Order and Telephone Office	Office Signals	Car Capacity		SOUTHWARD TRAINS				
FIRST CLASS							STATIONS	Siding			Other Tracks	FIRST CLASS					
	49 Passenger Daily ex. Saturday	43 Passenger Saturday Only	41 Passenger Daily ex. Sunday	55 Passenger Fri. and Sat. Only								47 Passenger Daily	50 Passenger Daily ex. Sunday	56 Passenger Sat. and Mon. Only	44 Passenger Daily ex. Sunday	156 Passenger Sunday Only	46 Passenger Daily
	L PM 9.09	L PM 3.35	L PM 1.35	L AM 11.55	L AM 3.15	0.0	KWZ	GRAVENHURST	D N	Q	YARD	A AM 5.11	A AM 11.26	A PM 2.30	A PM 6.40	A AM 2.58	
	9.19	3.42	1.44	12.03	3.24	5.9		SOUTH FALLS	P		60	12	5.01	11.16	2.20	6.30	2.46
	S 9.26	S 3.49	S 1.55	S 12.13	S 3.35	9.9		BRACEBRIDGE	D N	B N	23	36	S 4.53	S 11.09	S 2.14	S 6.23	S 2.37
	9.35	3.54	S 2.06	12.20	3.42	14.4		FALKENBURG	P		59	S.4	4.45	10.59	S 2.06	6.14	2.23
	9.48	F 4.08	S 2.22	F 12.31	F 3.55	23.2		UTTERSON	D	S C	43	6	4.34	S 10.49	S 1.52	S 6.03	F 2.07
	9.56	4.15	S 2.31	12.38	4.04	28.9		MARTINS	P		74	S.5	4.26	10.40	F 1.42	F 5.55	1.56
	S 10.07	S 4.25	S 2.44	S 12.53	S 4.18	34.0	WZ	HUNTSVILLE	D N	H U	43	124	S 4.18	S 10.31	S 1.32	S 5.47	S 1.45
	10.22	F 4.37	S 3.00	1.10	4.39	43.4		NOVAR	D	R V		30	4.06	S 10.14	S 1.14	S 5.32	1.25
	10.23	4.38	3.01	1.13	4.40	43.7		PITTSITE			50		4.05	10.13	1.13	5.31	1.24
	10.30	S 4.46	S 3.12	A 1.23	F 5.00	49.0	RW YZ	SCOTIA Jct. with Algonquin Subdivision	D N	N S	47	19	3.59	L 10.04	S 1.04	S 5.24	F 1.13
	10.33	F 4.49	S 3.17	To Algonquin Sub.	F 5.05	50.8		EMSDALE	D	S D		20	3.56	From Algonquin Sub.	S 12.59	S 5.20	F 1.08
	10.39	F 4.55	S 3.24		5.13	54.8		KATRINE				S.10	3.50		S 12.51	F 5.14	1.01
	F 10.46	S 5.03	S 3.36		S 5.23	59.2		BURKS FALLS	D N	B S	36	44	3.44		S 12.43	S 5.07	S 12.52
			F 3.41			62.2		CARSS						F 12.36			
	10.56	5.12	3.45		5.33	64.3		KENNEDYS	P		42	14	3.36		12.32	4.57	12.40
	F 11.07	S 5.22	S 3.57		S 5.42	71.0		SUNDRIDGE	D	S F	43	40	3.27		S 12.22	S 4.47	S 12.27
	11.18	S 5.35	S 4.11		S 6.00	76.6	*CK WYZ	SOUTH RIVER	D N	S	64	208	3.18		S 12.12	S 4.38	S 12.14
	11.30	5.47	4.23		6.15	80.9		DEANS	P		64		3.07		11.59	4.26	11.56
	11.43	S 5.59	S 4.37		S 6.30	88.0	W	TROUT CREEK	D N	R K	60	25	2.55		S 11.47	S 4.15	S 11.43
	11.57	S 6.12	S 4.51		S 6.44	95.6		POWASSAN	D	W S	50	23	2.43		S 11.37	S 4.03	S 11.28
	12.07	6.22	5.01		6.56	101.0		HILLS	P		38	1	2.35		11.27	3.54	11.16
	12.17	F 6.31	S 5.12		S 7.10	107.5	Y	CALLANDER	D	D N	112	52	2.25		S 11.18	S 3.45	S 11.02
	A 12.23	A 6.37	A 5.20		A 7.17	110.7	RZ	NIPISSING Jct. with Alderdale Subdivision	D N	J C	20		L 2.20		L 11.11	L 3.39	L 10.55
	Daily ex. Sunday 49	Saturday Only 43	Daily ex. Sunday 41	Fri. and Sat. Only 55	Daily 47								Daily ex. Sunday 50	Sat. and Mon. Only 56	Daily ex. Sunday 44	Sunday Only 156	Daily 46

CONDITIONAL STOPS
Nos. 41 and 44 will stop on
flag at Lake Bernard Lodge
(Milge. 65.2) June 13th to
September 12th, incl.

HUNTSVILLE SUBDIVISION FOOTNOTES

Scotia and South River—Register station for trains originating and terminating.
Mail catch posts located at Mileages 26.4 and 40.8
Emergency telephone located Mileage 83.0, in booth.

GRAVENHURST—

Track for meeting of passenger trains is second track in front of station.
The track known as "SERVICE TRACK" is first siding immediately North of Gravenhurst station and West of main track. Capacity 32 cars. Trains moving Northward must not leave this service track at speed exceeding five (5) miles per hour and main track switch must be set for any such movement before engine or car passes "Foul" post located at the end of the bonded area on this track.

UTTERSON—Movements over highway crossing Mile 23.2 just North of Station on the sidings must be protected by member of crew. (B.T.C. 51233).

HUNTSVILLE—Movement over crossing "Spur Track, Yonge Street, Mileage 33.7" must be protected by member of crew.

Siding is first track West of main track. Passenger trains required to meet at Huntsville will use track known as "North Track" unless otherwise directed. This track is first East of main track and north switch is located at immediate South end of station platform.

BURK'S FALLS—Siding is first track West of main track. South Switch of siding located 200 feet north of station.

SOUTH RIVER—*Coal only.

All train movements being made over Ottawa Street crossing on shed track running North and South and located West of main track, Mileage 76.6, must be protected by member of crew. (B.T.C. 71752).

HIGHWAY CROSSING SIGNALS

CALLANDER—Mileage 107.5 (Lansdowne Ave.) Automatic bell and flashing light signals. To prevent excessive operation of these signals "STOP" and "RESTART" push buttons are located in box stencilled "PUSH BUTTONS" on signal case at Northwest angle of crossing for use by trainmen. Switching movements on tracks over crossing must be protected by member of crew as bell circuits only extend 50 feet each side of crossing. South switch of siding is switch located 212 feet South of station.

NIPISSING—

Single arm signal located 1015 feet South of Nipissing on Huntsville Subdivision indicates to Northward trains, single arm signal located 1470 feet East of Nipissing on

Alderdale Subdivision indicates to Westward trains and single arm signal located 1290 feet West of Nipissing on Alderdale Subdivision indicates to Eastward trains which route the junction switch is set for. These signals give no authority to any train to move beyond the junction switch, which must not be used unless, or until, it is known that right or schedule permits the movement. They do not afford any measure of rear protection against following trains.

Trains standing at Nipissing and requiring to call in flagman from the South on the Huntsville Subdivision will do so in accordance with rule 14 (da).

YARD LIMIT SIGNS

Gravenhurst	3930 feet North of Station.
Huntsville	7426 feet South of Station.
	5812 feet North of Station.
Scotia	4450 feet South of Station.
	3600 feet North of Station.
South River	5280 feet South of Station.
Nipissing	4112 feet North of Station.
	2935 feet South of Station.

SPEED RESTRICTIONS

Passenger trains	Miles per hour 55
Freight and Mixed trains	50
Engine with caboose or light engines	40

PERMANENT SLOW ORDERS

Mileage	Miles per hour all trains
9.7	Highway Crossing (B.T.C. 71287) 10
9.6 to 10.0	Curves 20
33.4 to 34.5	Curves 30
52.2 to 53.5	Curves 45
57.5 to 62.0	Curves 45
81.4 to 86.0	Curves 40
91.1 to 93.0	Curves 30
101.3 to 101.9	Curves 40
104.2 to 104.8	Curves 40
108.1	Highway Crossing (North and South legs of Wye Callander) 10
	(B.T.C. 64613)
110.0 to 110.7	Curves 30

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 160 tons.
Bracebridge—Shier Lumber Company's track, also the Anglo-Canadian Leather Company's track in as far as the first building beyond the highway crossing—Heaviest engine permitted to operate.....2500 or 2600 Class.
Permissible speed 5 miles per hour.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Shier's	25	S	9.2
Northern Construction Company	3	S	9.2
G. Tennant	17	N	9.8
Acme Planing Mills	6	S	33.0
City Service Oil Co.	4	S	33.3
Canadian Oil Co.	9	N	33.7
Supertest Petroleum	3	S	33.7
The Forest Basket Co. Ltd.	3	S	34.4
Muskoka Wood Products Ltd.	2	S	37.7
International Ceramic Mining Co.	15	S	40.5
Taplin's	5	N	40.8
Scotia Jct. Trading Co.	7	N	51.1
Thompson Heyland Lumber Co.	57	S	59.9
Oakville Basket Co. and Imperial Oil.	8	N	70.8
Strong Lumber Co.	10	S	71.8
Dominion Tar and Chemical Co.	36	NS	76.4
Gerald L. Donnelly	15	S	85.7
Trout Creek Lumber Co. No. 1	16	NS	87.3
Trout Creek Lumber Co. No. 2	43	N	87.8

WAY FREIGHTS

No. 528 leave South River..... 8.00 a.m. except Sunday for Gravenhurst.
No. 529 leave Gravenhurst..... 7.00 a.m. except Sunday for South River.
No. 530 leave North Bay..... 8.00 a.m. Mon., Wed., Fri., for South River.
No. 531 leave South River..... 8.30 a.m. Tues., Thurs., Sat., for North Bay.

MANIFEST TRAINS

No. 452 leave North Bay 7.00 a.m. daily. Arrive Gravenhurst 12.15 p.m.
No. 454 leave North Bay 9.00 a.m. except Monday. Arrive Gravenhurst 2.20 p.m.
No. 453 leave Gravenhurst 2.00 a.m. daily. Arrive North Bay 7.00 a.m.

WESTWARD TRAINS				Miles from Falding	Symbols	ALGONQUIN SUBDIVISION	Train Order and Telephone Offices	Office Signals	Car Capacity	EASTWARD TRAINS				NORTHWARD TRAINS				Miles from Colwell	Symbols	PENETANG SUBDIVISION	Train Order and Telephone Offices	Office Signals	Car Capacity	SOUTHWARD TRAINS			
THIRD CLASS	FIRST CLASS		THIRD CLASS							FIRST CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS								FOURTH CLASS			
263 Mixed Tuesday, Thursday, Saturday		139 Passenger Saturday and Monday Only	140 Passenger Friday and Saturday Only								264 Mixed Monday, Wednesday, Friday	397 Mixed Daily ex. Sunday		264 Mixed Monday, Wednesday, Friday	397 Mixed Daily ex. Sunday		398 Mixed Daily ex. Sunday										
STATIONS		STATIONS		STATIONS		STATIONS		STATIONS		STATIONS		STATIONS															
L AM 9.20		L AM 7.45	86.3	*CK WZ	ALGONQUIN PARK	D	CH	23	22	A PM 4.30		A PM 6.40	L AM 11.59	0.0	R	COLWELL	P			12	A PM 5.44						
F 9.29		F 7.52	83.6		CAMP PATHFINDER					F 4.15		F 6.25	PM 12.11	3.4		Jct. with Meaford Subdivision											
F 9.39		F 8.01	79.3		TAYLOR STATTON				3E	S 4.00		F 6.12	S 12.25	7.7		VESPERA					5.34						
F 9.42		F 8.04	78.6		JOE LAKE					F 3.45		F 6.07	F 12.37	11.3		MINESING	D	FC		15	S 5.23						
S 9.45		S 8.06	78.2		CANOE LAKE	D	MO		W7	S 3.28		S 6.03	S 12.45	13.7		HENDRIE				22	F 5.08						
F 9.50		F 8.09	77.7		CAMP AROWHON					F 3.16		F 5.53				PHILPSTON				11	S 5.00						
F 10.20		F 8.25	71.6		BRULE LAKE				22	F 2.56		F 5.33	S 12.58	18.3		ELMVALE	D	AV		80	S 4.48						
F 10.40		F 8.37	66.4		EAGLE LAKE LANDING					F 2.43		F 5.12	F 1.04	20.2		SAURIN					F 4.38						
F 10.50		F 8.48	63.7	W	MCCRAVEY	P			19	F 2.36		F 5.02	S 1.14	23.9		WYMEVALE					12	S 4.29					
S 11.20		F 9.13	54.3		RAVENSWORTH				8	F 2.09		S 4.37	S 1.26	28.3		PERKINSFIELD					N4	S 4.18					
S 12.05		S 9.33	47.1		KEARNEY	D	KN		20	S 1.52		S 4.15	A 1.45	33.6	RWZ	PENETANG	D	PN	YARD		L PM 4.00						
A 12.40		A 9.53	41.3	WYZ	SCOTIA	D N	N S		59	L 1.25		A 12.40															
L 3.30					Jct. with Huntsville Sub.				31																		
F 3.40		To Huntsville Sub.	37.8		WALLS				8	From Huntsville Sub.		F 12.15															
S 4.08			30.1		SPRUCCDALE	D	RU		26			S 11.45															
S 4.27			27.1		WHITEHALL				11			S 11.17															
S 4.42			23.6	W	BEAR LAKE				9			S 10.50															
S 5.06			23.4		SEGUIN FALLS				6			S 10.29															
S 5.30			11.9		EDGINGTON	D	GU		27			S 10.02															
S 5.40			8.8		SWORDS				2			S 9.40															
A 6.05			0.0	RZ	FALDING	P						L 9.10															
					Jct. with Bala Subdivision																						
Tuesday, Thursday, Saturday 263		Saturday and Monday Only 139			Rules 41 and 44 applicable.					Friday and Saturday Only 140		Monday, Wednesday, Friday 264															
					Special Instruction No. 19 applicable.																						

Penetang

4361 feet South of Station.

YARD LIMIT SIGNS

Penetang

SPEED RESTRICTIONS

All trains

PERMANENT SLOW ORDERS

Mileage

2.3 to 2.5 Approach C.P.R. Crossing (B.T.C. 73869)

4.3 to 5.3 Grade and Curves—Northward Trains

PENETANG SUBDIVISION FOOTNOTES

Trains may leave Colwell without terminal clearance.

RAILWAY CROSSING AT GRADE

Mileage 2.4

Crossing Canadian Pacific Railway Automatic Interlocking. No train shall exceed a speed of fifteen miles per hour at the governing approach signal. (B.T.C. 80291).

ALGONQUIN SUBDIVISION FOOTNOTES

Trains may leave Falding without obtaining terminal clearance.
 Trains must obtain terminal clearance at Scotia unless otherwise instructed.
 Brakes must not be applied closely approaching or upon bridge Mileage 55.1 except in an emergency, and when trains are double-headed, engines must be cut before passing over this bridge.
 Algonquin Subdivision main track ends 786 feet East of Algonquin Park station.
 ALGONQUIN PARK—*Coal only.
 FALDING—
 Normal position of junction switch located on Falding Siding is for through siding movements.
 SCOTIA—
 Trains must not use any portion of Huntsville Subdivision main track until it has been ascertained whether all Huntsville Subdivision trains due, which are superior or of the same class, have arrived or left.

YARD LIMIT SIGNS

Falding.....2059 feet East of Junction Switch.
 Scotia.....3588 feet East of Junction Switch.
 Algonquin Park.....5884 feet West of Junction Switch.
3852 feet West of Station.

SPEED RESTRICTIONS

All Trains.....25 miles per hour.

PERMANENT SLOW ORDER

Mileage 55.1 Bridge.....Miles per hour
 All trains 5

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 120 tons.
 Heaviest engine permitted to operate.....1300 Class and 40% Consols of 2662 type.

OTHER TRACKS

	Car Capacity	Points face	Mileage
F. J. Hulton.....	2	E	3.4
Canadian Wood Products Ltd.....	21	W	47.3
Ahola No. 1.....	2	E	52.5
Ahola No. 2.....	4	E	53.6
P. A. Duff Ltd. No. 1.....	10	W	65.0

REGULAR STOP

No. 263 and 264 will stop at mileage 52.5 (Ahola track No. 1) for handling of Royal Mail.

NORTHWARD TRAINS

THIRD CLASS

397
Mixed
Daily
ex. Sunday

L AM 11.59
 PM 12.11
 S 12.25
 F 12.37
 S 12.45
 S 12.58
 F 1.04
 S 1.14
 S 1.26
 A 1.45
 Daily ex. Sunday 397

Miles from Colwell
 0.0
 3.4
 7.7
 11.3
 13.7
 18.3
 20.2
 23.9
 28.3
 33.6

Symbols
 R
 D
 F C
 D
 A V
 D
 P N

PENETANG SUBDIVISION

STATIONS

COLWELL
 Jct. with Meaford Subdivision
 VESFRA
 MINESSING
 HENDRIE
 PHELSTON
 ELMVALE
 SAURIN
 WYVALE
 PERKINSFIELD
 PENETANG

Rules 41 and 44 applicable.
 Special Instruction No. 19 applicable.

SOUTHWARD TRAINS

FOURTH CLASS

898
Mixed
Daily
ex. Sunday

A PM 5.44
 S 5.34
 S 5.23
 F 5.08
 S 5.00
 S 4.48
 F 4.38
 S 4.29
 S 4.18
 L 4.00

Daily ex. Sunday 898

PENETANG SUBDIVISION FOOTNOTES

Trains may leave Colwell without terminal clearance.

RAILWAY CROSSING AT GRADE

Mileage 2.4.....Crossing Canadian Pacific Railway Automatic Interlocking. No train shall exceed a speed of fifteen miles per hour at the governing approach signal. (B.T.C. 80291).

YARD LIMIT SIGNS

Penetang.....4361 feet South of Station.

SPEED RESTRICTIONS

All trains.....25 miles per hour.

PERMANENT SLOW ORDERS

Mileage	Miles per hour
2.3 to 2.5 Approach C.P.R. Crossing (B.T.C. 73869).....	15
4.3 to 5.3 Grade and Curves—Northward Trains.....	15
9.0 to 10.0 Grade and Curves—Southward Trains.....	15
30.4 to 33.6 Grade and Curves—Northward Trains.....	15

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate Mlge. 0.0 to Mlge. 2.03200 class
 Mlge. 2.0 to Mlge. 33.61300 class
 Heaviest auxiliary crane permitted 120 tons.

OTHER TRACKS

	Car Capacity	Points Face	Mileage
Hydro Electric Power Commission.....	24	N	1.7
Copeland Milling Co.....	19	N	18.5
British-American Oil Co.....	4	N	32.9

WESTWARD TRAINS

SUTTON SUBDIVISION

STATIONS

YARD LIMIT SIGNS
 Zephyr...3000 feet West of West Wye Switch.
 Zephyr...West wye switch is normal when set for the North leg of wye.

Miles from Zephyr
 0.0
 2.9
 5.9
 8.9

Symbols
 RW YZ
 R Y

Jct. with Bala Subdivision
 ZEPHYR
 BROWN HILL
 BALDWIN'S CROSSING
 SUTTON

Rules 41 and 44 applicable.
 Special Instruction No. 19 applicable.

Train Order and Telephone Offices

Office Signals

Car Capacity

Siding

Other Tracks

EASTWARD TRAINS

SUTTON SUBDIVISION FOOTNOTES

Trains may leave Sutton and Zephyr without obtaining terminal clearance.
 Way Freight operates Tuesday and Saturday—Zephyr to Sutton and return.

SPEED RESTRICTIONS

	Miles per Hour
2500 and 2600 Class engines.....	10
Under 2500 and 2600 Class engines.....	15

ENGINE AND CAR RESTRICTIONS

Heaviest Engine permitted to operate.....2500 and 2600 class.
 Heaviest auxiliary crane permitted 160 tons.

NORTHWARD TRAINS			Miles from Burlington Jct. Switch	Symbols	MILTON SUBDIVISION STATIONS	Train Order and Telephone Offices	Office Signals	Car Capacity		SOUTHWARD TRAINS		
THIRD CLASS		FIRST CLASS						FIRST CLASS	FOURTH CLASS	THIRD CLASS		
891 Mixed Daily ex. Sunday	661 Passenger Daily ex. Sunday									662 Passenger Daily ex. Sunday	394 Mixed Daily ex. Sunday	
	AM	0.0	Jct. Switch with Oakville Subdivision							PM		
	L 7.31	0.01	RWZ	BURLINGTON	D N	S Q				A 7.38		
	F 7.41	5.6		TANSELEY				10		F 7.25		
	S 7.45	7.8		ASH						F 7.20		
	F 7.58	13.9		MILTON	D	M I	30	21		S 7.10		
	F 8.03	16.9		MANSEWOOD						F 7.01		
	F 8.12	22.5		STEWARTTOWN				9		F 6.53		
	A 8.20	25.6	WYZ	GEORGETOWN	D N	N R			L 6.47			
	L 8.40			Jct. with Brampton Subdivision					A 6.30			
	S 8.53	30.9		TERRA COTTA						F 6.19		
	F 8.56	32.4		INTERPROVINCIAL BRICK				17		F 6.16		
	S 9.00	33.6		CHELTENHAM	D	C T		27		F 6.13		
	S 9.07	36.2		INGLEWOOD	D	D R	14	14		S 6.08		
	S 9.21	42.6		CALEDON EAST	P	C N		17		S 5.55		
	S 9.27	45.6		ALBION						F 5.49		
	S 9.36	48.9		PALGRAVE				23		S 5.43		
	S 9.50	54.9		TOTTENHAM	D	M H		32		S 5.32		
L 10.20	S 10.02	59.6	*CK WYZ	BEETON	D	B O	17	114		S 5.23	A 4.55	
A 10.25	F 10.06	61.1	Z	ALLISTON	P					F 5.16	L 4.50	
				Jct. with Alliston Subdivision								
	F 10.13	64.3		RANDALL						F 5.11		From Alliston Sub.
To Alliston Sub.	S 10.23	68.4		COOKSTOWN	D	C K		26		S 5.05		
	S 10.36	74.4		THORNTON				30		S 4.54		
	F 10.46	79.3		VINE						F 4.44		
	A 11.00	84.2	CK WZ	ALLANDALE	D N	G O	YARD			L 4.35		
				Jct. with Meaford and Newmarket Subdivisions								
Daily ex. Sunday	Daily ex. Sunday			Rules 41 and 44 applicable.						Daily ex. Sunday	Daily ex. Sunday	
391	661									662	394	

NORTHWARD TRAINS			Miles from Allimil	Symbols	ALLISTON SUBDIVISION STATIONS	Train Order and Telephone Offices	Office Signals	Car Capacity		SOUTHWARD TRAINS		
THIRD CLASS		THIRD CLASS						FOURTH CLASS	THIRD CLASS			
391 Mixed Daily ex. Sunday									391 Mixed Daily ex. Sunday			
	AM	0.0	R	ALLISTON	P					PM		
	L 10.26	0.0		Jct. with Milton Subdivision						A 4.49		
	F 10.33	2.7		THOMPSONVILLE						F 4.40		
	S 10.45	5.1		ALLISTON	D	A F		43		S 4.05		
	S 10.59	9.6		EVERETT				16		S 3.49		
	F 11.07	12.4		TIOGA						F 3.38		
	S 11.18	15.6		LISLE						S 3.27		
	S 11.29	18.7		GLENCAIRN				6		S 3.11		
	S 11.37	21.8		AVENING						S 2.55		
	S 11.55	23.6		OREMORE	D	C R		26		S 2.44		
	S 12.08	27.8		GLEN HURON				N7		S 2.23		
	S 12.19	31.6		DUNTHORN				18		S 2.12		
	S 12.34	36.4		NOTTAWA				14		S 1.56		
	S 12.41	39.4	RZ	LAKE JUNCTION	P					S 1.49		
				Jct. with Meaford Subdivision								
	A 12.45	40.0	RW	COLLINGWOOD	D N			YARD		L 1.45		
	Daily ex. Sunday									Daily ex. Sunday	Daily ex. Sunday	
	391									394		

ALLISTON SUBDIVISION FOOTNOTES

Trains may leave Allimil and Lake Junction without terminal clearance.

Trains 391 and 394 are timed at "Collingwood" on Meaford Subdivision for information only.

RAILWAY CROSSING AT GRADE

Mileage 4.3.....Crossing Canadian Pacific Railway Automatic interlocking. No train shall exceed a speed of fifteen miles per hour when it is passing the governing approach signal. (B.T.C. 70069)

ALLISTON SUBDIVISION FOOTNOTES

Trains may leave Allimil and Lake Junction without terminal clearance.

Trains 391 and 394 are timed at "Collingwood" on Meaford Subdivision for information only.

RAILWAY CROSSING AT GRADE

Mileage 4.3.....Crossing Canadian Pacific Railway Automatic interlocking. No train shall exceed a speed of fifteen miles per hour when it is passing the governing approach signal. (B.T.C. 79962).

YARD LIMIT SIGN

Lake Junction.....9624 feet South of station.

SPEED RESTRICTIONS

All Trains.....20 miles per hour.

PERMANENT SLOW ORDERS

Mileage	Miles per hour
4.2 to 4.4 Approach C.P.R. Crossing (B.T.C. 73874).....	15
5.3 King St., Alliston (Highway No. 89) (B.T.C. 66143).....	10
9.6 Highway Crossing (B.T.C. 55452).....	10
39.3 First St., Collingwood (B.T.C. 80011).....	10

ENGINE AND YARD RESTRICTIONS

Heaviest Engine permitted to operate.....1300 Class.
Auxiliary cranes not permitted to operate on any portion of this Subdivision without special authority.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Peter Thomson & Sons.....	6	S	5.4
H. P. Sheppard & Sons.....	8	N	23.7
Smart's.....	3	S	37.7
Canadian Oil.....	4	S	39.2
Collingwood Milling Co.....	6	S	39.2

MILTON SUBDIVISION FOOTNOTES

Trains must obtain terminal clearance at Georgetown.
Trains may leave Allimil without terminal clearance.

BURLINGTON—The sounding of any engine whistle in respect to Brant Street Highway Crossing, which is first highway crossing North of station is prohibited except when necessary to prevent accident. (B.T.C. 61080.) This does not prohibit the sounding of whistle when necessary for train operation.

GEORGETOWN—Movements on Brampton Subdivision tracks will be governed by Stratford Division time table and special instructions. Conductors on Milton Subdivision trains, before fouling Brampton Subdivision main track must know that all first class trains due have arrived and left and obtain permission from train dispatcher at Stratford who will record such permission in train order book as transmitted to and acknowledged by conductor. Failure to contact Dispatcher movement can only be made under flag protection.

Normal position of junction switches is for Brampton Subdivision. BEETON—*Coal only. Siding is third track in front of station. Bulletin and Register station for Alliston Subdivision trains only.

RAILWAY CROSSINGS AT GRADE

Mileage 14.2.....Crossing Canadian Pacific Railway; interlocking. Signalman is on duty 7.45 a.m. to 11.45 a.m., 12.45 p.m. to 4.45 p.m. and 7.00 p.m. to departure train No. 662 week days only. For any C.N.R. trains which are to pass outside these hours, signalman must be called to operate interlocking plant. When signalman not on duty, route must be left set clear for C.P.R. trains.

All trains shall not exceed a speed of fifteen (15) miles per hour when they are approaching this crossing and are within five hundred feet of the governing home signal. B.T.C. 78009. Mileage 36.3.....Crossing Canadian Pacific Railway; non-interlocking. When signalman not on duty signals will be set to show "Stop" indication. Trains using this crossing will do so under flag protection.

FLAG STOPS Mileage For Trains
Ferndale.....34.5 661-662

YARD LIMIT SIGNS

Burlington.... 2417 feet North of junction switch with Oakville Subdivision.

Georgetown.... 3684 feet South of cross-over switch.
... 3600 feet North of cross-over switch.Beeton..... 4700 feet South of station.
..... 10504 feet North of station.

Allandale..... 5687 feet South of station.

SPEED RESTRICTIONS

	Miles per hour
Passenger Trains between Burlington and Georgetown..	30
Passenger Trains between Georgetown and Allandale..	35
Passenger Trains (over 40% engines).....	25
Freight and Mixed Trains.....	25
Freight and Mixed Trains (45% or over engines).....	20
Northward coal trains.....	15
All trains handling loaded cars of ballast.....	15

PERMANENT SLOW ORDERS All Trains

0.3 Highway Crossing (B.T.C. 55656-69674).....	10
25.0 Curve.....	10
25.6 to 25.9 (Southward Trains).....	15
49.1 (Highway Crossing) (B.T.C. 39894).....	10
54.8 (Highway Crossing) (B.T.C. 57551).....	5
81.3 to 84.1 Grade and Curves (Northward Trains).....	30

Through turnout at Allandale, connecting Milton & Meaford subdivision main tracks..... 10

ENGINE AND CAR RESTRICTIONS

Heaviest Engine permitted to operate.....6000 Class
Heaviest auxiliary crane permitted 160 tons.

OTHER TRACKS Car Capacity Points face Mileage

Glover Basket Co.....	6	N	0.2
Aluminate Chemicals....	23	N	0.6
Imperial Oil Ltd.....	12	N	13.8
P. L. Robertson.....	8	N	14.0
Meadowglen Growers Ltd.	3	N	26.1
Smith and Stone.....	8	N	26.2

WAY FREIGHTS

No. 536 lv. Allandale 8.00 a.m. Mon., Wed., Fri. for Hamilton.
No. 537 lv. Hamilton 7.50 a.m. Tues., Thurs., Sat. for Allandale.

NORTHWARD TRAINS				Miles from Allandale	Symbols	MEAFORD SUBDIVISION	Train Order and Telephone Offices	Office Signals	Car Capacity		SOUTHWARD TRAINS			
THIRD CLASS	FIRST CLASS		Sittings						Other Trucks	FIRST CLASS			FOURTH CLASS	
397 Mixed Daily ex. Sunday	68 Passenger Daily ex. Sunday	61 Passenger Daily ex. Sunday								60 Passenger Daily ex. Sunday & Monday	62 Passenger Daily ex. Sunday	160 Passenger Sunday Only	398 Mixed Daily ex. Sunday	
STATIONS														
L 11.20 AM	L 8.15 PM	L 11.45 AM	0.0	*CK WZ	ALLANDALE Jct. with Newmarket and Milton Subdivisions	D N	G O	YARD	A 7.50 AM	A 4.10 PM	A 8.05 PM	A 6.00 PM		
A 11.35 AM	S 8.25 PM	S 11.54 AM	5.5	R*	COLWELL Jct. with Penetang Subdivision	P	G P	39	S 7.40	S 3.59	S 7.55	L 5.45 PM		
AM	F 8.30 PM	F 11.59 AM	8.0		UTOPIA				F 7.35	F 3.54	F 7.49	PM		
To Penetang Sub.	S 8.35 PM	S 12.05 PM	10.3	R*Z	ANGUS Jct. with Camp Borden Subdivision	D	A G	36	S 7.31	S 3.50	S 7.45	From Penetang Sub.		
	F 8.41 PM	F 12.11 PM	13.4		BRENTWOOD				F 7.25	F 3.39	F 7.40			
	S 8.46 PM	S 12.16 PM	15.7		NEW LOWELL			27	S 7.21	S 3.35	S 7.36			
	S 9.00 PM	S 12.30 PM	22.8	W	STAYNER	D	A Y	20 42	S 7.08	S 3.22	S 7.23			
	F 9.10 PM	F 12.40 PM	28.2		BATTEAUX				F 6.57	F 3.10	F 7.12			
	S 9.20 PM	S 12.52 PM	31.4	RWZ	COLLINGWOOD	D N	C W	38 135	S 6.50	S 3.04	S 7.05			
	9.21 PM	12.53 PM	32.0	R*	LAKE JUNCTION Jct. with Alliston Subdivision	P			6.46	3.00	7.01			
	F 9.32 PM	F 1.04 AM	37.2		CRAIGLEITH				F 6.35	F 2.50	F 6.50			
	F 9.40 PM	F 1.12 AM	41.2		CAMPERDOWN				F 6.26	F 2.42	F 6.41			
	S 9.47 PM	S 1.20 AM	44.0		THORNBURY	D	B Y	27	S 6.19	S 2.35	S 6.34			
	A 10.05 PM	A 1.50 PM	49.7 52.2	Y ZRW	MEAFORD	D N	M R	YARD	L 6.00 AM	L 2.15 PM	L 6.15 PM			
Daily ex. Sunday 397	Daily ex. Sunday 68	Daily ex. Sunday 61			Rules 41 and 44 applicable Special Instruction No. 19 applicable.				Daily ex. Sunday & Monday 60	Daily ex. Sunday 62	Sunday Only 160	Daily ex. Sunday 398		

NORTHWARD TRAINS		Miles from Angus	Symbols	CAMP BORDEN SUBDIVISION	Train Order and Telephone Offices	Office Signals	Car Capacity		SOUTHWARD TRAINS		
STATIONS											
0.0	RZ						ANGUS	D			
0.1						Jct. with Meaford Subdivision				
0.4	.....	MILL ST. JCT.								
2.3	Z	C.N.R. JCT.									
2.7	R	O.N.R. CAMP BORDEN	D	K B							
2.3	.....	C.N.R. JOT								
2.5	Z	C.P.R. JOT									
2.9	.....	C.P.R. CAMP BORDEN								
2.5	.....	C.P.R. JOT								
3.7	Y	BOG ROAD	D								
5.3	.....	END OF TRACK								
Rules 41 and 44 applicable. Special Instruction No. 19 applicable.											

CAMP BORDEN SUBDIVISION FOOTNOTES

All Trains must obtain terminal clearance before leaving C.N.R. Camp Borden unless otherwise instructed.

All Trains to and from Camp Borden Subdivision may leave Angus without obtaining terminal clearance provided train order signal in Proceed position.

Sign Boards have been erected at Mill St. Jct., C.P.R. Jct., and C.N.R. Jct.

C.N.R. and C.P.R. trains move on all tracks within Camp Borden area.

All movements between Junction with Meaford Subdivision and Bog Road will be made under train orders issued by train dispatcher at Allandale.

Track between Bog Road and end of steel will be known as Bog Road Track. Old line track now serves No. 1 track, No. 4 track, etc., etc. and also new track into 13X and all movements over these tracks must proceed with caution expecting to find tracks occupied.

Switch leading off main track into C.N.R. station will be normal when set for C.N.R. station. Switch leading off main track into C.P.R. station will be normal when set for C.P.R. station.

ENGINE AND CAR RESTRICTIONS

Heaviest Engine permitted to operate.....3200 Class.

MEAFORD SUBDIVISION FOOTNOTES

Trains may leave Colwell and Lake Junction without terminal clearance.

*Lake Junction is Register station for first class trains except Nos. 63 and 160.

*Colwell } Extra trains will not register unless so instructed
*Angus } by Dispatcher.

Mail catch post is located at Mileage 41.3.

MEAFORD—Movements over Bridge Street Crossing, just South of station must be protected by one of station or other employee acting as crossing watchman.

WYE—Mileage 49.7—East side of main track Mileage 49.7 South switch Mileage 49.7. Switch leading to North leg of Wye Mileage 49.9. Tail track 245 feet long.

ALLANDALE—*Coal only.

Train No. 62 will arrive on and train No. 662 will leave from second track in front of Allandale Station, West Side. This track is known as Milton Subdivision main track from first crossover switch north of Allandale Station.

RAILWAY CROSSING AT GRADE

Mileage 7.5..Crossing Canadian Pacific Railway; automatic interlocking. (B.T.C. 62815)

YARD LIMIT SIGNS

Allandale.....	5050 feet North of station.
Angus.....	2841 feet North of station. 3340 feet South of station.
Collingwood.....	4142 feet South of station.
Meaford.....	5817 feet North of station. 3825 feet South of station.

SPEED RESTRICTIONS

	Miles per hour
Entire Subdivision.....	Passenger 35 Freight and Mixed Trains 25

PERMANENT SLOW ORDERS Miles per hour All Trains

0.3	Innisfil St., (Formerly Baldwin St.) Northward trains when approaching and when within 400 feet of the said crossing (B.T.C. 80564).....	10
10.4	Highway Crossing Angus (B.T.C. 63908).....	10
22.8	Highway Crossing Stayner.....	15
30.9	Hume St. Collingwood (B.T.C. 56596).....	25
31.4	Huron St. Collingwood (B.T.C. 61379).....	10
44.3	Bruce St. Thornbury (B.T.C. 64278).....	10
50.5 to 52.0	Grade (Northward Trains).....	25
52.0	Boucher Street Crossing (B.T.C. 74242).....	10
52.1	Lake Siding Switch (Meaford Yard).....	5
	Through turnout at Allandale, connecting Meaford and Milton subdivision main tracks.....	10

ENGINE AND CAR RESTRICTIONS

Heaviest Engine permitted to operate—Allandale to Collingwood.....3200 Class.
Heaviest Engine permitted to operate—Collingwood to Meaford.....5000 Class.
Heaviest auxiliary crane permitted 160 tons.

OTHER TRACKS

	Car Capacity	Points Face	Mileage
Towland Construction Coy.	19	N	1.3
Colwell Pit.....	93	S	5.3
C.P.R. Interchange.....	20	N	7.7
McColl-Frontenac Oil Co.	4	S	22.5
Reliance Petroleum.....	4	N	22.8
Snetsinger.....	5	N	44.3

MIXED EXTRA

Daily ex. Sunday: Leave Angus 1.10 p.m., arrive Allandale 1.35 p.m.

WAY FREIGHTS

No. 534 leave Meaford 4.30 p.m. daily ex. Sunday for Allandale.
No. 535 leave Allandale 6.15 a.m. daily ex. Sunday for Meaford.

NORTHWARD TRAINS

NORTHWARD TRAINS		CAMP BORDEN SUBDIVISION		SOUTHWARD TRAINS	
Miles from Angus	Symbols	STATIONS	Train Order and Telephone Offices	Office Signals	Car Capacity
0.0	RZ	ANGUS.....	D		
0.1		Jct. with Meaford Subdivision			
0.4		MILL ST. JCT.....			100
2.3	Z	C.N.R. JCT.....			
2.7	R	C.N.R. CAMP BORDEN.....	D	K B	
2.3		C.N.R. JCT.....			
2.5	Z	O.P.R. JCT.....			
2.9		C.P.R. CAMP BORDEN.....			
2.5		O.P.R. JCT.....			
3.7	Y	BOG ROAD.....	D		
5.3		END OF TRACK.....			
Rules 41 and 44 applicable. Special Instruction No. 19 applicable.					

CAMP BORDEN SUBDIVISION FOOTNOTES

All Trains must obtain terminal clearance before leaving C.N.R. Camp Borden unless otherwise instructed.
All Trains to and from Camp Borden Subdivision may leave Angus without obtaining terminal clearance provided train order signal in Proceed position.

Sign Boards have been erected at Mill St. Jct., C.P.R. Jct., and C.N.R. Jct.

C.N.R. and C.P.R. trains move on all tracks within Camp Borden area.

All movements between Junction with Meaford Subdivision and Bog Road will be made under train orders issued by train dispatcher at Allandale.

Track between Bog Road and end of steel will be known as Bog Road Track. Old line track now serves No. 1 track, No. 4 track, etc., etc. and also new track into 13X and all movements over these tracks must proceed with caution expecting to find tracks occupied.

Switch leading off main track into C.N.R. station will be normal when set for C.N.R. station. Switch leading off main track into C.P.R. station will be normal when set for C.P.R. station.

ENGINE AND CAR RESTRICTIONS

Heaviest Engine permitted to operate.....3200 Class.
Heaviest auxiliary crane permitted 160 tons.

SPEED RESTRICTIONS

All trains between Junction with Meaford Subdivision and C.P.R. Bog Road.....20 miles per hour.
All trains—All Other Tracks.....10 miles per hour.

YARD LIMIT SIGNS

Junction with Meaford Subdivision.....	Mileage 0.1	1924 feet North.
C.N.R. Junction.....	2.3	1400 feet South.
C.P.R. Junction.....	2.5	1400 feet North.

NOTE:—These latter two boards provide protection trackage into respective stations and it will be understood protection is also provided between these boards on through track.

PASSENGER EXTRA OPERATING

Daily ex. Sun.:—Leave Angus 12.03 p.m., arrive C.N.R. Camp Borden 12.10 p.m.

MIXED EXTRA OPERATING

Daily ex. Sun.:—Leave Camp Borden 1.00 p.m., arrive Angus 1.10 p.m.

WESTWARD TRAINS

Drawbridge Mileage 4.9 is being used by vehicular traffic. In order to avoid collision on this structure between a train or engine and an automobile, all trains and engines must come to a full stop before passing over this bridge and be assured that no vehicular traffic is on the approach to the bridge or on the bridge prior to train movements over same. (BTC 76521 and 77251).

DEPOT HARBOR SUBDIVISION

WESTWARD TRAINS		DEPOT HARBOR SUBDIVISION		EASTWARD TRAINS	
Miles from South Parry	Symbols	STATIONS	Train Order and Telephone Offices	Office Signals	Car Capacity
0.0	CKW	SOUTH PARRY.....	D N		YARD
1.6	Z	JAMES BAY.....			
4.8	Z	ROSE POINT.....			
7.6	WZ	DEPOT HARBOR.....	H R		YARD
Rules 41 and 44 applicable. Special Instruction No. 19 applicable.					

DEPOT HARBOR SUBDIVISION FOOTNOTES

James Bay—Track extends 2,000 feet East from switch to enable reverse movement to and from Depot Harbor.

NON-INTERLOCKED DRAWBRIDGE

Inside channel.....Mileage 4.9 (B.T.C. 22166)

SPEED RESTRICTIONS

All trains.....20 miles per hour.

PERMANENT SLOW ORDER

Mileage 4.9 Drawbridge.....5 Miles per Hour All Trains

YARD LIMIT SIGNS

Depot Harbor.....8480 feet East of station.
James Bay.....3690 feet West of switch.
Track East of James Bay and between James Bay and South Parry is included in South Parry yard limits.

ENGINE RESTRICTIONS

Heaviest Engine permitted to operate.....3200 Class.

NORTHWARD TRAINS						Miles From Toronto	Symbols	BALA SUBDIVISION STATIONS	Train Order and Telephone Office	Office Signals	Car Capacity		SOUTHWARD TRAINS						SECOND CLASS
SECOND CLASS	FIRST CLASS										Sittings	Other Trucks	FIRST CLASS						
409	49	37	633	8	51								52	4	50	634	38	414	
Freight Daily ex. Sunday	Passenger Daily ex. Saturday	Passenger Saturday only	Passenger Monday, Wednesday, Friday	Passenger Daily	Passenger Daily ex. Monday								Passenger Daily ex. Tuesday	Passenger Daily	Passenger Daily ex. Sunday	Passenger Tuesday, Thursday, Saturday	Passenger Sunday only	Freight Daily	
PM	PM	PM	AM										AM	AM	AM	PM	PM	PM	
L 6.00	L 12.01	L 9.50				0.0	K	TORONTO	D N	U N			A 7.00	A 8.10	A 5.05	A 10.00			
	6.03	12.04	9.53			0.5		JARVIS STREET			Y A	R D		6.57	8.07	5.02	9.56		
L 11.30	6.08	S 12.09	S 9.58			2.0	R	DON	D N	D N				6.53	8.03	S 4.58	S 9.53	A 9.40	
11.33	6.12	12.13	10.02			3.6	Y	ROSDALE			185			6.49	7.59	4.53	9.48	9.35	
11.37	6.16	12.17	10.06			6.2		TODMORDEN	P		31	N 5		6.44	7.54	4.49	9.43	9.25	
11.48	6.27	12.26	F 10.16			11.2	Z	ORIOLE	D N	A N	44	59		6.34	7.44	F 4.38	9.32	9.13	
12.01	6.36	12.34	10.26			16.5		THORNLEA	P		63	S 6		6.26	7.36	4.29	9.25	9.03	
12.15	6.43	F 12.44	S 10.35			21.2	WZ	RICHMOND HILL	D N	R H	93	44		6.19	7.29	S 4.21	F 9.18	8.53	
12.25	6.51	12.51	F 10.44			25.9		GORMLEY	P		35	23		6.13	7.21	F 4.12	9.10	8.43	
12.35	7.00	1.00	F 10.54			31.0		VANDORF	P	D F	68	5		6.06	7.13	F 4.02	9.02	8.35	
12.43	7.08	1.06	F 11.03			35.5		PINE ORCHARD	P	P O	100			6.00	7.06	F 3.53	8.54	8.25	
12.50	7.17	F 1.14	S 11.14			40.9		MOUNT ALBERT	D	M U	68	12		5.52	6.57	S 3.42	F 8.44	8.12	
1.07	7.25	F 1.20	F 11.23			45.2	WYZ	ZEPHYR Jct. with Sutton Subdivision	D N	Y R	69	4		5.46	6.50	F 3.33	F 8.34	8.05	
1.13	7.33	F 1.27	F 11.31			49.2		CEDAR BRAE	P	C B	67			5.40	6.42	F 3.23	F 8.24	7.55	
1.21	7.42	S 1.36	S 11.42			55.5		PEPPERLAW	D	F R	69	11		5.33	6.34	S 3.14	S 8.15	7.42	
1.33	F 7.55	S 1.56	S 12.05			64.2		BRAVERTON	D N	B N	69	8		5.21	F 6.22	S 2.57	S 7.55	7.15	
1.43	8.03	2.05	F 12.14			68.9		GAMBRIDGE EAST	P		22			5.14	6.15	F 2.49	7.44	7.05	
1.48	8.09	F 2.11	F 12.20	From Newmarket Sub.	From Newmarket Sub.	72.4		BRECHIN EAST	P	B H	80		To Newmarket Sub.	5.09	6.10	F 2.42	F 7.39	7.00	
1.53	8.17	F 2.19	F 12.28			77.5		UDNEY	P	U Y	66	16		5.02	6.03	F 2.34	F 7.31	6.53	
1.58	8.24	2.26	F 12.35			81.4		RATHBURN	N	R B	71			4.56	5.57	F 2.26	7.25	6.45	
A 2.15	A 8.37	S 2.50	A 12.52	AM	AM	88.9	*CR WYZ	WASHAGO Jct. with Newmarket Subdivision	D N	W G	53	49	A 3.08	S 4.39	L 5.41	S 2.13	S 7.08	6.30	
2.58	To Newmarket Sub.	S 3.01	S 1.15	2.04	12.23	93.9		SPARROW LAKE	D	S A	80		2.58	4.24	From Newmarket Sub.	S 2.01	S 6.55	6.01	
3.15		F 3.18	F 1.32	2.18	12.36	104.2		SOUTHWOOD	P	S W	54	7	2.43	4.09		F 1.44	F 6.36	5.40	
3.25		S 3.31	S 1.45	2.29	F 12.47	112.0	WZ	TORRANCE	D N	N C	63	7	F 2.29	3.57		S 1.30	S 6.22	5.25	
		F 3.35	F 1.49			113.3		BALA PARK	P							F 1.25	F 6.18		
3.45		F 3.43	F 1.57	2.39	12.57	118.2		MEDORA	P		80		2.18	3.45		F 1.14	F 6.08	5.10	
4.01		S 3.55	S 2.10	2.49	F 1.07	125.3		FOOTES BAY	D N	F N	56	22	F 2.07	3.33		S 1.00	S 5.56	4.56	
		S 4.04	F 2.19			129.8		LAKE JOSEPH								F 12.51	S 5.46		
4.15		4.06	2.21	3.00	1.16	130.6	W	DOCK SIDING	P		75		1.56	3.22		12.49	5.44	4.46	
4.30		4.16	2.32	3.10	1.24	136.1		BLACKSTONE	P	B S	49		1.44	3.10		12.37	5.32	4.36	
4.45		4.26	2.45	3.23	1.33	141.9	Z	FALDING Jct. with Algonquin Subdivision	P	F D	54		1.33	3.00		12.23	F 5.20	4.26	
A 5.05		A 4.36	A 2.56	A 3.37	A 1.50	147.1	*CK WYZ	SOUTH PARRY	D N	J U	Y A	R D	L 1.20	L 2.50		L 12.12	L 5.09	L 4.10	
Freight Daily ex. Monday	Daily ex. Saturday	Saturday only	Monday, Wednesday, Friday	Daily	Daily ex. Monday								Daily ex. Tuesday	Daily	Daily ex. Sunday	Tuesday, Thursday, Saturday	Sunday only	Daily	
409	49	37	633	8	51								52	4	50	634	38	414	

BALA SUBDIVISION FOOTNOTES

Toronto is an initial station, Bala Subdivision, except that Don is an initial station for No. 409.

Northward trains must obtain terminal clearance at Don.

Movements of trains between Todmorden and Toronto will be governed by Toronto Terminals Timetable. Movements of trains between Todmorden and Don not provided for in Timetable, will be arranged through train dispatcher at Allandale.

Trains must obtain terminal clearance at Washago.

Emergency Telephones:.....Hydro Glen, in box inside freight room; Falding Platform, in box on pole opposite station.

Train Inspection—WASHAGO—Southward freight trains—ZEPHYR—Northward freight trains. All cars on freight trains must be given standing inspection on both sides by train crew. These instructions do not relieve Conductors and Trainmen from inspecting their train as prescribed by Rule 111, 4th paragraph.

ZEPHYR—

Train register box is located in front of station. Trains will register at this point only when instructed to do so.

WASHAGO—*Coal only.

Newmarket Subdivision Main Track between switches connecting with Bala Subdivision Main Track is known as "Joint Section". Normal position of switches is for Newmarket Subdivision. Double-arm signals are located on both subdivisions 300 feet North of North connecting switch and 200 feet South of South connecting switch, respectively. Top arms govern through movements on same subdivisions; lower arms govern movements from one subdivision to the other. Normal position of signals "STOP". These signals are "Interlocking Signals" and movements over the "Joint Section" can be made only when signals are in proceed position for the movement intended. Trains must approach signals prepared to stop, as required by Rule 98 and speed must not exceed ten miles per hour over "Joint Section". Switches and signals to be operated by or under direction of the Station Operators. Approach signals also located in all four directions.

Trains standing at Washago and requiring to call in Flagman from the South on the Bala Subdivision, will do so in accordance with Rule 14 (da), and to call in a Flagman from the North on the Bala Subdivision will do so in accordance with Rule 14 (ea).

SOUTH PARRY—*Coal only.

The first track in front of station is the main track.

When trains Nos. 3 and 4 meet at this point, No. 4 will pull clear of North switch to No. 1 track to permit No. 3 to depart.

YARD LIMIT SIGNS

Orlolo	5010 feet South of station.
Richmond Hill	3260 feet North of station.
Zephyr	5383 feet South of station.
Washago	7110 feet North of station.
Torrance	4970 feet South of station.
Falding	4765 feet North of station.
South Parry	5992 feet South of station.
	6315 feet North of station.
	6032 feet South of station.
	5757 feet North of station.
	2866 feet South of South switch.
	1538 feet North of North switch.
	8496 feet South of station.

SPEED RESTRICTIONS Miles per hour

Passenger Trains	60
Freight and Mixed Trains	50
Engine with caboose or light engines	40

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 160 tons. Miles per hour

PERMANENT SLOW ORDERS

	Passenger	Freight
5.4 to 10.0 Curves	35	35
25.0 to 29.8 Curves	40	40
36.7 to 39.8 Curves	40	40
89.2 Highway Crossing Southward trains (B.T.C. 56438)	30	30
93.9 to 94.2 Curves	40	40
97.7 to 97.9 Curves	40	40
99.1 to 99.6 Curves	40	40
109.8 to 110.1 Curves	40	40
111.2 to 112.4 Curves	35	35
113.6 to 115.7 Curves	40	40
117.0 Curves	30	30
118.2 to 118.4 Curves	40	40
121.0 to 124.6 Curves	40	40
126.5 to 127.0 Curves	35	35
128.2 to 128.4 Curves	30	30
128.4 to 133.5 Curves	40	40
135.0 to 141.5 Curves	40	40
141.5 to 141.9 Curves	25	25

INTERLOCKING DRAWBRIDGES AND JUNCTIONS

Trent Canal	Mileage 67.1 (B.T.C. 71037)
Joint Section with Newmarket Subdivision	Mileage 88.9 (B.T.C. 52725)
Trent Canal	Mileage 89.9 (B.T.C. 71038)
Jeannettes Narrows	Mileage 113.2 (B.T.C. 71040)

OTHER TRACKS

	Car Capacity	Points face	Mileage
Leaside Dovercourt Road Line	17	N	11.2
Russell	18	N	12.5
Welsh Lumber Company	24	N	12.7
Miller Paving Co.	11	S	12.8
E. C. Mathews	20	N	18.0
Murray Associates Ltd.			19.3

PUBLIC HIGHWAY CROSSING SIGNALS

Washago—Mileage 89.2 (second crossing North of the station.) Automatic bells and wig wag signals are located at this Highway crossing. To eliminate unnecessary operation of these signals, the bonded crossing signal circuits on main track are controlled by push button switches, in a small box marked "Trainmen" locked with switch lock, and located on side of large box at this crossing. Button No. 1 stops and button No. 2 starts operation of crossing signals. Siding movements approaching over the crossing are independent of main line and operate signals regardless of push button operation.

FLAG STOPS FOR TRAINS 37, 38, 633 and 634

	Mileage		Mileage
Port Bolster	57.9	Bala Road	115.9
Maple Beach	59.9	Gordon Bay	131.1
Cedarhurst	61.9	Rosseau Road	138.7
Moorelands	62.3	Falding Platform	141.2
Hydro Glen	100.3	Holmur	143.4
Park Beach	114.3		

Nos. 633 and 634 will stop where mail is lifted.

CONDITIONAL STOPS

No. 3 will stop at any station for revenue passengers to Winnipeg and beyond. No. 4 will stop at any station to detrain revenue passengers from Longlac and beyond.

WAY FREIGHTS

No. 518 leave Washago	7.30 a.m. Tues., Thurs. and Sat. for Don.
No. 519 leave Don	7.30 a.m. Mon., Wed. and Fri. for Washago.
No. 522 leave South Parry	5.45 a.m. Tues., Thurs. and Sat. for Washago.
No. 523 leave Washago	2.00 p.m. Mon., Wed. and Fri. for South Parry.

MANIFEST TRAINS

No. 403 leave Don	9.15 a.m. daily	Ar. South Parry 3.15 p.m.
No. 405 leave Don	1.40 p.m. daily ex. Mon.	Ar. South Parry 8.15 p.m.
No. 404 leave South Parry	2.50 p.m. daily.	Ar. Don 9.00 p.m.
No. 452 leave Washago	1.45 p.m. daily.	Ar. Don 6.20 p.m.
No. 454 leave Washago	4.15 p.m. daily.	Ar. Don 8.30 p.m.
No. 453 leave Don	9.15 p.m. daily.	Ar. Washago 1.00 a.m.

NORTHWARD TRAINS					Miles from South Parry	Symbols	SUDBURY SUBDIVISION STATIONS	Train Order and Telephone Offices	Office Signals	Car Capacity		SOUTHWARD TRAINS				
THIRD CLASS		SECOND CLASS	FIRST CLASS							Siding	Other Tracks	FIRST CLASS		SECOND CLASS	THIRD CLASS	
	215 Mixed Tuesday and Saturday	409 Freight Daily ex. Monday	3 Passenger Daily	51 Passenger Daily ex. Monday								52 Passenger Daily ex. Tuesday	4 Passenger Daily	414 Freight Daily	216 Mixed Monday and Friday	
.....	L AM 9.15	L AM 5.35	L AM 3.52	L AM 2.00	0.0	*CK WYZ	.....SOUTH PARRY.....	D N	J U	YARD	A AM 1.10	A AM 2.40	A PM 3.40	A PM 4.10	.....
.....	S 10.00	.....	S 4.02	S 2.10	2.9	.....	.....PARRY SOUND.....	.....	P D	.....	S 12.57	S 2.29	.....	S 4.00	.....
.....	10.05	5.45	4.03	2.24	3.5	.....	.....NORTH PARRY.....	.....	P	80	12.48	2.24	3.31	3.52	.....
.....	S 10.22	5.57	4.13	2.35	10.9	.....	.....WAUBAMIK.....	P	WM	43	12.36	2.10	3.19	S 3.40	.....
.....	F 10.35	6.08	4.24	2.47	19.3	.....	.....BOAKVIEW.....	P	B V	62	12.23	1.57	3.05	F 3.20	.....
.....	S 10.55	6.17	* 4.32	S 2.59	25.1	.....	.....ARDBEG.....	D N	D K	80	* 12.14	* 1.49	2.53	S 2.30	.....
.....	F 11.03	.....	* 4.37	* 3.04	28.7	.....	.....BOLGER.....	.....	.....	.....	* 12.05	* 1.43	.....	F 2.05	.....
.....	F 11.18	6.31	4.45	3.12	34.3	.....	.....BURTON.....	P	B O	68	11.56	1.34	2.38	F 1.45	.....
.....	F 11.25	.....	* 4.49	* 3.16	36.5	.....	.....SOUTH MAGNETAWAN.....	P	.....	.....	* 11.52	* 1.30	.....	F 1.35	.....
.....	F 11.40	.....	* 4.54	* 3.21	38.5	W	.....NORTH MAGNETAWAN.....	.....	.....	.....	* 11.45	* 1.24	.....	F 1.25	.....
.....	F 11.50	6.45	4.59	3.26	42.9	.....	.....DROCOURT.....	D N	D R	100	11.39	1.19	2.24	F 1.15	.....
.....	S 12.10	7.00	5.10	3.38	51.7	.....	.....MOWAT.....	P	M W	89	11.27	1.07	2.09	S 12.58	.....
.....	F 12.20	.....	.....	.....	58.1	.....	.....GRANBERRY LAKE.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	12.22	7.12	5.19	3.49	58.7	.....	.....GRANBERRY.....	.....	C Y	22	11.17	12.55	1.57	12.36	.....
.....	S 12.50	7.25	* 5.29	F 4.02	66.8	Y	.....KEY JCT.....	D	K Y	87	F 11.06	* 12.41	1.42	S 12.15	.....
.....	F 1.00	.....	* 5.32	S 4.07	68.5	.....	.....PICKEREL RIVER.....	D	R V	.....	S 10.56	* 12.37	.....	F 11.45	.....
.....	F 1.10	.....	* 5.36	* 4.12	71.1	.....	.....HARTLEY BAY.....	.....	.....	.....	* 10.50	* 12.31	.....	F 11.35	.....
.....	S 1.28	7.45	S 5.50	S 4.23	75.0	*CR WZ	.....BAYSWATER.....	D N	B S	59	S 10.42	S 12.23	1.28	S 11.20	.....
.....	F 2.05	8.01	6.03	4.36	83.7	.....	.....PORLOCK.....	P	P K	57	10.24	12.04	1.05	F 10.50	.....
.....	S 2.20	8.11	* 6.11	S 4.45	89.0	.....	.....BURWASH.....	D N	B	80	S 10.16	* 11.55	12.56	S 10.35	.....
.....	F 2.35	8.19	6.24	4.56	94.6	.....	.....WATERFALL.....	P	.....	35	10.06	11.45	12.47	F 10.05	.....
.....	F 2.50	8.29	6.35	5.07	101.6	.....	.....ST. CLOUD.....	P	S O	59	9.56	11.34	12.35	F 9.50	.....
.....	S 3.15	8.44	* 6.48	* 5.20	109.5	V	.....AUSTIN.....	P	.....	S50	.....	.....	.....	.....	.....
.....	S 3.40	8.55	A 6.55	A 5.30	110.0	.....	.....CONISTON.....	D	C O	43	* 9.44	* 11.20	12.22	S 9.35	.....
.....	.....	.....	L 7.10	L 5.40	115.0	RW YZ	.....SUDBURY JCT.....	D N	J N	100	L 9.35	L 11.10	12.13	S 9.25	.....
.....	.....	.....	.....	.....	115.2	.....	Jct. Switch with Sudbury Terminal Subdivision	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	115.6	.....	.....GARSON JCT.....	.....	.....	.....	8.23	10.59	12.10	.....	.....
.....	.....	.....	.....	.....	.....	.....	Jct. with Sudbury Terminal Subdivision	.....	.....	.....	.....	.....	.....	.....	.....
.....	3.53	9.06	7.21	5.51	121.2	.....	.....GARLAKE.....	P	.....	30	8.16	10.52	12.03	9.06	.....
.....	S 4.05	9.13	7.28	5.58	124.6	.....	.....HANMER.....	P	H A	49	8.10	10.47	11.57	S 8.45	.....
.....	4.10	9.14	7.30	6.00	125.9	.....	.....SUEZ.....	P	H X	90	8.07	10.45	11.55	8.40	.....
.....	A 4.20	A 9.30	A 7.40	A 6.10	129.0	*CK WYZ	.....CAPREOL.....	D N	C A	YARD	L 8.00	L 10.40	L 11.45	L 8.30	.....
.....	Tuesday and Saturday 215	Daily ex. Monday 409	Daily 3	Daily ex. Monday 51	.....	.....	Jct. with Alderdale Subdivision	.....	.....	.....	Daily ex. Monday 52	Daily 4	Daily 414	Monday and Friday 216	.....

SUDBURY SUBDIVISION FOOTNOTES

Trains must obtain terminal clearance at Bayswater and Sudbury Junction.
Emergency Telephone:—Ludgate, Mileage 55.9—also at Mileage 114.4 in booths.
SOUTH PARRY—*Coal only. First track in front of station is the main track.
 When trains No. 3 and 4 meet at this point, No. 4 will pull clear of North switch to No. 1 siding to permit No. 3 to depart.
KEY JUNCTION—Is not a "junction" within the meaning of Form U train order.
BAYSWATER—*Coal only.
CAPREOL—*Coal and diesel oil. First track in front of station is the main track.
 Trains Nos. 3 and 4 will arrive and leave on first track in front of station.
 Position of junction switch, Sudbury and Alderdale Subdivisions is normal when set for main track Capreol to South Parry.
 Westward passenger trains occupying main track Capreol will stop clear of first cross-over switch located west of station when making station stop.

PARRY SOUND INDUSTRIAL SPUR

C.N.R. engines have right on this track from 12.01 a.m. until 6.00 a.m., and from 12.01 p.m. until 6.00 p.m.
 C.P.R. engines have right on this track from 6.00 a.m. until 12.00 noon, and from 6.00 p.m. until 12.00 midnight, but verbal permission to use same must be obtained from C.P.R. Agent or Operator on duty at Parry Sound.
 When either Company desire to use this joint section during hours assigned to the other Company, train orders must be obtained from Agent or Operator on duty.
 C.P.R. engines have no right at any time on C.N.R. exclusive section.

RAILWAY CROSSING AT GRADE

Mileage 100.4.....Crossing Canadian Pacific Railway; Automatic Interlocking. (B.T.C. 65826).

Mileage 109.6.....Crossing Canadian Pacific Railway; Automatic Interlocking. (B.T.C. 58612).

If southward trains on both roads are simultaneously delayed on the main tracks more than six minutes, push button in box at home signal should be pressed in order to receive a "proceed" indication.

Between and including signals 1102 and 1087, Rules 501 to 519 govern.

Between signals 1098 and 1095 inclusive, interlocking rules apply.

Signal 1091 is designated "SPS" as prescribed in Rule 451A. Dispatcher's telephone installed in box near signal mast.

Two switch indicators, push button type, No. 1 to indicate Southward movement and No. 2 Northward movement, are located at the switch Austin and trains may, when the switch indicators show "No train approaching" enter the block and operate AT RESTRICTED SPEED between signals 1098 and 1091 without flag protection. Southward trains passing stop indication of Signal 1098 (as permitted by Rule 672) will proceed at RESTRICTED SPEED between Signals 1098 and 1091.

YARD LIMIT SIGNS

South Parry...4120 feet North of station. Sudbury Jct...{6800 feet South of station.
 Bayswater...{4769 feet South of station. {5618 feet North of station.
 Capreol.....6284 feet South of station.

SPEED RESTRICTIONS

Passenger Trains.....	Miles per hour
Freight and Mixed Trains.....	60
Engine with caboose or light engines.....	50
Passenger Trains over Canadian Pacific Railways crossing Mileage 100.4 (B.T.C. 68012).....	40
Passenger Trains over Canadian Pacific Railways crossing Mileage 109.6 (B.T.C. 68038).....	50
	45

PERMANENT SLOW ORDERS

Mileage	Curves	All Trains
0.4 to 2.8	Curves.....	38
6.1 to 6.3	Curves.....	45
9.4 to 10.2	Curves.....	38
10.2 to 13.1	Curves.....	45
16.6 to 18.3	Curves.....	45
21.5 to 21.7	Curves.....	45
25.1 to 26.5	Curves.....	45
26.5 to 29.5	Curves.....	35
29.5 to 34.1	Curves.....	40
34.1 to 37.4	Curves.....	45
46.1	Bridge.....	20
46.2 to 49.0	Curves.....	45
53.7 to 58.6	Curves.....	45
82.3 to 92.3	Curves.....	45
92.3 to 94.2	Curves.....	35
99.7 to 103.5	Curves.....	45
106.6 to 107.8	Curves.....	45
107.8	Bridge.....	30
107.8 to 108.9	Curves.....	40
108.9 to 114.0	Curves.....	45
119.2 to 120.0	Curves.....	45
128.6	Highway (B.T.C. 73483).....	10

ENGINE AND CAR RESTRICTIONS

Engines must not pass beyond Mileage 0.6, Key Harbour Subdivision and trains are restricted to speed of 15 miles per hour on this track.
 Heaviest auxiliary crane permitted 160 tons.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Parry Sound Industrial.....	57	N	2.0
K.V.P. Coy.....	6	N	46.1
Hydro Electric Power Commission..	7	N	116.0
Warren Bituminous Paving Coy....	5	N	116.3
Ballast Pfr.....	200	S	125.5
Suez Coal Sdg.....	40	N	128.6

FLAG STOPS

	Mileage	For Trains
Zebra.....	16.8	
Miners Lake.....	40.8	
Still River.....	46.3	
Ludgate.....	55.9	215-216
McVitties.....	93.1	
Secord.....	96.1	
Quartz.....	101.0	

CONDITIONAL STOPS

No. 3 stop on flag Monday only at Ardbeg, Bolger, South Magnetawan, North Magnetawan, Ludgate (Mileage 55.9) to detain revenue passengers from Parry Sound and beyond. On flag Monday only at Key Jct., Pickerel River and Hartley Bay. At Burwash stop Monday only. Stop on flag at Mileage 82 Monday only for Sudbury passengers. At Coniston stop on flag Monday only for revenue passengers from Parry Sound and beyond or to Longlac and beyond.

No. 4 stop on flag Monday only at Coniston for revenue passengers to Parry Sound and beyond. Stop at Burwash Monday only. Stop on flag at Pickerel River and Key Jct. Tuesday only. Stop on flag at Hartley Bay, Ludgate (Mileage 55.9), North Magnetawan, South Magnetawan, Bolger and Ardbeg on Tuesday only for revenue passengers Parry Sound and beyond.

No. 4 will stop at any station to detain revenue passengers from Longlac and beyond. No. 51 will stop on flag at Bolger, South Magnetawan, North Magnetawan and Ludgate (Mileage 55.9) to detain revenue passengers from Parry Sound and beyond; at Hartley Bay on flag to detain revenue passengers from Parry Sound and beyond or pick up revenue passengers for Sudbury; at Coniston on flag for revenue passengers from Parry Sound and beyond or to Longlac and beyond.

No. 52 will stop on flag at Coniston for revenue passengers to Parry Sound and beyond; stop on flag Fridays and Saturdays at Mileage 82 to detain passengers from Sudbury. Stop on flag at Hartley Bay to detain revenue passengers from Sudbury or for revenue passengers to entrain to Parry Sound and beyond. Stop on flag at Ludgate (Mileage 55.9), North Magnetawan, South Magnetawan, Bolger and Ardbeg for revenue passengers to Parry Sound and beyond.

MANIFEST TRAINS

No. 403 leave South Parry 4.15 p.m. daily.	Arrive Capreol 9.30 p.m.
No. 405 leave South Parry 9.15 p.m. dly. ex. Mon.	Arrive Capreol 2.45 a.m. dly. ex. Tue.
No. 404 leave Capreol 8.50 a.m. daily.	Arrive South Parry 1.50 p.m.

TRAIN INSPECTION

BAYSWATER—All cars on freight trains must be given standing inspection on both sides by train crew. These instructions do not relieve conductors and trainmen from inspecting their train as prescribed by Rule 111, 4th para.

WESTWARD TRAINS					Miles from Sudbury Jct. Switch	Symbols		SUDBURY TERMINAL SUBDIVISION			Train Order and Telephone Offices	Office Signals	Car Capacity		EASTWARD TRAINS				
FIRST CLASS								Siding	Other Tracks				FIRST CLASS						
99	97	95	93										92	94	96	98			
Passenger Daily	Passenger Daily ex. Monday	Passenger Daily	Passenger Daily ex. Monday					Passenger Daily ex. Monday	Passenger Daily	Passenger Daily ex. Monday	Passenger Daily								
				6.8	Z	Garson SectionFALCONBRIDGE.....		F B	YARD									
				3.7	Z	GARSON MINE.....			21	17								
				0.7	Z	SAND PIT.....				78								
				0.4	Z	GARSON JCT.....												
							Jct. with Sudbury Subdivision												
				0.0		Staff System	Jct. Switch with Sudbury Subdivision												
	PM	PM	AM	AM	0.2		RW YZSUDBURY JCT.....		D N	J N	YARD	A 5.20	A 6.45	A 9.25	A 10.45			
	L 11.15	L 8.30	L 7.15	L 5.40	4.2		RZALGO.....		P			5.10	6.35	9.15	10.35			
								Jct. with Copper Cliff Section											
	A 11.30	A 8.48	A 7.30	A 5.55	5.5	*CK WYZ	.....SUDBURY.....		D N	D Y	YARD	L 5.05	L 6.30	L 9.10	L 10.30			
	PM	PM	AM	AM								AM	AM	PM	PM				
					4.2	RZ	.....ALGO.....		P									
					6.8	Z	.....C.N. JCT.....											
							Jct. with Joint Section												
					8.6		.....CLARABELLE.....											
							I.N. Co. Connection to Copper Cliff					176							
	Daily	Daily ex. Monday	Daily	Daily ex. Monday			Rules 41 and 44 applicable.						Daily ex. Monday	Daily	Daily ex. Monday	Daily			
	99	97	95	93									92	94	96	98			

SUDBURY TERMINAL SUBDIVISION FOOTNOTES

SPEED RESTRICTIONS

	Miles per hour
Passenger Trains.....	35
Freight and Mixed Trains.....	20
Passenger trains when making back up movements....	25
Trains handling loaded sand and ore cars between Mil. 2.8 and 4.2—between Sudbury Jct. and Algo...	15
All trains Garson Section between Garson Jct. and Garson Mine.....	15

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 160 tons.

PERMANENT SLOW ORDERS

Mileage	All Trains	Eastward Trains
0.6 Turnout.....	10	
4.2 Junction switch.....	10	
5.8 Highway Crossing Copper Cliff Section (B.T.C. 73953)	20	
4.8 Highway Crossing (Capreol Road) when approaching and when within 500 feet of the said crossing (B.T.C. 76438-80122)	10	

At SUDBURY JCT.—All movements on the Garson Section, leaving and arriving, must be registered and notation made showing to or from what point on the Section the movement is being or has been made.

Position of West Wye switch is normal when set for North leg of Wye. Speed of 10 miles per hour over this switch.

At ALGO.—All movements on the Copper Cliff Section, leaving and arriving, must be registered and notation made showing to or from what point on this section the movement is being or has been made.

JOINT SECTION—CANADIAN PACIFIC RAILWAY.

Movements over the joint section between C.N. Jct. and Clarabelle are governed by Canadian Pacific Railway Rules and Regulations. C.N.R. employees must have in their possession copy of C.P.R. current time table and be familiar with their Rules, Regulations and Special Instructions.

SUDBURY—*Coal only. Position of crossover switch on Interchange track directly in front of station is normal when set for Through track.

YARD LIMIT SIGNS ARE LOCATED AS FOLLOWS:

SUDBURY JCT....1890 feet West of West Wye switch.

Also 6800 feet South of station } on Sudbury Subdivision.
5611 feet North of station }

The Garson Section is included in Sudbury Jct. Yard Limits.

SUDBURY.....3570 feet East of Algo and at C.N. Jct.

The Copper Cliff Section is included in Sudbury Yard Limits.

All switching movements over Wilma St. Public Crossing, Mileage 5.0 (Copper Cliff Section) on both main and side tracks must be flagged by a member of the crew. (B.T.C. 68683)

Employees must familiarize themselves with the location of all restricted overhead and/or side clearances along the tracks of the International Nickel Company at Clarabelle, Copper Cliff and Garson Mine, as well as along the tracks of the Falconbridge Nickel Mine at Falconbridge, and are hereby warned that where such restricted clearances exist they must not ride on the top or side of cars.

SUDBURY—The sounding of any engine whistle signals in respect to any public crossing at grade within the limits of the City of Sudbury is prohibited except when necessary to prevent accident. (B.T.C. 67145.)

This does not prohibit the sounding of whistle when necessary for train operation.

The limits of the City of Sudbury extend between Mileage 5.0 and Mileage 6.6 Copper Cliff section and between Mileage 4.3 and Sudbury station.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Storage.....	45	WE	0.4 from Algo.
Laberge's.....	21	E	0.8 from Algo.
Davey No. 1.....	3	E	1.7 from Algo.
Davey No. 2.....	3	W	1.8 from Algo.
I.N.C.O.....	28	E	4.3 from Garson Jct. with Sudbury Sub.
A. W. Robertson.....	5	WE	4.4 from Garson Jct.

ALGO AND SUDBURY JUNCTION

Movements between Algo and Sudbury Junction, in both directions, are governed by Electric Staff Block System, Rules 301 to 303 inclusive.

1. The section operated under the train staff system extends from junction switch at Algo to Sudbury Junction station.

2. The staff system provides for an absolute block or a block in which only one train is permitted at a time, and is governed by staff; one staff instrument being located at Algo and the other at Sudbury Junction station.

When a staff has been withdrawn from either staff instrument, no other can be removed from either of them until it is restored to one of the staff instruments.

3. A staff in the actual possession of an Engineman is the only authority for the movement of a train in either direction except as provided for in Rule 6 of these instructions. Staff must be withdrawn from the instrument personally by conductor and delivered to the Engineman, who is forbidden to accept it from any other employee. In the case of light engines, Engineman will personally perform this duty. Staff must not be transferred from one train to another, but must be immediately restored to the staff instrument on completion of any one trip.

4. In case a train parts or it is necessary to double, the staff must be retained by the Engineman until all of his train is clear of the zone controlled by the train staff system.

5. When two or more engines are coupled, the staff must be handled by the Engineman of the leading engine. The Enginemen of the other engines must know that he has the staff before proceeding.

6. In case of failure of the train staff system, all trains will be moved by time table, train orders and special instructions.

7. All trains must register and receive terminal clearance form "B" at Sudbury Junction which will not, however, confer any rights between Sudbury Junction and Algo except as provided in Rule 6 of these instructions.

8. Trains may leave Algo without obtaining terminal clearance.

9. When yard limits extend to a point within staff territory, switch movements may be made within these limits without securing staff, keeping clear of first and second class trains, as required by rules.

10. Conductors and Enginemen must make themselves familiar with the operation of the Electric Staff System, full details of which are posted alongside of the machines at Algo and at Sudbury Junction.

Continued on page 18

CAPREOL—*Coal and diesel oil.

CAPREOL—Coal and diesel oil.

First track in front of station is the Sudbury Subdivision main track.

Train No. 1 will arrive and leave on Sudbury Subdivision main track. This track to be known as Alderdale Subdivision main track to first cross-over switch West of Capreol station.

Train No. 2 will arrive on the first track in front of the station, unless otherwise instructed, and will leave on the track on which it arrives.

Position of junction switch, Sudbury and Alderdale Subdivisions is normal when set for main track Capreol to South Parry.

East pocket switch is designated by sign erected 20 feet South of Alderdale Subdivision main track and located 1420 feet East of station and 1182 feet West of East wye switch.

Westward passenger trains occupying main track Capreol will stop clear of first crossover switch located west of station when making station stop.

ALDERDALE SUBDIVISION FOOTNOTES

Continued from page 12

TRAIN INSPECTION

TRANSFER YARD—All cars on freight trains must be given standing inspection on both sides by train crew. These instructions do not relieve conductors and trainmen from inspecting their train as prescribed by Rule 111, 4th para.

YARD LIMIT SIGNS

Brent..... 5280 feet West of station.
Nipissing..... 4604 feet East of station.
North Bay..... 3433 feet West of station.
 18611 feet East of station.
 9998 feet West of station.
North Bay Yard Limits extend from yard limit board
East of Transfer Yard to yard limit board West of
North Bay West.
Capreol..... 8505 feet East of station.

SPEED RESTRICTIONS

Passenger trains..... 60 Miles per hour
Freight and Mixed Trains..... 50
Engine with caboose or light engines..... 40

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 160 tons.

PERMANENT SLOW ORDERS

Mileage	Curves	Miles per hour
2.0 to 8.1	Curves.....	45
12.4 to 13.9	Curves.....	35
17.7 to 19.5	Curves.....	45
22.8 to 29.4	Curves.....	45
81.9 to 82.1	Curves.....	45
118.6 to 119.4	Curves.....	45
128.6 to 129.6	Curves.....	45
134.0 to 135.7	Curves.....	45
135.7 to 135.9	Rock Cut.....	15
135.9 to 136.8	Curves.....	45
141.8 to 141.6	Curves.....	45

OTHER TRACKS

Stanforth Lumber Company No. 2...	Car Capacity	Points face	Mileage
Stanforth Lumber Company No. 3...	5	E	21.7
Durocher Bros.....	4	W	21.8
Trinidad Leaseholds.....	16	E	60.1
J. J. Sava & Son.....	6	W	60.8
Shell Oil & R.E. & E. Co.....	1	E	62.1
Imperial Oil.....	7	E	62.5
Great Northern Wood Co. Ltd.....	10	W	62.8
Team Track No. 1.....	11	E	64.1
Millfield.....	12	E	77.0
Team Track No. 2.....	22	E	93.1
Nipissing Black Granite Co.....	8	EW	94.2
A. J. Giroux.....	3	E	104.2
J. D. Cockburn.....	30	W	105.9
H. Goulard & Son No. 3.....	10	E	107.4
M. J. Poupore Lumber Company.....	19	W	125.1
Fredson Lumber Co.....	37	W	134.0
	8	W	134.0

FLAG STOP

Mileage	For Trains
Mink Lake..... 14.8	213-214
Beauceage..... 71.4	
Glen Afton..... 109.7	
Basin Mines..... 128.0	
Bowland's Bay..... 134.5	

CONDITIONAL STOPS

No. 1 stop on flag at Government Park, Daventry and Alderdale for revenue passengers to or from Ottawa, North Bay and beyond, at River Valley on flag on Mondays and Thursdays to detrain passengers from Pembroke and beyond.

No. 2 stop on flag at Skead Sunday only to detrain passengers. Stop on flag at River Valley on Tuesdays and Saturdays for passengers Pembroke and beyond, at Alderdale, Daventry and Government Park on flag for passengers to or from Ottawa, North Bay and beyond.

MANIFEST TRAINS

No. 401 leave Brent 12.30 p.m. daily. Arrive North Bay 2.15 p.m. Arrive Capreol 6.00 p.m.
No. 402 leave Capreol 5.50 a.m. daily. Arrive North Bay 9.30 a.m. Arrive Brent 11.45 a.m.
No. 416 leave Capreol 9.30 a.m. daily. Arrive North Bay 11.30 a.m. Arrive Brent 1.55 p.m.

WESTWARD TRAINS

THIRD CLASS	SECOND CLASS	FIRST CLASS			Miles from Capreol	Symbols	RUEL SUBDIVISION STATIONS	Train Order and Telephone Offices	Office Signals	Car Capacity	
217 Mixed Monday Wednesday Friday	409 Freight Daily ex. Monday	1 Passenger Daily	3 Passenger Daily	103 Passenger Daily ex. Monday						Sidings	Other Tracks
L 9.30	L 10.15	L 9.05	L 8.05	L 7.05	0.0	*CK WYZ	.....CAPREOL.....	D N	C A	YA	RD
S 9.50	10.31	9.19	8.19	7.19	9.2		.....MILNET.....	P	S J	80	B4
S 10.05	10.43	9.32	8.32	7.32	16.5		.....ANSTON.....	D N	N S	71	B11
F 10.25	10.56	9.44	8.44	7.44	24.4		.....RAPHON.....	P	R A	81	W1
S 10.45	11.16	9.52	8.52	7.52	29.9	WZ	.....LAFOREST.....	D N	R S	100	I3
F 11.00	11.26	10.02	9.02	8.02	36.5		.....THORLAKE.....	P	A K	55	B1
F 11.20	11.41	10.17	9.17	8.17	46.9		.....FOLEYET.....	P	F X	67	
S 12.05	11.50	10.24	9.24	8.24	51.6		.....RUEL.....	P	R U	80	I1
F 12.20	12.02	10.35	9.35	8.35	59.1		.....STUPART.....	P	S P	88	I0
S 12.55	12.12	F 10.42	9.42	8.42	64.3	WZ	.....WESTREE.....	D N	W R	67	I3
F 1.05	12.20	10.51	9.51	8.51	68.6		.....OSTROM.....	P	M O	107	I0
F 1.25	12.32	* 11.03	10.03	9.03	76.9		.....MAKWA.....	P	M K	75	
A 1.45	12.50	S 11.21	S 10.21	S 9.21	86.6	*CR WYZ	.....GOGAMA.....	D N	G O	101	80
F 2.25	1.03	11.34	10.34	9.34	95.7		.....BETHNAL.....	P	B N	73	W1
S 3.05	1.16	11.47	10.47	9.47	105.3		.....STACKPOOL.....	P	S K	72	9
F 3.40	1.31	12.03	11.03	10.03	115.8		.....GLADWICK.....	P	G W	75	B6
S 4.15	1.45	12.18	11.18	10.18	125.5	WZ	.....TIONAGA.....	D N	N A	70	I1
F 4.35	1.57	12.29	* 11.30	10.30	133.3		.....KUKATUSH.....	P	K U	73	B1
F 4.41		12.34	11.34	10.34	136.0		.....JOBURKE.....				W2
F 4.50	2.06	12.37	11.37	10.37	137.6		.....PALOMAR.....	P	M R	46	B1
F 5.26	2.13	12.43	11.43	10.43	141.2		.....SINGHLAKE.....	P	N K	80	
A 5.40	A 2.30	A 12.55	A 11.55	A 10.55	148.3	*CK WYZ	.....FOLEYET.....	D N	F Y	YA	RD
Monday Wednesday Friday	Daily ex. Monday	Daily	Daily	Daily ex. Monday							
217	409	1	3	103							

RUEL SUBDIVISION FOOTNOTES

Trains must obtain terminal clearance at Gogama.
Mail catch posts located at Mileages 125.2 and 133.2.
CAPREOL—Coal and diesel oil. First track in front of station is the main track.
Train No. 1 will arrive and leave on second track in front of station.
Train No. 2 will arrive on the first track in front of the station, unless otherwise instructed, and will leave on track on which it arrives.
Trains Nos. 3 and 4 will arrive and leave on first track in front of station.
Trains standing at Capreol and requiring to call in flagmen from the West on Ruel Subdivision will do so in accordance with Rule 14 (da).
CAPREOL—Spring switch at entrance to west end of yard protected by automatic signals. Approach signal 24 located at mileage 2.4, stop and proceed signal 10 located at mileage one Ruel Subdivision, Rule 104a applicable.
Speed of 15 miles per hour must not be exceeded until entire train has passed through this spring switch.
Under Rule 93 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" is not applicable at Capreol.
GOGAMA—Coal only.
FOLEYET—Coal only. Spring switch at entrance to east end of yard protected by automatic signal 1461 and S.P.S. 1473. Rules 104a, 451 to 454 and 501 to 519 applicable. Telephone located opposite signal 1473 and at spring switch. Signal 1481 located approximately 4000 feet west of signal 1473 governs westward main track movements to signal 03 on Oba Subdivision located just west of coal chute. Rules 601-631 applicable. Signal 04 on Oba Subdivision located just west of west entrance to Foleyet yard governs eastward movements to "BLOCK END" sign located opposite signal 1481.
Under Rule 93 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" is not applicable at Foleyet.
Trains leaving east end Foleyet yard must not exceed 25 miles per hour until the entire train has passed through spring

switch. This does not relieve them of requirements first paragraph Rule 104a.

YARD LIMIT SIGNS

Capreol..... 9081 feet West of station.
Laforest..... 4898 feet East of station.
Westree..... 7138 feet West of station.
Gogama..... 5911 feet East of station.
Tionaga..... 5170 feet West of station.
Foleyet..... 6411 feet East of station.
 5237 feet West of station.
 5856 feet East of station.
 4253 feet West of station.
 6294 feet East of station.

SPEED RESTRICTIONS

Capreol to Foleyet..... 60 Miles per hour
Except Eastward passenger trains must not exceed timetable schedule and Eastward freight and mixed trains must not exceed timetable schedules of passenger trains between Thorlake and Capreol.
Engine with caboose or light engines..... 40

PERMANENT SLOW ORDERS

Mileage	Curves	Miles per hour
0.0 to 1.3	Curves.....	30
1.3 to 10.2	Curves.....	50
10.2 to 23.2	Curves.....	40
26.5 to 33.5	Curves.....	40
33.5 to 35.5	Curves.....	50
35.5 to 38.5	Curves.....	40
38.5 to 41.0	Curves.....	55
41.0 to 44.5	Curves.....	40
48.9 to 49.4	Curves.....	55
58.5 to 58.7	Curves.....	55
63.2 to 64.1	Curves.....	40
70.8 to 74.3	Curves.....	40
81.1 to 85.7	Curves.....	40
85.7 to 98.0	Curves.....	50
98.0 to 117.2	Curves.....	45
117.2 to 124.8	Curves.....	40
124.8 to 125.2	Curves.....	30
125.2 to 131.0	Curves.....	45
136.4 to 142.9	Curves.....	40

EASTWARD TRAINS

FIRST CLASS			SECOND CLASS	THIRD CLASS
102 Passenger Daily ex. Monday	2 Passenger Daily	4 Passenger Daily	414 Freight Daily	218 Mixed Tuesday Thursday Saturday
A 7.30	A 9.05	A 10.20	A 8.45	A 4.00
7.15	8.50	10.04	8.19	3.35
7.02	8.37	9.53	7.57	3.15
6.47	8.22	9.38	7.44	2.55
6.38	8.13	9.29	7.28	2.35
6.27	8.02	9.18	7.14	2.15
6.13	7.48	9.04	6.59	1.53
6.06	7.41	8.56	6.52	1.40
5.56	7.31	8.46	6.40	1.25
5.48	7.23	8.38	6.32	1.05
5.42	7.17	8.31	6.25	12.20
5.31	7.06	8.20	6.12	11.55
5.16	6.51	8.05	5.55	11.30
4.58	6.33	7.47	5.36	10.53
4.45	6.20	7.34	5.18	9.15
4.30	6.05	7.19	5.00	8.50
4.15	5.50	7.04	4.44	8.15
4.05	5.40	6.54	4.27	8.00
4.00	5.35	6.49		7.53
3.58	5.33	6.47	4.21	7.50
3.51	5.26	6.41	4.14	7.44
3.40	5.15	6.30	4.00	7.30
Daily ex. Monday	Daily	Daily	Daily	Tuesday Thursday Saturday
102	2	4	414	218

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 160 tons.

OTHER TRACKS

Car Capacity	Points face	Mileage
J. V. Summers.....	4	E
K.V.P. Co. No. 2.....	32	W
Pineland Timber Co. Ltd., No. 1	5	E
Pineland Timber Co. Ltd., No. 2	2	W
Ballast Pit.....	60	E
Horwood Lake.....	24	E
Spruce Falls Power & Paper Co.	13	W

TRAIN INSPECTION

TIONAGA—Eastward freight trains. **LAFOREST**—Westward freight trains. All cars on freight trains must be given standing inspection on both sides by train crew. These instructions do not relieve conductors and trainmen from inspecting their train as prescribed by Rule 111, 4th para.

FLAG STOPS

Mileage	For Trains	Mileage
McKee's Camp... 35.8	217-218	Pineland Timber Co. 112.0
Watt's Camp... 101.7		Horwood Lake... 128.6
Prisk's Camp... 104.0		Groundhog River... 134.4

CONDITIONAL STOPS

No. 1 stop on flag at Makwa Thursday only. No. 1 stop on flag at Horwood Lake (Mileage 128.6) daily.
No. 2 stop on flag at Kukatush daily except Sunday; stop on flag at Makwa Friday only.
No. 2 stop at any station to detrain revenue passengers from West of Winnipeg.
No. 3 stop on flag at Kukatush daily except Sunday, and stop on flag at Groundhog River, Tuesdays, Thursdays and Saturdays, for revenue passengers from Capreol and beyond.
No. 4 stop on flag at Groundhog River, Monday, Wednesday and Friday for revenue passengers to Capreol and beyond.
No. 4 stop on flag at Horwood Lake (Mileage 128.9) daily; stop at Westree Monday, Wednesday and Friday; stop at any station to detrain revenue passengers from Longlac and beyond.
No. 3 and 4 stop on flag at McKee's Camp (Mileage 35.8) for revenue passengers to or from Capreol, Port Arthur, Armstrong and beyond.

MANIFEST TRAINS

No. 403 leave Capreol 11.30 p.m. daily, arrive Foleyet 5.45 a.m.
No. 405 leave Capreol 4.15 a.m. daily, arrive Foleyet 10.45 a.m.
No. 401 leave Capreol 8.00 p.m. daily, arrive Foleyet 3.00 a.m.
No. 402 leave Foleyet 10.20 p.m. daily, arrive Capreol 4.20 a.m.
No. 404 leave Foleyet 1.20 a.m. daily, arrive Capreol 7.20 a.m.

SPECIAL INSTRUCTIONS GOVERNING OPPOSING AND FOLLOWING MOVEMENT OF TRAINS OR ENGINES BY SIGNAL INDICATION ON OBA SUBDIVISION

1. The operation of trains or engines between signal 03 at Foleyet and Signal 1474 at Hornepayne will be under Rules 261 to 271. Home signals are governed by Rules 601 to 681 and approach signals by Rules 501 to 519.
2. All trains must obtain terminal clearance at Foleyet and Hornepayne.
3. The telephones are located at home signals and near hand-throw switches to be used for communication with the dispatcher. Electric horns are located at or near power and spring switches to call employees to telephone.
4. If the "STOP" indication of a home signal is continued for five minutes, train dispatcher must be notified at once.
5. Interlocking home signals governing movements over railway crossing at grade with the Algoma Central Railway, mileage 109.1, are controlled by the dispatcher at Hornepayne. If these signals indicate "STOP", communicate with the dispatcher for instructions; or, in the failure of communications, movements over this crossing may be made as outlined in Rule 672, for automatic interlocking. Knife switch is located at the telephone box.
6. Trains or engines moving to or from the main track must not exceed fifteen miles per hour through any turnout during the entire movement.
7. Protection in accordance with Rule 99 is not required when the signals or system are in operation. When the signals or system are declared inoperative by train order, protection in accordance with Rule 99 is required.
8. When the word "GO" is illuminated on the mast located at the east end of the east ladder track Hornepayne yard, it will be authority for eastward trains to proceed to home signal 1474.
9. Spring switches are located at sidings as follows: east end Shawmere, east end Missonga, west end Oatland, west end Agate, east end Dunrankin, west end Peterbell, west end Argolis, east end Dishnish, west end Minnipuka, east end Neswabin, west end of south siding Oba, west end Albany Forks, east end MacDuff, west end Penhurst, east end Shekak, west end Cree and west end Hornepayne.

OTHER SIGNALS AT FOLEYET AND HORNEPAYNE

FOLEYET—Automatic block signal 1461, S.P.S. signal 1473 and interlocking signal 1481 on the Ruel Subdivision govern westward movements to home signal 03 on the Oba Subdivision. Home signal 04 on the Oba Subdivision governs eastward movements to "BLOCK END" sign located opposite signal 1481.

HORNEPAYNE—Automatic block signal 24, S.P.S. signal 12 and S.P.S. signal .06 govern eastward movements between signal 24 on Caramat subdivision and home signal 1474 on Oba subdivision. Westward movements will be governed by indications on home signal 1473 which apply to "Block End" sign located opposite signal .06 on Caramat subdivision. Rules 501 to 509 and 451 to 454 apply. Under Rule 93 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" is not applicable at Hornepayne.

Spring switch located at Mileage one (1) Caramat Sub. (West end Hornepayne yard) protected by automatic signals Nos. 24 and 12. Rule 104A applicable.

OBA SUBDIVISION FOOTNOTES

Mail catch posts are located at Mileages 34.9 and 57.3.

FOLEYET—*Coal only.

SHAWMERE—

Crossover switch Mileage 9.5 is East entrance to siding

FIRE RIVER—*Coal only.

OBA—

The siding south of the main track is designated as SOUTH SIDING. In event of the signal system (Rules 261 to 271) being declared inoperative by train order, Rule 5 will apply on South Siding.

The first siding north of the main track is designated as NO. 1 TRACK. The second siding north of the main track is designated as NO. 2 TRACK. When required to take siding, unless otherwise instructed by train Dispatcher, eastward freight trains will use No. 1 Track, and westward freight trains will use No. 2 Track.

HORNEPAYNE—*Coal and diesel oil.

First track in front of station is main track. Second track in front of station is the track for the meeting of passenger trains. East switch to this track is extreme east switch to yard and is located 2985 feet east of station—west switch is located 1272 feet west of station. Third track in front of station is the main yard lead. All freight trains moving to and from the Oba Subdivision except those using track No. 1 will enter and leave the yard via this track. Switch from the "main yard lead" to the "siding" is "normal" when set for "main yard lead".

RAILWAY CROSSING AT GRADE

Mileage 109.1.....Crossing Algoma Central and Hudson Bay Railway; interlocked. (B.T.C. 77678).

YARD LIMIT SIGNS

Hornepayne.....2733 feet east of station.
Foleyet.....1161 feet west of station.

WESTWARD TRAINS				Miles from Foleyet	Symbols	OBA SUBDIVISION	STATIONS	Train Order and Telephone Offices	Office Signals	Car Capacity		EASTWARD TRAINS			
FIRST CLASS			Siding							Other Tracks	FIRST CLASS				
1	3	103									102	2	4		
Passenger Daily	Passenger Daily	Passenger Daily ex. Monday	Passenger Daily ex. Monday	Passenger Daily	Passenger Daily	Passenger Daily									
L PM	L PM	L AM													
1.05	12.05	11.05	0.0	*CK		FOLEYET	D N	F Y	Y A	R D	A PM	A PM	A PM		
* 1.21	12.20	11.18	9.9	W Y Z		SHAWMERE	P	S M	77	17	3.16	* 4.48	6.02		
1.37	12.35	11.30	18.7			MISSONGA	P	M S	79		3.02	4.33	5.45		
1.52	12.50	11.44	28.1			OATLAND	P	O N	81		2.47	4.17	5.28		
* 2.02	* 1.00	11.53	34.9			ELIAS	P	D A			2.36	* 4.05	* 5.15		
2.07	1.05	11.58	38.0	W		AGATE	P	A G	79	21	2.31	4.00	5.09		
* 2.21	1.20	12.10	46.3			DUNRANKIN	P	D R	82	E 5	2.21	* 3.49	4.57		
F 2.40	1.35	12.24	57.3	W		PETERBELL	D	R B	82	20	2.02	F 3.35	4.42		
2.50	1.45	12.34	65.0			ARGOLIS	P	R S	79		1.45	3.22	4.28		
3.05	2.05	S 12.54	75.2	*C W		FIRE RIVER	P	F	137	43	S 1.28	3.05	4.10		
3.20	2.18	1.07	83.7			DISHNISH	P	D H	81		1.07	2.42	3.48		
3.35	2.30	1.18	91.2	W		MINNIPUKA	P	M K	79	18	12.55	2.30	3.35		
3.50	2.46	1.32	101.1			NESWABIN	P	N B	80	E 6	12.43	2.17	3.22		
S 4.07	S 3.10	1.43	109.3	W Y		OBA	D N	B A	229	131	12.32	S 2.05	S 3.10		
4.15	3.18	1.56	114.7			ALBANY FORKS	P	A F	81	20	12.24	1.56	3.02		
4.26	3.30	2.09	123.0			MACDUFF	P	M D	77	20	12.14	1.46	2.52		
4.35	3.40	2.20	130.6			PENHURST	P	N R	77	W 5	12.05	1.37	2.42		
4.43	3.48	2.32	136.8			SHEKAK	P	S A	78	21	11.56	1.27	2.32		
4.51	3.56	2.42	143.4			CRAB	P	R E	87		11.48	1.18	2.23		
A 5.00	A 4.05	A 2.50	147.8	*CK		HORNEPAYNE	D N	H N	Y A	R D	L 11.40	L 1.10	L 2.15		
PM	PM	PM		W Z							AM	PM	PM		
Daily	Daily	Daily ex. Monday									Daily ex. Monday	Daily	Daily		
1	8	103									102	2	4		

SPEED RESTRICTIONS

	Miles per hour
Passenger trains.....	60
Freight and mixed trains.....	50
Engine with caboose or light engines.....	40

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 160 tons.

PERMANENT SLOW ORDERS

Mileage		Miles per hour
	All Trains	
3.5 to 12.4	Curves.....	45
18.7 to 18.9	Curves.....	50
20.0 to 30.0	Curves.....	40
33.2 to 36.6	Curves.....	50
41.4 to 41.8	Curves.....	50
65.5 to 66.5	Curves.....	50
71.3 to 71.8	Curves.....	40
83.0 to 84.5	Curves.....	50
89.1 to 93.2	Curves.....	40
96.5 to 98.4	Curves.....	40
101.7 to 103.9	Curves.....	50
116.2 to 119.1	Curves.....	40
143.8 to 144.6	Curves.....	40

TRAIN INSPECTION

OBA—Eastward freight trains.—AGATE—Westward freight trains. All cars on freight trains must be given standing inspection on both sides by train crew. These instructions do not relieve conductors and trainmen from inspecting their train as prescribed by Rule 111, 4th para.

OTHER TRACKS

	Car Capacity	Points face	Mileage
Pineland Timber Coy. Ltd. No. 5.....	6	W	9.5
Pineland Timber Coy. Ltd. No. 6.....	24	E	13.0
Pineland Timber Coy. Ltd. No. 7.....	20	E	18.8
Storage Track.....	25	EW	19.5
Spruce Falls Power and Paper Co.....	8	W	34.9
Driftwood Lands & Timber Coy. No. 3....	54	E	56.7
Pineland Timber Co.....	18	W	57.1
Kishbaugh.....	60	W	89.8
Becker.....	131	EW	142.2
Hornepayne Pk.....	75	W	147.1

CONDITIONAL STOPS

No. 1 and 2 stop on flag at Shawmere, Mondays, Wednesdays and Fridays.
No. 1 stop on flag at Missonga Storage (Mileage 19.5) daily, stop on flag at Elsas Tuesday only, stop on flag at Dunrankin Tuesday only for revenue passengers from Capreol and beyond, and entrain passengers for Sioux Lookout and beyond.

No. 2 stop on flag at Dunrankin Tuesday only for revenue passengers from Sioux Lookout and beyond or to Capreol and beyond, stop on flag at Elsas Tuesday only, stop on flag at Missonga Storage (Mileage 19.5) daily.

No. 3 and 4 stop on flag at Elsas for revenue passengers to or from Capreol, Port Arthur, Armstrong or beyond.

MIXED TRAINS

No. 500 leave Hornepayne 7.30 a.m. Friday only for Foleyet.
No. 501 leave Foleyet 7.00 a.m. Saturday only for Hornepayne.

MANIFEST TRAINS

No. 409 leave Foleyet	3.00 p.m. dly. ex. Monday.	Arrive Hornepayne	7.30 p.m.
No. 401 leave Foleyet	4.00 a.m. daily.	Arrive Hornepayne	10.30 a.m.
No. 403 leave Foleyet	6.45 a.m. daily.	Arrive Hornepayne	1.00 p.m.
No. 405 leave Foleyet.	11.45 a.m. dly. ex. Tuesday.	Arrive Hornepayne	6.15 p.m.
No. 402 leave Hornepayne	2.25 p.m. daily.	Arrive Foleyet	9.20 p.m.
No. 404 leave Hornepayne	5.20 p.m. daily.	Arrive Foleyet	12.20 a.m.
No. 414 leave Hornepayne	11.30 p.m. daily.	Arrive Foleyet	3.30 a.m.

WESTWARD TRAINS					Miles from Hornepayne	Symbols	CARAMAT SUBDIVISION	Train Order and Telephone Offices	Office Signals	Car Capacity		EASTWARD TRAINS				
SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS	THIRD CLASS			
409		1	3	103						102	2	4	414	412		
Freight Daily ex. Monday		Passenger Daily	Passenger Daily	Passenger Daily ex. Monday			STATIONS			Sidings	Other Tracks	Passenger Daily ex. Monday	Passenger Daily	Passenger Daily	Freight Daily	Freight Daily
L PM 8.15		L PM 5.20	L PM 4.25	L PM 3.10	0.0	*CK WZ	HORNEPAYNE.....V	D N	H N	YA	RD	A AM 11.20	A PM 12.50	A PM 1.55	A PM 10.45	A PM 12.30
8.26		5.29	4.34	3.19	5.7		LENNON.....	P	E N	82		11.09	12.40	1.45	10.31	12.10
8.38		5.39	4.44	3.29	13.1		TONDERN.....	P	O D	80		10.59	12.30	1.34	10.20	11.55
8.46		5.48	4.53	3.38	19.7		ADIK.....	D N	D K	82		10.49	12.20	1.25	10.10	11.45
8.58		5.59	5.04	3.49	28.4	W	LUX.....	P	U X	101	E 5	10.37	12.08	1.13	9.58	11.25
9.09		6.08	5.13	3.58	35.4		OSAWIN.....	P	O W	81		10.28	11.59	1.04	9.46	11.10
9.33		F 6.18	5.21	4.06	42.3	WZ	HILLSPORT.....	D N	S P	86	20	10.19	F 11.50	12.55	9.33	10.55
9.47		6.28	5.30	4.15	48.5		WHITE OTTER.....	P	W R	61		10.09	11.39	12.44	9.22	10.40
9.57		6.38	5.39	4.24	55.0		TARADALE.....	P	R D	80		10.01	11.31	12.36	9.10	10.21
10.04		S 6.45	5.45	4.30	59.8		STEVENS.....	D	N S			9.54	S 11.24	12.29	9.00	
10.09		6.51	5.49	4.34	62.6		GAMSBY.....	P	S B	80	E 7	9.50	11.17	12.24	8.56	9.25
10.21		7.01	5.58	4.44	69.7		ARMS.....	P	R M	64		9.41	11.08	12.15	8.43	9.09
10.36		S 7.16	6.11	S 5.00	77.6	*CW Z	CARAMAT.....	D N	C R	100	41	S 9.31	S 10.58	12.04	8.30	8.53
10.47		7.25	6.21	5.10	84.4		PAGWACHUAN.....	P	G W	83		9.16	10.43	11.52	8.14	8.23
10.58		7.34	6.30	5.20	91.7		SHAGRAM.....	P	S G	100		9.08	10.34	11.43	8.02	8.10
11.10		7.45	6.40	5.30	99.8	Z	CALONG.....	P	C N	72	43	8.57	10.23	11.33	7.45	7.53
					101.1		Jct. Switch with Kinghorn Subdivision									
11.13		A L 7.47	A L 6.42	5.32	101.3	KW YZ	LONGLAC.....	D N	G U	YA	RD	8.55	L A 10.21	L A 11.31	7.26	L 7.50
11.25		8.08	7.03	5.42	108.1		ISIS.....	P	S I	68		8.46	10.06	11.16	7.03	AM
11.37		8.17	7.12	5.51	115.4		BAWE.....	P	B K	100		8.37	9.57	11.07	6.42	From Kinghorn Subdivision
11.50		8.26	7.21	6.00	122.4		POLLU.....	P	O U	67		8.28	9.48	10.58	6.30	
A AM 12.15		A PM 8.40	A PM 7.35	A PM 6.15	131.6	*CK WZ	NAKINA.....	D N	N C	YA	RD	L AM 8.15	L AM 9.35	L AM 10.45	L PM 6.15	
Daily ex. Tuesday		Daily	Daily	Daily ex. Monday			Jct. with Pagwa Subdivision					Daily ex. Monday	Daily	Daily	Daily	Daily
409		1	3	103			Rule 45 Applicable Mileage 130.5 to Mileage 131.4					102	2	4	414	412

HORNEPAYNE—Automatic block signal 24, S.P.S. signal 12 and S.P.S. signal .06 govern eastward movements between signal 24 on Caramat subdivision and home signal 1474 on Oba subdivision. Westward movements will be governed by indications on home signal 1473 which apply to "Block End" sign located opposite signal .06 on Caramat subdivision. Rules 501 to 509 and 451 to 454 apply. Under Rule 93 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" is not applicable at Hornepayne.

Spring switch located at Mileage (1) Caramat Sub. (West end Hornepayne Yard) protected by automatic signal No. 24 and SPS signal No. 12.

Trains leaving West end of Hornepayne yard must not exceed 15 miles per hour until the entire train has passed through the spring switch. This does not relieve the trains of the requirements of the first paragraph, Rule 104a.

CARAMAT SUBDIVISION FOOTNOTES

Trains must obtain terminal clearance at Longlac.
Mail catch post located at Mileage 59.7 and Caramat.
Emergency telephone located on pole at Mileage 85.3 (Section house).

NAKINA—*Coal only. Pagwa Subdivision main track extends to the main track junction switch with the Caramat Subdivision, located 1,222 feet East of station.

Track for meeting of passenger trains is second track in front of station.

West switch to this track is extreme West switch to yard and is located 950 feet west of station—east switch to this track is located 1,060 feet east of station. Position of junction switch is normal when set for main track Nakina to Hornepayne.

LONGLAC—Trains standing and requiring to call in Flagman from Kinghorn Subdivision will do so in accordance with Rule 14 (da.).

CALONG—Calong Crossover switch Mileage 100.1 is West entrance to siding.

CARAMAT—*Coal only.

HORNEPAYNE—*Coal and diesel oil. First track in front of station is main track. Second track in front of station is the track for the meeting of passenger trains. East switch to this track is extreme east switch to yard and is located 2,985 feet east of station—west switch is located 1,272 feet west of station. Third track in front of station is the main yard lead. All freight trains moving to and from the Oba Subdivision except those using track No. 1 will enter and leave the yard via this track. Switch from the "main yard lead" to the siding is "normal" when set for "main yard lead".

YARD LIMIT SIGNS

Hornepayne.....	10112 feet West of station.
Hillspport.....	6875 feet West of station.
	5655 feet East of station.
Caramat.....	7831 feet West of station.
	5581 feet East of station.
Longlac.....	7075 feet West of station.
Calong.....	2200 feet East of East switch,
	covers Yard Limit to Longlac
	Station.
Nakina.....	12357 feet East of station.

SPEED RESTRICTIONS Miles per hour

	Passenger	Freight and Mixed
Hornepayne to Nakina.....	60	50
Engine with caboose or light engines.....		40

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 160 tons.

PERMANENT SLOW ORDERS

Mileage	Miles per hour All Trains
1.5 to 1.8	Curves..... 50
9.2 to 16.1	Curves..... 50
22.0 to 22.2	Curves..... 55
30.4 to 30.6	Curves..... 45
46.0 to 46.8	Curves..... 40
48.2 to 52.8	Curves..... 50
54.3 to 70.9	Curves..... 45
76.7 to 77.0	Curves..... 50
85.7 to 87.0	Curves..... 50
100.2 to 101.1	Curves..... 50
101.1 to 101.7	Curves..... 20
112.1 to 112.4	Curves..... 50
125.3 to 126.2	Curves..... 50

OTHER TRACKS

	Car Capacity	Points face	Mileage
Marathon Paper Mills of Canada....	24	E	42.3
Marathon Paper Mills of Canada Ltd.	13	E	59.5
Marathon Paper Mills of Canada Ltd.	72	E	77.1
Longlac Pulp and Paper Co.....	28	E&W	99.8
Imperial Oil Co. Ltd.....	3	W	100.4

CONDITIONAL STOPS

No. 1 or Westbound train handling Royal mail car stop at Hillspport daily except Sunday to exchange mail.
No. 3 and 4 will stop on flag at Nagagami River, Mileage 15.4 for revenue passengers to or from Capreol, Longlac and beyond.

MIXED TRAINS

No. 502 leave Longlac. 9.30 a.m. Thursdays only for Hornepayne.
No. 503 leave Hornepayne 7.30 a.m. Wednesdays only for Longlac.
Will stop on flag at all stations.

MANIFEST TRAINS

No. 401 leave Hornepayne	12.30 p.m. daily.	Arrive Nakina	6.00 p.m.
No. 403 leave Hornepayne	2.30 p.m. daily.	Arrive Nakina	8.00 p.m.
No. 405 leave Hornepayne	7.45 p.m. dly. ex. Tuesday.	Arrive Nakina	1.45 a.m.
No. 402 leave Nakina	4.00 a.m. daily.	Arrive Hornepayne	9.20 a.m.
No. 404 leave Nakina	7.00 a.m. daily.	Arrive Hornepayne	12.20 p.m.
No. 411 leave Hornepayne	3.30 p.m. daily.	Arrive Longlac	8.00 p.m.
No. 412 leave Longlac	7.50 a.m. daily.	Arrive Hornepayne	12.30 p.m.

WAY FREIGHTS

Leave Longlac 12.01 p.m. Wednesdays only for Nakina.
Leave Nakina 8.00 a.m. Thursdays only for Longlac.

TRAIN INSPECTION

CARAMAT—Eastward freight trains.—HILLSPORT—Westward freight trains.
All cars on freight trains must be given standing inspection on both sides by train crews. These instructions do not relieve conductors and trainmen from inspecting their train as prescribed by Rule 111, 4th para.

WESTWARD TRAINS				Miles from Nakina	Symbols	KOWKASH SUBDIVISION	Train Order and Telephone Offices	Office Signals	Car Capacity		EASTWARD TRAINS									
SECOND CLASS	FIRST CLASS								STATIONS	Buildings	Other Tracks	FIRST CLASS			SECOND CLASS	Buildings	Other Tracks	FIRST CLASS		THIRD CLASS
	409	1	3									103	102	2				4	414		80	412
Freight Daily ex. Tuesday	Passenger Daily	Passenger Daily	Passenger Daily ex. Monday																	
L 12.45	L 8.55	L 7.50	L 6.30	0.0	*CK WZ	NAKINA	D N	N C	YARD	A 8.00	A 9.20	A 10.30	A 5.45							
12.55	9.01	7.56	6.36	3.9		EXTON	P	E X	66	7.53	9.13	10.23	5.26							
1.15	9.15	8.11	6.50	15.0		CAVELL	P	C A	67	7.38	8.58	10.08	5.09							
1.27	9.25	F 8.22	7.01	23.8		KOWKASH	D N	K F	65	7.27	F 8.47	9.57	4.57							
1.40	9.33	8.30	7.09	30.0		PASKA	P	P A	66	7.17	8.37	9.49	4.46							
2.00	9.44	8.42	7.20	39.1	WZ	REDMOND	D N	N D	68	7.05	8.25	9.37	4.32							
2.11	9.52	8.50	7.28	45.1		TASHOTA	P	H O	69	6.58	8.18	9.28	4.22							
2.21	9.59	8.57	7.35	51.2		PENQUANI	P	P Q	69	6.51	8.11	9.21	4.13							
2.28	S 10.06	9.03	7.41	55.5		AUDEN	D	A N		6.45	8.05	S 9.16	4.07							
2.30	10.08	9.04	7.43	56.4		OMABIKI	P	M B	66	6.43	8.03	9.14	4.05							
2.42	10.17	9.14	7.52	64.0	W	MINATAREE	D N	O A	66	6.34	7.54	9.05	3.54							
2.57	10.28	9.25	8.03	73.2		LAMAUNE	P	U N	75	6.23	7.43	8.54	3.40							
3.13	10.46	9.45	8.21	82.2	*CWZ	FERLAND	D N	F R	83	6.12	7.32	8.42	3.24							
3.24	10.54	9.54	8.30	88.6		WILLET	P	W O	68	5.59	7.19	8.29	3.04							
3.35	11.02	10.02	8.38	94.6		GREEN	P	G N	67	5.52	7.12	8.22	2.54							
3.48	11.12	10.13	8.49	102.0		WAGAMING	P	G A	68	5.44	7.04	8.14	2.42							
A 4.20	A 11.30	A 10.30	A 9.05	112.2	*CK WZ	ARMSTRONG	D N	R A	YARD	L 5.30	L 6.50	L 8.00	L 2.20							
Daily ex. Tuesday	Daily	Daily	Daily ex. Monday							Daily ex. Monday	Daily	Daily	Daily							
409	1	3	103							102	2	4	414							

WESTWARD TRAINS			Miles from Longlac Junction Switch	Symbols	KINGHORN SUBDIVISION	Train Order and Telephone Offices	Office Signals	Car Capacity		EASTWARD TRAINS			
FIRST CLASS								STATIONS	Buildings	Other Tracks	FIRST CLASS		THIRD CLASS
		79									80	412	
		Passenger Daily											
		PM	0.0		Jct. Switch with Caramat Subdivision								
		L 8.10	0.2	KW YZ	LONGLAC	D N	G U	YARD	A 9.30		A 7.20		
		8.24	8.2		OCTOPUS	P	U S	46	9.09		6.52		
		8.36	15.5		LANGMUIR	P	G R	46	8.53		6.35		
		F 8.40	17.9		HARDROCK				F 8.48				
		S 8.53	20.8	Z	GERALDTON	D N	R N		S 8.40		6.17		
		9.00	24.3		MACWELL	P	M W	48	8.30		5.45		
		F 9.16	28.0	W	KEMBLE	P	K M	45	F 8.16		5.26		
		F 9.30	32.5		KINGHORN	P	K H	45	F 7.59		5.08		
		A 9.50	40.7	*CK WZ	JELICOE	D N	J I	YARD	L 7.40		L 4.45		
		PM	49.7										
		Daily							Daily		Daily		
		79							80		412		
Rules 41 and 44 applicable.													

KINGHORN SUBDIVISION FOOTNOTES

Between Hardrock and Jellicoe great care must be taken in the operation of snow plows, spreaders, steam derricks, ditchers, brown hoists, etc., to see that no part of the mechanism comes in contact with the Hydro power line along the right-of-way and if at any time wires are found broken from any cause no attempt must be made to repair them, but instead such breakage will be reported by wire as soon as possible to Superintendent.

JELICOE—*Coal only.

KOWKASH SUBDIVISION FOOTNOTES

Emergency telephone located in booth at switch to Nipigon Lake Timber Co. Spur Mileage 12.2.

Mail catch posts are located at Mileage 23.7, 45.4 and 55.5.

NAKINA—*Coal only. Pagwa Subdivision main track extends to the main track junction switch with the Caramat Subdivision, located 1,222 feet east of station.

Track for meeting of passenger trains is second track in front of station.

West switch to this track is extreme West switch to yard and is located 950 feet west of station—east switch to this track is located 1,060 feet east of station. Position of junction switch is normal when set for main track Nakina to Hornepayne.

Armstrong—*Coal and diesel oil.

Ferland—*Coal only.

YARD LIMIT SIGNS

Nakina..... 5909 feet West of station.

Redmond..... { 4685 feet West of station.

{ 7293 feet East of station.

Ferland..... { 6688 feet West of station.

{ 6540 feet East of station.

Armstrong..... 8999 feet East of station.

SPEED RESTRICTIONS

Miles per hour
Passenger Trains..... 60 Freight and Mixed Trains..... 60 Engine with caboose or light engines..... 40

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 160 tons.

OTHER TRACKS

	Car Capacity	Points Face	Mileage
Longlac Pulp and Paper Coy. No. 4.....	10	EW	9.5
Nipigon Lake Timber Coy.....	22	E	12.2
Nipigon Lake Timber Coy.....	36	W	23.8
Abitibi Power and Paper Coy. No. 7.....	28	EW	55.5
Abitibi Power and Paper Coy. No. 5.....	3	W	61.8
Dept. National Defence.....	5	W	105.4

MIXED TRAINS

No. 504 leave Armstrong 8.20 a.m. Saturdays only for Nakina.

No. 505 leave Nakina 7.00 a.m. Fridays only for Armstrong.

Will stop on flag at all stations.

MANIFEST TRAINS

No. 401 lve. Nakina 7.00 p.m. daily, arr. Armstrong 12.30 a.m.

No. 403 lve. Nakina 9.00 p.m. daily, arr. Armstrong 1.30 a.m.

No. 405 lve. Nakina 2.45 a.m. dly. ex. Wed., arr. Armstrong 7.45 a.m.

No. 402 lve. Armstrong 10.30 p.m. daily, arr. Nakina 3.00 a.m.

No. 404 lve. Armstrong 1.30 a.m. daily, arr. Nakina 6.00 a.m.

TRAIN INSPECTION

FERLAND—Eastward freight trains. REDMOND—Westward freight trains. All cars on freight trains must be given standing inspection on both sides by train crews. These instructions do not relieve conductors and trainmen from inspecting their train as prescribed by Rule 111, 4th para.

CONDITIONAL STOPS

Nos. 1 and 2 stop on flag at Aroland (Mileage 12.5) on Thursday only.

Nos. 3 and 4 stop on flag at Mud River (Mileage 87.4) Tuesdays, Thursdays and Saturdays only, for revenue passengers to or from Longlac, Sioux Lookout and beyond.

WESTWARD TRAINS			Miles from Longlac Junction Switch	Symbols	KINGHORN SUBDIVISION	Train Order and Telephone Offices	Office Signals	Car Capacity		EASTWARD TRAINS		
FIRST CLASS								Stidings	Other Trucks	FIRST CLASS		THIRD CLASS
		79 Passenger Daily								80 Passenger Daily		412 Freight Daily
		PM	0.0	.....	Jct. Switch with Caramat Subdivision					AM		AM
	L	8.10	0.2	KW	0.2.....LONGLAC.....	D N	G U	YARD	A	9.30	.....A	7.20
		8.24	8.2	YZ	8.0.....OCTOPUS.....	P	U S	46		9.09	.....	6.52
		8.36	15.5		7.3.....LANGMUIR.....	P	G R	46		8.53	.....	6.35
	F	8.40	17.9		2.4.....HARDROCK.....				F	8.48	.....
	S	8.53	20.8	Z	2.9.....GERALDTON.....	D N	R N		S	8.40	.....	6.17
		9.00	24.3		3.5.....MACWELL.....	P	M W	48		8.30	.....	5.45
	F	9.16	28.0	W	8.2.....KEEMLE.....	P	K M	45	F	8.16	.....	5.26
	F	9.30	40.7		8.2.....KINGHORN.....	P	K H	45	F	7.59	.....	5.08
	A	9.50	49.7	*CK WZ	9.0.....JELICOE.....	D N	J I	YARD	L	7.40	.....L	4.45
		PM								AM		AM
		Daily								Daily		Daily
		79			Rules 41 and 44 applicable.					80		412

KINGHORN SUBDIVISION FOOTNOTES

Between Hardrock and Jellicoe great care must be taken in the operation of snow plows, spreaders, steam derricks, ditchers, brown hoists, etc., to see that no part of the mechanism comes in contact with the Hydro power line along the right-of-way and if at any time wires are found broken from any cause no attempt must be made to repair them, but instead such breakage will be reported by wire as soon as possible to Superintendent.

JELICOE—*Coal only.

LONGLAC—Trains standing and wishing to call in Flagman from Kinghorn Subdivision will do so in accordance with Rule 14 (da).

Crossover installed on Kinghorn Subdivision just West of engine house lead at Longlac. Main track Kinghorn Subdivision now routed via crossover thence second track in front of station to junction switch with the Caramat Subdivision. Main track switch is normal when set for this route. All trains are restricted to speed of ten (10) miles per hour through this crossover.

YARD LIMIT SIGNS

Longlac..... 8877 feet West of station.

Geraldton..... { 5807 feet West of station.

{ 6375 feet East of station.

Jellicoe..... 6997 feet East of station.

SPEED RESTRICTIONS

Longlac to Jellicoe..... Passenger 50 Mixed, Wayfreight Freight Trains 40

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 160 tons.

OTHER TRACKS

	Car Capacity	Points Face	Mileage
Imperial Oil Co.....	5	W	21.1

PERMANENT SLOW ORDERS

Mileage		Miles per hour
20.8	Highway Crossing Geraldton (B.T.C. 55332).....	All Trains 10
44.4	Timber Trestle.....	20

FLAG STOPS

	Mileage	For Trains
Longlac Pulp & Paper Co.....	8.9	79-80
Sturgeon River Crossing.....	45.0	79-80

MANIFEST TRAINS

No. 411 leave Longlac 8.30 p.m. daily. Arrive Jellicoe 10.50 p.m.

No. 412 leave Jellicoe 4.45 a.m. daily. Arrive Longlac 7.20 a.m.

WAY FREIGHTS

Leave Jellicoe 7.00 a.m. Mondays, Wednesdays and Fridays for Longlac.

Leave Longlac 7.00 a.m. Tuesdays and Saturdays for Jellicoe.

Leave Longlac 11.00 a.m. Thursdays for Jellicoe.

TRAIN INSPECTION

LONGLAC—Eastward freight trains from Kinghorn Subdivision. All cars on freight trains must be given standing inspection on both sides by train crew. These instructions do not relieve conductors and trainmen from inspecting their train as prescribed by Rule 111, 4th para.

WESTWARD TRAINS				DORION SUBDIVISION				EASTWARD TRAINS			
FIRST CLASS				STATIONS	Train Order and Telephone Office	Office Signals	Car Capacity		FIRST CLASS		THIRD CLASS
	79	Miles from Jellicoe	Symbols				Sidings	Other Tracks	80		412
	Passenger Daily								Passenger Daily		Freight Daily
.....	L 10.00	0.0	*CK WZ	JELICOE.....	D N	J I	YARD		A 7.30	.....	A 3.25
.....	* 10.10	5.6		NEZAH.....	P	N Z	46		* 7.15	.....	3.02
.....	F 10.24	13.6		JACKPINE.....			46		F 6.57	.....	2.44
.....	S 10.43	20.6		BEARDMORE.....	D N	B D	46	13	S 6.38	.....	2.27
.....	F 10.53	25.6		WARNSFORD.....	P		34		F 6.25	.....	2.12
.....	11.09	33.6		FAIRLOCH.....	P		47		6.08	.....	1.55
.....	F 11.11	34.9		FARLINGER.....					F 6.05	.....
.....	S 11.15	36.7		MACDARMID.....	P	M A		8	S 6.02	.....
.....	S 11.29	41.3	WZ	ORIENT BAY.....	D N	A Y	46		S 5.51	.....	1.34
.....	11.46	50.1		McKIRDY.....	P	M C	46		5.32	.....	1.04
.....	F 12.06	60.0		HOGARTH.....	P		47		F 5.14	.....	12.39
.....	12.14	64.8		MACASKILL.....	P		55		5.06	.....	12.14
.....	S 12.17	66.4		CAMERON FALLS.....	P	C F			S 5.03	.....	AM
.....	12.27	71.9		PARMACHENE.....	P		47		4.53	.....	11.52
.....	S 12.40	77.9	*CW YZ	NIPIGON.....	D N	N I	62	37	S 4.43	.....	11.32
.....	F 12.50	82.5		RED ROCK.....	D N	R K		40	S 4.30	.....	10.52
.....	12.55	84.7		ROBFORD.....			46		4.24	.....	10.47
.....	F 1.01	88.4		EVERARD.....					F 4.18	.....
.....	1.03	89.5		COUGHLIN.....	P		47		F 4.16	.....	10.37
.....	F 1.12	95.0		HURKETT.....					F 4.06	.....
.....	S 1.21	99.9		DORION.....	P	D I	46	7	S 3.57	.....	10.17
.....	1.32	106.6		ANGLIFF.....		A C	47		3.45	.....	10.05
.....	F 1.47	114.6		PEARL.....	P		44		F 3.31	.....	9.51
.....	F 1.58	120.6	WZ	PASS LAKE.....	P	A K	47		S 3.18	.....	9.38
.....	F 2.14	129.2		AMSTUTST.....			47		F 3.00	.....	9.08
.....	F 2.24	134.5		SILVER HARBOR.....	P		42		F 2.50	.....	8.56
.....	F 2.37	140.4		WILD GOOSE.....	P		46		F 2.37	.....	8.43
.....	2.54	145.5	Z	CURRENT.....		C U	46		2.24	.....	8.31
.....	2.57	145.8	R	"CURRENT JCT".....	D N	B U			2.21	.....	8.30
.....	A 3.05	147.9	*CKW	"PORT ARTHUR".....	D N		YARD		L 2.15	.....	L 8.00
	Daily			Rules 41 and 44 applicable.					Daily		Daily
	79								80		412

DORION SUBDIVISION FOOTNOTES

JELICOE—*Coal only.

NIPIGON—*Coal only.

PORT ARTHUR—*Coal only.

Current Jct. is an initial station for Dorion Subdivision trains. All trains must obtain terminal clearance (Form B) at this point.

All trains between Current Jct. and Port Arthur will be governed by Canadian Pacific Ry. (Algoma District) Time Table and Train Rules. Schedules between these stations are for convenience only. Trainmen and Enginemen running between these points must have in their possession copy of C.P.R. Current Time Table covering this track, also a copy of Canadian National Rlys. Manitoba District (Lakehead and Port Arthur Divisions) Current Time Table.

No. 1 track in "G" Yard (Current) which is first track South of main track, West switch located 211 feet East of semaphore 7693+53 and East switch located 262 feet West of water tank, will be the siding for meeting and passing of trains. A city telephone is located in yard office building and communications can be had with all Lakehead offices if required.

Between Cameron Falls and Jellicoe and between Pass Lake and Current, great care must be taken in the operation of snowplows, spreaders, steam derricks, ditchers, brown hoists, etc., to see that no part of the mechanism comes in contact with the Hydro power line along the right-of-way or over the track and if at any time wires are found broken from any cause no attempt must be made to repair them, but instead such breakage must be reported by wire as soon as possible to Superintendent.

Emergency telephones located at Mileages 75.8 and 123.0 in tool house, and in boxes on telephone poles at Mileages 104.2, 109.0 and 124.6.

CAMERON FALLS—Doubleheaders must not be used to switch tracks at this point. Deraill on West lead to H.E.P.C. yard is pipe connected to main track switch.

YARD LIMIT SIGNS

Jellicoe.....	5721 feet West of station.
Orient Bay.....	{ 6002 feet West of station, 6091 feet East of station.
Nipigon.....	{ 8028 feet West of station, 7684 feet East of station.
Pass Lake.....	{ 7429 feet East of station, 5240 feet West of station.
Current Jct.....	14310 feet East of station.

SPEED RESTRICTIONS

	Miles per hour
Passenger Trains.....	40
Mixed, Way Freight and Freight Trains.....	30

All trains will run cautiously between Mileage 35 and 40; at Mileage 54; between Mileage 117.5 and 120.2 and when passing through tunnel, Mileage 37.1, keeping sharp lookout for fallen rocks.

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 160 tons.

PERMANENT SLOW ORDERS

Mileage		Miles per Hour	
		Passenger	Freight and Mixed
24.5 to 26.0	Curves.....	25	25
37.1	Tunnel.....	10	10
123.4	Bridge.....	30	30

OTHER TRACKS

	Car Capacity	Points face	Mileage
St. Lawrence Corporation Limited No. 1.....	6	E	20.8
St. Lawrence Corporation Limited No. 2.....	20	W	21.0
St. Lawrence Corporation Limited No. 3.....	23	EW	22.3
Cove Inlet.....	12	W	42.8
St. Lawrence Corporation Limited No. 5.....	11	W	45.2
Paju.....	9	W	56.2
Hydro-Electric Power Commission.....	14	W	66.6
Nipigon Lake Timber Co.....	42	E	71.0
Nipigon Lake Timber Co.....	10	E	76.7
Driftwood Lands and Timber Co. No. 1.....	24	E	77.3
McColl Frontenac Oil Co.....	5	E	77.9
St. Lawrence Corporation Limited No. 4.....	15	E	78.9

FLAG STOPS

	Mileage	For Trains
St. Lawrence Corporation Limited Camp No. 49.....	29.3	79-80
Cove Inlet.....	42.8	
East McKirdy.....	49.7	

CONDITIONAL STOPS

No. 79 will stop at Nezhah on Tuesdays and Saturdays only.
No. 80 will stop at Nezhah on Tuesdays, Thursdays and Saturdays.

MANIFEST TRAINS

No. 412 leave Port Arthur 8.00 p.m. daily.	Arrive Jellicoe 3.25 a.m.
No. 411 leave Jellicoe 12.01 a.m. daily.	Arrive Port Arthur 6.30 a.m.

WAY FREIGHTS

Leave Port Arthur 7.30 a.m. Mondays for Jellicoe.
Leave Jellicoe 7.30 a.m. Tuesdays and Thursdays for Nipigon, via Red Rock if required.
Leave Nipigon 8.30 a.m. Wednesdays and Fridays for Jellicoe, via Red Rock if required.
Leave Jellicoe 7.30 a.m. Saturdays for Port Arthur.

TRAIN INSPECTION

PASS LAKE—Eastward freight trains.—ORIENT BAY—Westward freight trains. All cars on freight trains must be given standing inspection on both sides by train crew. These instructions do not relieve conductors and trainmen from inspecting their train as prescribed by Rule 111, 4th para.

SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES

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. This must be made in accordance with the instructions contained in Air Brake Regulations and printed separately as Book "A" (Form 8914), issued January, 1938.

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 recharged.

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 cabooses.

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 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

ROAD DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces DURING DAYLIGHT HOURS, Road Diesel Locomotives must burn their headlights Dim during ordinary weather, and at full power when weather is dull and foggy.

Following regulations will apply with respect to operation of diesel road locomotives in back-up movements:

Single "A" units, or "A" and "B" units with latter the leading unit—Enginemen and Firemen will remain in operating cab.

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.

GENERAL SPEED RESTRICTIONS

Conductors and Enginemen, especially those in Passenger service, are cautioned not to run their trains at excessive rate of speed, particularly on descending grades, around sharp curves or through cross-overs, junction stations and large yards. Safety to Passengers and property is of the first consideration.

The figures in this time table do not excuse or authorize the non-observance of any speed restrictions which may be otherwise specified.

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

	Miles per hour
Engines running tender first, other than suburban tank engines equipped with pilot on tender.....	25
Yard engines under steam.....	25
Engines from which engine trucks, pony trucks, or side rods have been removed, and switch engines not under steam.....	15
Trains handling dead engines other than those specified above.....	25
Santa Fe Type engines, with or without cars.....	30
Consolidated engines on passenger trains.....	50
Trains handling scale test cars	30
Trains passing mail catch posts where mail is handled.....	30
Spreaders, when being worked in ice cutting, ballasting and other operations, frequent inspection must be made of equipment to see that everything is in order. (See Special Instructions No. 6).....	15

DIESEL TONNAGE RATINGS

WEST AND NORTH		BETWEEN	EAST AND SOUTH	
Car Factor	Engine Capacities GM 80% 2 units		Engine Capacities GM 80% 2 units	Car Factor
7	4000	..... Todmorden—Washago.....	4900	8
7	5100	..... Washago—South Parry.....	4600	8
7	3800	..... South Parry—Sudbury Jct.....	4900	8
9	4400	..... Sudbury Jct.—Capreol.....	5600	12
9	5300	..... Brent—Capreol.....	6000	12
10	5300	..... Capreol—Foleyet.....	6400	12
10	6400	..... Foleyet—Hornepayne.....	6400	12
10	6200	..... Hornepayne—Nakina.....	6400	12
10	6000	..... Nakina—Armstrong.....	6400	12
5	2800	..... Toronto—King.....	3400	6
5	3600	..... King—Allandale.....	3400	6
5	4750	..... Allandale—Atherley.....	2950	6
5	4900	..... Atherley—Washago.....	4700	6
5	2900	..... Washago—Gravenhurst.....	4600	5
5	3100	..... Gravenhurst—Scotia.....	3350	5
5	3100	..... Scotia—South River.....	4150	5
5	4000	..... South River—North Bay.....	2800	5

SPECIAL INSTRUCTIONS

1. Time will be transmitted at 11.00 a.m. daily.
2. At places where the sounding of engine whistle is prohibited, the speed of any train running against the current of traffic must be so reduced that train may be stopped within distance engine men can see that track is clear. Engine whistle signal 14M must be sounded by train handling mail car approaching all mail catch posts.
3. No light engine nor two or more light engines coupled, when the movement is either on single track or against the current of traffic on double track, shall be run a greater distance than twenty-five miles in any one direction without a conductor.
4. To prevent accidents to passengers alighting from cars standing on bridges adjacent to stations, trainmen must not announce station stops until after train has passed over the structure.
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. 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 forty to twenty-five 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.
 Speed entering or leaving sidings must not exceed ten miles per hour. 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.
7. 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 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.
8. 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.
9. 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. Conductors will be held responsible for strict observance of this rule.
10. 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.
11. Prior to placing work equipment, scale test cars, or dead engines in any train, Yardmasters or Agents must obtain authority from the Chief Dispatcher, or Chief Traffic Supervisor, who will arrange for Form 19 train order to be issued calling the attention of the crew to the equipment and scale test cars being handled and speed restrictions applicable.
12. 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.
13. Air must be coupled on all cars when switching on Traders' sidings, towards buildings, doors or on descending grades.
14. 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.
15. It is forbidden to handle freight cars in main line passenger trains, unless such freight cars are equipped with air brakes, communicating signals, steel or steel-tired wheels, and trucks designed for use in passenger train service; provided, however, that it shall be permissible to use such freight cars in passenger service when baggage cars or freight cars especially equipped as aforesaid become disabled or unfit for use while in transit and such cars only are available to receive the baggage or freight as the case may be to avoid unnecessary delay in forwarding the same. In this event, cars must not be loaded beyond their marked capacity, and the speed must not exceed thirty-five miles an hour. No branch line passenger train on which is placed a freight car not equipped as provided in the above paragraph, shall be allowed to exceed the speed in any one mile prescribed for mixed trains on that subdivision, and shall not in any case exceed thirty-five miles per hour, and such restrictions shall be covered by train order. (B.T.C.-G.O. 571).
16. No freight, merchandise or lumber car shall be placed in any passenger train in the rear of any passenger car in which any passenger is carried.
17. A blue flag by day and a blue light by night, required by Rule 26, must be displayed at a height of five feet above rail level on a steel frame secured to the rail; day signals

to be of rigid material 22"x28" in size with rounded corners, painted royal blue with a border of white on both sides one and one-half inches in width set at right angles to the track, and located between the switch and the first engine, car or train, occupying the track. All switches leading to repair track are to be locked with special locks, and keys carried by the foreman in charge of the repair work, or by other responsible party, whose duty it shall be to see that employees and workmen so engaged are warned and are clear from cars or engines before any switching movement is made on such tracks, and also that the switches are locked after the switching movement is completed. (B.T.C. General Order 258).

10. General Order No. 600, Board of Transport Commissioners for Canada.

IT IS ORDERED:

1. That every railway company subject to the legislative authority of the Parliament of Canada shall strictly conform to the following rules and regulations governing the handling of vestibule doors, platforms, curtains, guard rails, side and end gates, tail gates, chains, and bars on equipment handled on passenger and mixed trains namely:—

(1) *Through and local trains, double track, right hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing, those on the right hand side only are to be opened, except when necessary to open those on left hand side to receive or discharge passengers.

(2) *Through and local trains, double track, left hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing, those on left hand side only are to be opened, except when necessary to open those on right hand side to receive or discharge passengers.

(3) *Through and local trains, single track. When running, all vestibule doors and platforms are to be kept closed.

*Note.—Through and local trains, when within commutation limits and carrying commutation traffic within such limits, will be regarded as suburban trains, and vestibule doors and platforms will be handled as provided for suburban trains in clauses 4, 5 and 6 hereof.

(4) Suburban trains, double track, right hand operation. Vestibule doors and platforms on right hand side of train may be kept open. Those on left hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

(5) Suburban trains, double track, left hand operation. Vestibule doors and platforms on left hand side of train may be kept open. Those on right hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

(6) Suburban trains, single track. All vestibule doors and platforms may be kept open.

(7) Secure vestibule doors and platforms. When permissible to have vestibule doors and platforms open when running, these must be securely fastened.

(8) Guard rails or side gates. These appliances will be handled as prescribed for the handling of vestibule doors and platforms.

(9) Vestibule curtains. These appliances will be kept drawn and securely fastened, except during switching operations.

(10) Tail gates, chains, or bars. The appliance at the rear of the last car on the 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.

2. That, when vestibule doors and platforms, side gates or guard rails (if required by the said regulations to be kept closed when running) are closed as the train moves away from stopping point and remain closed until nearing the next stopping point, or when trainman is on duty at the opening, it will be considered that the regulations herein approved are being complied with.

10A. On passenger and mixed trains, when the car immediately ahead of the first passenger carrying car is of the non-diaphragm type, the tail gate, chain or cross bar at the forward end of the passenger carrying car should be kept in closed position while the train is in motion. Where passenger equipment is to be cut off enroute, or where a train is to be cut at a terminal, Trainmen and Yardmen must see that tail gates, chains, or bars on all cars involved are properly closed and secured before switching is commenced, whether cars are occupied or not, except at final terminals where it is definitely known that the train is empty.

10B. General Order No. 707, B.T.C.—Marshalling of Equipment of passenger trains.

(1) 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.

(2) 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.

(3) 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 trains.

(4) A car or coach with steel underframe shall not be deemed to be a wooden car or coach within the meaning of this Order.

10C. In trains handling passenger carrying cars which have vestibule at one end only, such cars must, when practicable, be marshalled so that non-vestibule ends are not together.

11. Not more than one engine must be used in placing cars on or removing them from coal chutes. Air brakes must be coupled and working between cars and engine and not more than two cars must be moved up ramp at the same time.

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 highway crossings, or where necessary to warn persons crossing or approaching the track.

13. Stand pipes on double track must be left with spout pointing in the direction of the current of traffic.

14. In all cases of derailments or accidents to passenger cars lighted with Pintech 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. At highway crossings where member of crew is 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.T.C. 484).

16. Whenever it is necessary, after arrival, for a mixed train to back up the passenger cars away from the 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 detrain or entrain.

17. In mixed trains, one or more cars must be handled between postal, express or passenger cars, and car or cars containing oil or gasoline.

18. Rules 93a and 209a are not applicable.

19. On Subdivisions or portions thereof specified, lights will not be used on switches and other fixed signals—except the signals of an interlocking. Occasional movements made under these circumstances must be governed by day indications.

20. 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.

21. Car capacity for each siding is based on allowance of 44. ft. per car.

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

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

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 not 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 Radio-active 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 radio-active material in cars placarded "DANGEROUS—CLASS D POISON", the car and any loose radio-active 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 radio-active 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.

In a freight train, or mixed train, 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.

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.

(Continued on Page 80)

SPECIAL INSTRUCTIONS—Continued.**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" or "Poison Gas" 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.

MEDICAL OFFICERS

Dr. K. E. Dowd, Chief Medical Officer, Montreal, Que.

Dr. J. P. McGuigan, Regional Medical Officer, Toronto, Ont.

Medical Clinic: 1 Simcoe St., Toronto, Ont., { Dr. M. Metcalfe
Dr. R. H. Kinsman

Station	Surgeon	District	Station	Surgeon	District
Armstrong...	*Dr. Albert Lecot		Huntsville.....	Dr. L. C. Gallagher..	North Switch Falkenburg to South Switch Scotia.
Aurora.....	Dr. G. W. Williams.	South Switch Lefroy to South Switch Concord.	*Hornepayne...*	Dr. A. H. Malcolm.	
*Barrie.....	Dr. E. G. Turnbull.	Allandale to North Switch Oro, to North Switch Minessing, to South Switch Thornton to South Switch Lefroy, and to North Switch Angus.	Mount Albert..	Dr. G. W. E. McPherson..	South switch Mount Albert to Sutton inclusive.
	Dr. Ross Turnbull associate D.M.O.		*Nakina.....*	Dr. T. H. McKillip.	
Beardmore...*	Dr. W. W. Wallingford.		Nipigon.....*	Dr. A. H. Jeffrey.	
Beaverton.....	Dr. J. M. Smith....	West Switch Lorneville Junction to East Switch Brechin.	*North Bay....	Dr. G. W. Smith...210 McIntyre West. Phone 125.	
				Dr. A. G. Smith associate D.M.O.	
Boston.....	Dr. F. Spearing....	Beeton to North Switch Glencairn, to South Switch Thornton, and to South Switch Tottenham.	*Orillia.....	Dr. R. E. Hipwell.	{ Orillia to South Switch Washago and to North Switch, Oro.
*Bracebridge...	Dr. E. G. Ellis.....	South Switch Bracebridge to North Switch Falkenburg.	*Parry Sound..*	Dr. M. H. Limbert.	
			"	Dr. K. A. Denholm	{ East Switch Seguin Falls to Depot Harbor and Parry Sound inclusive.
			"	Dr. E. Malkin	
Burke Falls....	Dr. M. A. Wittick..	North Switch Emsdale to South Switch Sundridge.	Penetang.....	Dr. W. E. Binkley...	Penetang to North Switch Minessing.
Capreol.....	Dr. D. A. McGowan.		*Port Arthur...*	Dr. R. B. Coulson.	
Collingwood...	Dr. D. McKay....	Collingwood to Meaford to North Switch Glencairn, and to North Switch Angus.	Powassan.....	Dr. R. H. Dillane...	South Switch Sundridge to North Bay.
Emsdale.....	Dr. W. P. Pocock...	North Switch Emsdale to South Switch Scotia to Algonquin Park.	*Sudbury.....*	Dr. P. E. Laflamme. *Dr. R. M. Mitchell.	
Foleyet.....*	Dr. A. P. Murtagh.		Sprucedale....	Dr. M. A. Wittick..	West Switch Scotia to East Switch Seguin Falls.
Georgetown...	Dr. C. V. Williams..	Georgetown to South Switch Tottenham, to South Switch Milton.	Stevens.....*	Dr. S. J. Navin.	
Geraldton....*	Dr. D. A. McBurney.		*Toronto.....	Dr. G. L. Chambers	{ Home—86 Wells Hill Ave. Phone Lloydbrook 1858 Office—331 Bay Street Phone Empire 4-1919 } City of Toronto and Don.
Gravenhurst...	Dr. M. M. Fisher...	South Switch Washago to South Switch Bracebridge.	"	Dr. J. H. Davies	{ 653 Kingston Rd. Phone Howard 1718 } Danforth and Don.
*Hamilton.....	Dr. W. T. Connell..	City of Hamilton, Hamilton to East Switch Grimsby, to East Switch Burlington, including Beach Subdivision, to South Switch Milton and North Switch Rymal.	"	Dr. J. S. Crawford	{ 151 Marion St. Phone Lakeside 2902 } Parkdale to South Switch, Concord.
"	Dr. R. J. Perkins...		"	Dr. H. A. Brown	{ 711 Millwood Rd. Phone Hyland 3090 } North of St. Clair Ave., East of Avenue Road, and Leaside.
"	Dr. H. H. Lee.....				
"	Dr. T. Tweedie.....				

INJURIES TO PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES

1. In assisting in providing medical relief for persons injured, the Company has in view humanitarian considerations and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.

2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Chief Dispatcher of the Division.

3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal Authorities.

4. Where the injuries are of such a character as to require hospital treatment, this should be arranged for by the friends or the Municipal Authorities.

5. Where it is impossible to reach friends or Municipal Authorities such as in cases occurring in the night or in rural districts the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. At the same time all concerned including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made and particulars of this should appear on the casualty report.

6. The instructions of the Transportation Officer should be given in writing, or by telegraph if necessary, so that a copy may accompany the medical accounts for first aid or such other medical services as may be authorized, for the information of our Chief Medical Officer and the Auditor.

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

8. The services of a Company's physician must be requisitioned when practicable.

9. In cases of accidents proving immediately fatal, the Coroner of the District should be notified at earliest possible convenience.

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.

Don't 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 constructive 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.

In 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.

Note.—*Denotes hospital accommodation available.

*Denotes District Medical Officers not on the staff of the Grand Trunk Insurance and Provident Society. Members of this Fund should only be sent to the Society's Medical Officers for attendance.

FAIR WEATHER EQUATED TONNAGE RATINGS

ALLANDALE DIVISION—BALA, NEWMARKET AND HUNTSVILLE SUBDIVISIONS

WEST AND NORTH						BETWEEN	EAST AND SOUTH						
Car Factor	Engine Capacities						57%	Engine Capacities					Car Factor
	25% and 28%	40%	50%	52% and 53%	57%			57%	52% and 53%	50%	40%	25% and 28%	
7	1225	1750	2175	2300	2800	..... Todmorden—Washago.....	3450	2950	2775	2225	1550	8
7	1575	2250	2825	3000	3650	..... Washago—South Parry.....	3150	2750	2600	2075	1450	8
5	925	1325	1550	1650	1850	..... Toronto—King.....	2260	2000	1875	1500	1050	6
5	1275	1825	2275	2400	2710	..... King—Allandale.....	2260	2000	1875	1500	1050	6
5	1425	2050	2550	2700	3050	..... Allandale—Atherley *.....	3270	2900	2750	2325	1625	6
5	1700	2425	3025	3200	3620	..... Atherley—Washago.....	3620	3200	3025	2425	1700	6
5	1425	2050	2550	2700	3050	..... * Washago—Gravenhurst.....	3340	2950	2775	2225	1550	6
5	1050	1500	1875	1975	2220	..... Gravenhurst—Scotia.....	2630	2330	2200	1750	1225	5
5	1050	1500	1875	1975	2220	..... Scotia—South River.....	3100	2750	2600	2075	1450	5
5	1275	1825	2275	2390	2700	..... South River—North Bay.....	1930	1700	1500	1275	900	5
						*Doubling Tonnage "Carthew Grade"							
						*Doubling Tonnage "Jevins Grade"							

NOTE.—Northward dead freight rating 57% Engine Todmorden—Washago 3500 tons when assisted Todmorden-Zephyr.

MILTON AND MEAFORD SUBDIVISIONS

WEST AND NORTH						BETWEEN	EAST AND SOUTH					
Car Factor	Engine Capacities						Engine Capacities					Car Factor
	18%	25% and 28%	40%	50%	52% and 53%		52% and 53%	50%	40%	25% and 28%	18%	
6	750	1200	1750	2135	2265	.....Hamilton—Georgetown.....	3900	3200	3000	2000	1300	10
6	750	1200	1750	2135	2265	.....Georgetown—Palgrave.....	3200	3000	2500	1700	1000	9
6	750	1200	1750	2135	2265	.....Palgrave—Allandale.....	2400	2300	1900	1350	800	7
8	900	1250	2050	2560	2665	.....Allandale—Collingwood.....	2665	2560	2050	1250	900	8
6	700	975	1595			.....Collingwood—Meaford.....	.....	.....	2500	1700	1000	10

PENETANG, ALLISTON, SUTTON AND ALGONQUIN SUBDIVISIONS

WEST AND NORTH						BETWEEN	EAST AND SOUTH					
Car Factor	Engine Capacities						Engine Capacities					Car Factor
	18%	25% and 28%	40%	50%	52% and 53%		52% and 53%	50%	40%	25% and 28%	18%	
6	700	1300	1800	....	....	..... Allandale—Elmvale.....	....	....	1800	1300	700	6
6	650	1200	1700	....	....	..... Elmvale—Penetang.....	....	....	1550	750	550	5
6	750	1400	1900	....	....	..... Beeton—Collingwood.....	....	....	1625	1150	600	5
4	550	850	....	....	....	..... Zephyr—Sutton.....	....	....	700	450	....	3
5	....	750	1070	....	....	..... Algonquin Park—Brule Lake.....	....	....	1570	1100	....	5
5	....	750	1070	....	....	..... Brule Lake—Falding.....	....	....	1215	850	....	5

CAPREOL—HORNEPAYNE DIVISIONS

WEST AND NORTH								BETWEEN	EAST AND SOUTH							
Car Factor	Engine Capacities								Engine Capacities							Car Factor
	38%	40%	50%	52% and 53%	55%	57%	65%		65%	57%	55%	52% and 53%	50%	40%	38%	
9	2375	2500	3125	3300	3437	3562	4045	... Brent—North Bay ...	4415	3876	3740	3600	3400	2725	2575	12
9	2375	2500	3125	3300	3437	3562	4045	... North Bay—Capreol ...	6130	5386	5192	5000	4725	3775	3575	12
10	2150	2250	2825	3000	3108	3220	3680	..... Capreol—Ruel	5150	4503	4345	4200	3950	3150	3000	12
10	2575	2725	3400	3600	3740	3876	4415	..... Ruel—Foleyet	4785	4189	4037	3900	3675	2950	2800	12
10	2850	3000	3490	3700	3839	3978	4540	.. Foleyet—Hornepayne...	4905	4303	4147	4000	3775	3025	2875	12
10	2425	2550	3200	3400	3520	3648	4170	... Hornepayne—Longlac...	5030	4389	4235	4100	3850	3075	2925	12
10	3075	3250	4050	4300	4455	4617	5275	..... Longlac—Nakina.....	5520	4845	4675	4500	4250	3400	3225	12
10	2425	2550	3200	3400	3530	3648	4170	... Nakina—Armstrong ...	5150	4503	4345	4200	3950	3150	3000	12
7	1775	1875	2350	2500	2585	2679	3065	South Parry—Sudbury Jct	3925	3448	3322	3200	3025	2425	2300	8
9	2090	2200	2750	2900	3025	3135	3575	.. Sudbury Jct.—Capreol ..	4550	3990	3850	3700	3500	2800	2650	12
9	2375	2500	3125	3300	3437	3562	4045	..... Longlac—Jellicoe.....	5520	4845	4675	4500	4250	3400	3225	12
9	2150	2250	2825	3000	3108	3220	3680	..... Jellicoe—Port Arthur....	4660	4075	3927	3800	3575	2850	2700	12

When doubleheading, an engine of less than 35% tractive effort must be placed ahead of larger engine. These instructions also apply to assisting engines.

NOTE.—See DIESEL TONNAGE RATING on page 18.

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 "(2) 84 cars..... Total gross weight..... 1680 tons
Car factor .10 x 84 cars..... 840 "

Equated Tons..... 2520 "

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, partly 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		TEMPERATURES	Weather Condition Modifications	
	Rating	Reduction in Tonnage		Rating	Reduction in Tonnage
Above Freezing (32°F. above).....	A	Nil	26° below to 30° below.....	G	30%
32° above to 16°F. above (or bad rail)	B	5%	31° " to 35° ".....	H	35%
15° above to zero.....	C	10%	36° " to 40° ".....	I	40%
Zero to 10° below.....	D	15%	41° " to 45° ".....	J	45%
11° below to 20° below.....	E	20%	46° " to 50° ".....	K	50%
21° " to 25° ".....	F	25%			

The Chief Dispatcher will issue special instructions in case of storm or temperature 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 outward trip and 10% light on return trip. Locomotive Foreman will advise Train Dispatcher and Yardmaster in such cases.

6. Any necessary adjustment in the ratings shown in tables will be made by the General Superintendent Transportation.

7. When an engine of different capacity from those shown in the table is used, the proper equated tonnage will be arrived at by taking the rating of the engine with the closest percentage capacity dividing this rating by its percentage capacity and multiplying the result by the percentage of capacity of the engine to be used.

Example: To find the equated rating of a 38% engine;
Published rating of 40% engine = 2500 tons.Equated tonnage of 38% engine—
2500
—— x 38 = 2375 Equated tons.
40

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 100% 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, they will be estimated, the following weights being used as a guide:

Passenger Cars—4-wheel trucks.....	40 tons	Stock cars.....	18 tons
Passenger Cars—6-wheel trucks (Baggage, Colonist and Coach).....	70 "	Hopper cars.....	24 "
Passenger Cars—6-wheel trucks (Tourist, sleepers, etc.).....	87 "	General Service.....	23 "
Express refrigerator cars.....	40 "	Steel and steel frame gondola cars.....	27 "
Freight refrigerator cars.....	30 "	Steel underframe gondola cars.....	20 "
Steel automobile and box cars.....	25 "	Hart convertible.....	21 "
Steel frame automobile and box cars.....	21 "	Flat cars.....	18 "
Wooden frame automobile and box cars.....	18 "	Depressed flat cars.....	28 "
		Caboose or van.....	20 "

Agents will see that tare weight of all cars loaded in their territory is shown on the waybill in the space provided for it. This tare weight to be obtained from actual inspection of the car and not to be estimated. In the case of cars loaded at blind sidings, the Conductor lifting car will make a note of the tare weight and see that same is properly entered on waybill.

10. In computing tonnage, fully loaded cars of grain, coal, rails, lumber, pulpwood, ties, etc., where weights are not given on the waybills 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. Weights of engines being hauled dead are to be taken as under:

65% to 51% engines.....	175 tons	Example: Established rating 3000 equated tons. Car factor 10. 50 cars gross weight..... 2070 tons 2—53% dead engines, gross weight..... 350 " Car factor 10 x 58..... 580 "
50% to 40% ".....	150 "	
40% to 31% ".....	125 "	
30% to 21% ".....	100 "	
20% to 15% ".....	75 "	
Below 15% ".....	50 "	

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 Engineman will be sent to the Chief 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 when tonnage is available.

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

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 hereby forbidden to ride on top of cars at any other points where Restricted Overhead Clearances exist, or on side of cars at any points where restricted Side Clearances exist; they are warned that where these are marked or indicated by "Restricted Overhead Clearances" or "Restricted Side Clearances" 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 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.

All employees concerned will be governed accordingly.

DIVISION	TERMINAL OR YARD	LOCATION	STRUCTURE OR OBSTRUCTION	SIDE OF TRACK
Allandale	Allandale	No. 5 Siding.....	Scale Shanty.....	West
"	"	Sand Track.....	Coal Chutes.....	East
"	"	Inbound Freight Track.	Coal Chutes, Cinder Hoist & Roundhouse.....	East
"	"	Inbound Lead.....	Coal Chute & Cinder Hoist.....	West
"	"	No. 10 Siding.....	Transfer Platform.....	East
"	"	No. 12 Siding.....	Transfer Platform.....	West
"	"	Ice Siding.....	Icehouse, Office, Shop and Pole.....	East
"	"	Imperial Oil Siding....	Platform.....	West
"	Barrie	Clarke & Clarke Siding..	Fence & Warehouse..	West
"	"	Cameron & Ellis Siding..	Coal Shed.....	East
"	"	Cattle Pen Siding.....	Cattle Pen.....	East
"	"	Loading Siding.....	Brown's Warehouse..	West
"	Beeton	Main Track.....	Coal Chute Aprons..	Overhead
"	"	Main Track.....	Coal Chute.....	West
"	"	Coal Chute Hopper Track.....	Shed.....	Overhead and both sides
"	Bradford	Lake Simcoe Ice & Fuel Company.....	Icehouse.....	Overhead & West side
"	"	Superior Packing Coy..	Warehouse.....	West
"	"	Main Track.....	Both Standpipes....	West
"	Huntsville	Siding.....	Both Standpipes....	East
Capreol	Capreol	Loading Siding	Stock Pen Platform	North
"	"	Stechyn Siding	Warehouse	South
"	"	Stores Siding	Roadline Warehouse	North
"	"	Icehouse Track	Icehouse	North
"	"	Stores Siding	Stores, Oil Plant	North
"	"	Turn-Table Lead Sdg.	Roundhouse	South
"	"	Engine Lead	Standpipe Discharge	North
"	"	Engine Lead	Coal Dock Platform	North
"	"	Scale Siding	Scale House	South
"	"	Coal Chute Track	Standpipe Overhead	North
"	"	Coal Chute Track	Coal Chute	North
"	"	Slab Track and Cinder Track	Cinder Hoist	Overhead and both sides
Hornepayne	Foleyet	Shop Track	Round house	North
"	"	Ingoing Shop Track	Stand Pipe	South
"	"	Outgoing Shop Track	Stand Pipe	North
"	"	Acme Timber Siding	Office	North
"	"	Ash Pit Track	Ash Pit Wall	North and South
"	"	Freight Shed	Platform	South
"	Oba	East Crossover Switch leading to west transfer track to AC&HB Rly.	Switch Stand	North
"	"	East and West Switches of Crossover from main track to North Siding.	Switch Stands	North and South
"	Hornepayne	Icehouse Siding	Icehouse Platform	North
"	"	Coal Ramp Track	Roundhouse	South
"	"	Freight Shed Track	Freight Platform	South
"	"	Old Coal Chute Track	Sand House	South
"	"	Outbound Engine Track	Coaling Plant	North and Overhead
"	"	Stores Track	Platforms	North and South
"	"	Stock Pen Tracks	Stock Pen Platforms	North and South
"	"	Boiler House Lead	Coal Shed	North
"	"	Cinder Hoist Track	Cinder Hoist	Both sides
"	Longlac	Switch from Kinghorn main track to East end of passing track.	Switch Stand	South
"	"	Freight Shed Siding	Freight Shed	North
"	Nakina	Icehouse Siding	Ice Platform	North
"	"	Shop Track Siding	Boiler-room Eaves	North
"	"	Coaling Tracks	Coal Chute	North and South
"	"	Stock Pen Track	Stock Pen Platform	South
"	"	Stores Track	Platform	South
"	"	Coal Chute Ramp	Coal Chute	North
"	"	Cinder Hoist Track	Cinder Hoist	Both sides
"	Nipigon	Coal Chute	Coal Chute	North and South
"	"	Track	Overhead	Overhead
"	Armstrong	Shed Track	Ice Platform	North
"	"	Shed Track	Freight She'	North
"	"	Stock Pen Siding	Stock Chute	South
"	"	West Shop Lead and Stores Track	Stores Platform, Corner Roundhouse Wall	South
"	"	Coal Chute Ramp	Coal Chute	South & Overhead
"	"	Coal Chute Track	Coal Chute	N., S. & Overhead
"	"	Cinder Hoist Track	Cinder Hoist	Both Sides
"	Jellicoe	Ash Pit Track	Ash Pit Wall	North and South

HOURS OF SERVICE FOR TRAIN ORDER OFFICES

TRAIN ORDER OFFICES, OTHER THAN 24 HOUR OFFICES, OPEN AS FOLLOWS:

NEWMARKET SUBDIVISION:

Station	Week Days	Sundays
Concord.....	8.30 a.m. to 5.30 p.m.—Closed. (except Saturday)	
Maple.....	8.00 a.m. to 5.00 p.m.—Closed. 11.00 p.m. " 7.00 a.m.—11.00 p.m. to 7.00 a.m.	
King.....	8.00 a.m. " 5.00 p.m.—Closed. (except Saturday)	
Aurora.....	7.00 a.m. to 4.00 p.m.—Closed. 10.30 p.m. " 6.30 a.m.—10.30 p.m. to 6.30 a.m.	
Newmarket.....	7.00 a.m. " 4.00 p.m.—Closed. (except Saturday)	
Bradford.....	8.30 a.m. to 5.30 p.m.—Closed. 6.45 p.m. " 2.45 a.m.—6.45 p.m. to 2.45 a.m.	
Lefroy.....	8.15 a.m. " 5.15 p.m.—Closed. (except Saturday)	
Stroud.....	12.01 a.m. to 8.00 a.m.—12.01 a.m. to 8.00 a.m. (except Tuesday)	
Barrie.....	6.00 p.m. to 2.00 a.m.—6.00 p.m. to 2.00 a.m. 3.45 a.m. " 12.45 p.m.—3.45 a.m. " 6.25 a.m.	
Hawkestone....	(except Tuesday)	
Longford.....	8.30 a.m. " 5.30 p.m.—Closed. (except Monday)	

HUNTSVILLE SUBDIVISION:

Bracebridge....	1.30 a.m. to 10.00 p.m.—1.30 a.m. to 10.30 a.m. 1.00 p.m. to 10.00 p.m.	
Utterson.....	7.30 a.m. " 4.30 p.m.—Closed. (meets 46, 47 and 50 Mondays)	
Huntsville.....	12.01 a.m. to 12.00 MN—12.01 a.m. to 8.00 a.m. 9.20 p.m. to 12.00 MN	
Novar.....	7.30 a.m. " 4.30 p.m.—Closed. (except Monday)	
Scotia.....	12.01 a.m. to 5.00 p.m.—Closed. 7.00 a.m. " 4.00 p.m.—Closed. (except Monday)	
Emsdale.....	(except Monday)	
Burks Falls....	12.01 a.m. to 5.00 p.m.—12.01 a.m. to 8.00 a.m.	
Sundridge.....	7.30 a.m. " 4.30 p.m.—Closed.	
Trout Creek....	8.00 a.m. " 5.00 p.m.—Closed. 11.15 p.m. " 7.15 a.m.—11.15 p.m. to 7.15 a.m.	
Powassan.....	8.00 a.m. to 5.00 p.m.—Closed. (except Monday)	
Callander.....	8.00 a.m. to 5.00 p.m.—Closed. (except Saturday)	

BALA SUBDIVISION:

Footes Bay.....	7.30 a.m. to 4.30 p.m.—Closed. (except Monday)	
Torrance.....	11.30 p.m. to 7.30 a.m.—11.30 p.m. to 7.30 a.m. 8.30 a.m. " 5.30 p.m.—8.30 a.m. " 5.30 p.m. 9.30 p.m. " 5.30 a.m.—9.30 p.m. " 5.30 a.m.	
Sparrow Lake...	8.30 a.m. " 5.30 p.m.—Closed. (except Monday)	
Rathburn.....	4.45 a.m. " 1.45 p.m.—Closed.	
Pefferlaw.....	8.00 a.m. " 5.00 p.m.—Closed. (except Monday)	
Mount Albert...	8.30 a.m. to 5.30 p.m.—Closed. (except Saturday)	
Oriole.....	8.00 a.m. to 2.00 a.m.—8.00 a.m. to 2.00 a.m.	

SUTTON SUBDIVISION:

Sutton.....	7.30 a.m. to 4.30 p.m.—Closed. (except Monday)
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MILTON SUBDIVISION:

Milton.....	7.30 a.m. to 4.30 p.m.—Closed. (except Saturday)
Cheltenham....	8.30 a.m. to 5.30 p.m.—Closed. (except Saturday)
Inglewood.....	7.00 a.m. to 4.00 p.m.—Closed.
Tottenham.....	8.30 a.m. " 5.30 p.m.—Closed. (except Saturday)
Beeton.....	8.30 a.m. to 5.30 p.m.—Closed.
Cookstown.....	8.30 a.m. " 5.30 p.m.—Closed. (except Saturday)

MEAFORD SUBDIVISION:

Station	Week Days	Sundays
Meaford.....	5.45 a.m. to 10.45 p.m.—Closed.	
Thornbury.....	7.00 a.m. " 4.00 p.m.—Closed. (except Saturday)	
Collingwood....	6.15 a.m. to 11.15 p.m.—Closed.	
Stayner.....	6.45 a.m. " 3.45 p.m.—Closed. (except Monday)	
Angus.....	7.15 a.m. " 4.15 p.m.—Closed.	

CAMP BORDEN SUBDIVISION:

Camp Borden...	7.00 a.m. to 4.00 p.m.—Closed.
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PENETANG SUBDIVISION:

Minessing.....	8.30 a.m. to 5.30 p.m.—Closed. (except Monday)
Elmvale.....	8.30 a.m. to 5.30 p.m.—Closed. (except Monday)
Penetang.....	8.00 a.m. to 5.00 p.m.—Closed.

ALLISTON SUBDIVISION:

Alliston.....	8.00 a.m. to 5.00 p.m.—Closed. (except Saturday)
Creemore.....	7.00 a.m. to 4.00 p.m.—Closed. (except Saturday)

ALGONQUIN SUBDIVISION:

Edgington.....	8.30 a.m. to 5.30 p.m.—Closed. (except Saturday)
Sprucedale.....	7.30 a.m. to 4.30 p.m.—Closed. (except Monday)
Kearney.....	7.30 a.m. to 4.30 p.m.—Closed.
Algonquin Park.	8.30 a.m. " 5.30 p.m.—Closed.
Canoe Lake....	7.30 a.m. " 4.30 p.m.—Closed. (except Monday)

RUEL SUBDIVISION:

Anstice.....	6.00 p.m. to 2.00 a.m.—Daily except Saturday.
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ALDERDALE SUBDIVISION:

Crerar.....	8.00 a.m. to 5.00 p.m.—8.00 a.m. to 5.00 p.m.
Field.....	7.00 a.m. " 4.00 p.m.—Closed. 10.00 p.m. " 6.00 a.m.—10.00 p.m. " 6.00 a.m.
Kilrush.....	11.00 p.m. " 7.00 a.m.—11.00 p.m. " 7.00 a.m.
Kiosk.....	7.30 a.m. " 4.30 p.m.—7.30 a.m. " 4.30 p.m.

SUDBURY SUBDIVISION:

Coniston.....	7.00 a.m. to 4.00 p.m.—Closed Sat. and Sun.
Burwash.....	8.30 a.m. " 5.30 p.m.—8.30 a.m. to 5.30 p.m. 9.45 p.m. " 5.45 a.m.—9.45 p.m. " 5.45 a.m.
Drocourt.....	10.00 p.m. " 6.00 a.m.—10.00 p.m. " 6.00 a.m. 8.00 a.m. " 5.00 p.m.—8.00 a.m. " 5.00 p.m.
Key Junction...	7.30 a.m. " 4.30 p.m.—7.30 a.m. " 4.30 p.m.
Pickering River...	8.30 a.m. " 5.30 p.m.—8.30 a.m. " 5.30 p.m.

OBA SUBDIVISION:

Peterbell.....	7.45 a.m. to 4.45 p.m.—Closed. (except Monday)
Oba.....	8.00 a.m. to 1.00 a.m.—8.00 a.m. to 1.00 a.m.

CARAMAT SUBDIVISION:

Tondern.....	7.00 a.m. to 11.00 p.m.—7.00 a.m. to 11.00 p.m.
Hillsport.....	6.00 a.m. " 10.00 p.m.—6.00 a.m. " 10.00 p.m.
Stevens.....	8.30 a.m. " 4.30 p.m. except Sun. and Mon.

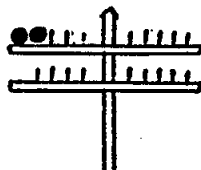
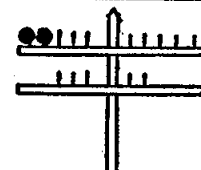
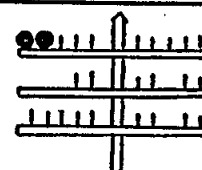
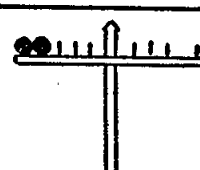
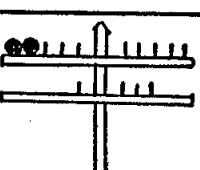
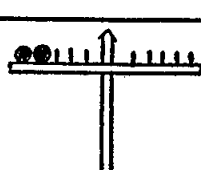
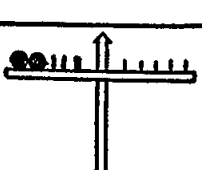
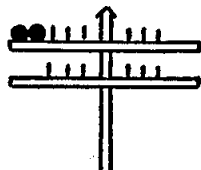
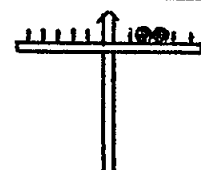
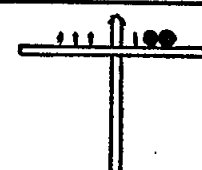
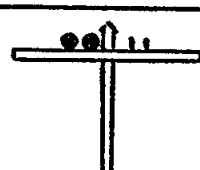
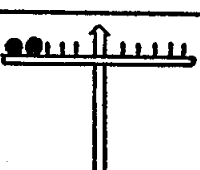
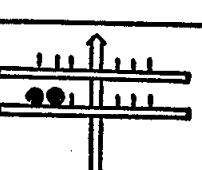
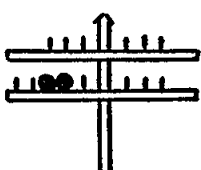
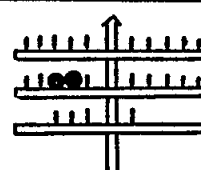
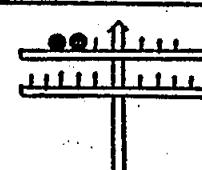
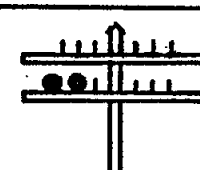
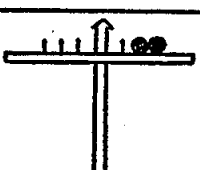
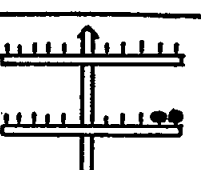
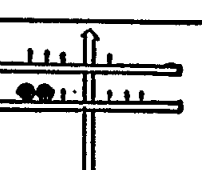
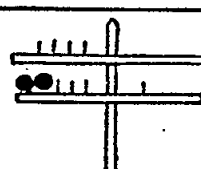
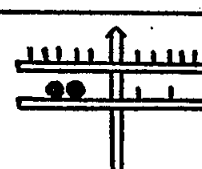
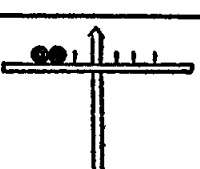
KOWKASH SUBDIVISION:

Kowkash.....	8.00 a.m. to 1.00 a.m.—8.00 a.m. to 1.00 a.m. (Friday only—12.01 a.m. to 8.00 a.m.)
Redmond.....	5.00 p.m. to 11.00 a.m.—5.00 p.m. to 11.00 a.m.
Auden.....	8.00 a.m. " 5.00 p.m.—Except Sun. and Mon.
Minataree.....	7.30 p.m. " 3.30 a.m.—7.30 p.m. to 3.30 a.m.
Ferland.....	7.00 p.m. " 11.00 a.m.—7.00 p.m. " 11.00 a.m.

Continued on page 23

DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES. NORTHERN ONTARIO DISTRICT. (ALLANDALE, CAPREOL AND HORNEPAYNE DIVISIONS).

FACE DIRECTION NAMED: COUNT CROSS ARMS FROM THE TOP DOWN.

 LOOK NORTH ST CLAIR AVE TO ALLANDALE NEWMARKET SUBDIVISION	 LOOK NORTH ALLANDALE TO ORILLIA NEWMARKET SUBDIVISION	 LOOK NORTH ORILLIA TO ATHERLEY NEWMARKET SUBDIVISION	 LOOK NORTH ATHERLEY TO M.P. 94-25 NEWMARKET SUBDIVISION	 LOOK NORTH M.P. 94-25 TO 97-05 NEWMARKET SUBDIVISION	 LOOK NORTH M.P. 97-05 TO WASHAGO NEWMARKET SUBDIVISION	 LOOK NORTH WASHAGO TO GRAVENHURST NEWMARKET SUBDIVISION
 LOOK NORTH GRAVENHURST TO NIPISSING HUNTSVILLE SUBDIVISION	 LOOK WEST ALLANDALE TO ANGUS MEAFORD SUBDIVISION	 LOOK WEST ANGUS TO MEAFORD MEAFORD SUBDIVISION	 LOOK NORTH BURLINGTON TO ALLANDALE MILTON SUBDIVISION	 LOOK NORTH TODMORDEN TO SOUTH PARRY BALA SUBDIVISION		 LOOK NORTH SOUTH PARRY TO CONISTON SUDBURY SUBDIVISION
 LOOK NORTH CONISTON TO SUDBURY JCT SUDBURY SUBDIVISION	 LOOK NORTH SUDBURY JCT TO CAPREOL SUDBURY SUBDIVISION	 LOOK WEST SUDBURY JCT TO SUDBURY SUDBURY TERMINAL SUBDIVISION	 LOOK WEST CAPREOL TO FOLEYET RUEL SUBDIVISION	 LOOK WEST BRENT TO CAPREOL ALDERDALE SUBDIVISION	 LOOK WEST FOLEYET TO HORNEPAYNE OBA SUBDIVISION	 LOOK WEST HORNEPAYNE TO NAKINA CARAMAT SUBDIVISION
	 LOOK WEST NAKINA TO ARMSTRONG KOWKASH SUBDIVISION	 LOOK WEST LONG LAC TO PORT ARTHUR KINGHORN & DORION SUBDIVISIONS	 LOOK WEST ALGONQUIN PARK TO FALDING ALGONQUIN SUBDIVISION	<p>NOTE — Emergency telephone wire must be hooked up as close as possible to the pole, first scraping any corrosion off the pole line wire in order to establish contact with the train dispatcher.</p>		

TRAIN PHONE WIRES MARKED ●●

HOURS OF SERVICE FOR TRAIN ORDER OFFICES—Continued

DORION SUBDIVISION:

Station	Week Days	Sundays
Red Rock.....	8.00 a.m. to 5.00 p.m.—Closed.	
	(except Saturday)	
Nipigon.....	9.30 p.m. to 5.30 a.m.—9.30 p.m. to 5.30 a.m.	
	8.30 a.m. * 5.30 p.m.—Closed.	
	10.00 p.m. * 6.00 a.m.—10.00 p.m. * 6.00 a.m.	
Orient Bay.....	4.00 p.m. * 1.00 a.m.—4.00 p.m. * 1.00 a.m.	
Beardmore.....	6.00 a.m. * 11.59 p.m.—3.00 p.m. * 11.59 p.m.	

KINGHORN SUBDIVISION:

Station	
Geraldton.....	6.45 a.m. to 12.30 a.m. Daily

WATCH INSPECTORS

Allandale.....	Webb's Jewellery.	Toronto.....	Young's Jewellers Toronto Ltd., 161 Yonge St.
Capreol.....	Cleminson's Jewellery.	"	K. M. Ostrander, 2485 Yonge St.
Collingwood...	F. H. Nettleton.	"	Riverdale Credit Jewellers, 698 Queen St. E.
Gravenhurst...	H. A. Bishop.	"	J. F. Galster, 393 Danforth Ave.
Hamilton.....	Thos. Lees, 17 King St. W.	"	W. A. Esson, 841 Roncesvalles Ave.
North Bay....	J. E. Lavery, 117 Main St. W.	"	Ostrander Ltd., 1448 Queen St. W.
Parry Sound...	W. L. Thompson.	"	H. Purnell, 2036 Queen St. E.
Port Arthur...	G. F. Atkinson, 8 South Cumberland St.	"	J. G. Foy, 766 Bathurst St.
Sudbury.....	Chapman Bros., 116 Durham St. S.	"	Ostrander Ltd., 2955 Dundas St. W.
		New Toronto...	Ostrander Ltd., 1092 St. Clair Ave. W.
			Ostrander Ltd., 835 Lake Shore Road.

SPEED SCHEDULE

Miles per Hour

5.00
10.00
15.00
20.00
25.00
30.00
35.00
40.00
45.00
50.00
55.00
60.00

Time per Mile

12 minutes 0 second
6 minutes 0 second
4 minutes 0 second
3 minutes 0 second
2 minutes 24 seconds
2 minutes 0 second
1 minute 43 seconds
1 minute 30 seconds
1 minute 20 seconds
1 minute 12 seconds
1 minute 5 seconds
1 minute 0 second