

SAFETY FIRST

CANADIAN NATIONAL RAILWAYS

CENTRAL REGION

NORTHERN-ONTARIO DISTRICT

TIME 82 TABLE

Taking Effect at 12.01 A.M., Sunday, September 2nd, 1945

GOVERNED BY EASTERN 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. ALL EMPLOYEES WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS MUST HAVE A COPY OF THE RULES ACCESSIBLE AND A COPY OF THE CURRENT TIME TABLE WITH THEM WHILE ON DUTY.

J. F. PRINGLE,

**VICE-PRESIDENT AND GENERAL MANAGER,
TORONTO**

O. MASSE,

**GENERAL SUPERINTENDENT TRANSPORTATION,
TORONTO**

W. E. ROBINSON,

**GENERAL SUPERINTENDENT,
NORTH BAY.**

J. M. MILLS,

**SUPERINTENDENT TRANSPORTATION,
NORTH BAY**

ALLANDALE DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
5	Algonquin	Algonquin Park	Falding	86.3
5	Alliston	Alliston	Lake Junction	39.4
8	Bala	Mileage 5.4	South Parry	141.7
7	Camp Borden	Angus	C.P.R. Bog Road	3.9
7	Depot Harbor	South Parry	Depot Harbor	7.6
4	Huntsville	Gravenhurst	Nipissing	110.7
6	Meaford	Allandale	Meaford	52.2
6	Milton	Burlington	Allandale	84.2
13	Newmarket	Fairbank	Gravenhurst	105.6
7	Penetang	Colwell	Penetang	33.6
7	Sutton	Zephyr	Sutton	8.9
TOTAL				674.1

Despatching Office—Allandale—Telegraph Call "RA".

E. W. CAMERON, Superintendent,
Allandale.H. A. PATTERSON,
H. M. BRAY,Chief Dispatcher.
Night Chief Dispatcher.J. R. CARR, Asst. Superintendent,
Allandale.E. G. MAYHEW,
A. R. GODDEN,
R. S. BOLDT,

Despatchers.

W. S. GLEASON, Trainmaster,
Gravenhurst.J. H. SPIERS,
W. J. STROH,
C. M. GOSNEY,Q. BOYD, Master Mechanic,
Allandale.L. G. NEEDHAM,
W. J. CREED,
J. W. BELL,
C. F. RUPERT,

Relieving Despatchers.

CAPREOL DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
11	Aldersdale.....	Brent.....	Capreol.....	144.8
9	Key Harbor.....	Key Jct.....	Key Harbor.....	7.0
12	Ruel.....	Capreol.....	Foley (not including Foley).....	148.3
9	Sudbury.....	South Parry.....	Capreol.....	129.0
10	Sudbury Terminal.....	Falconbridge.....	Garson Jct.....	Miles 6.3
		Sudbury Jct.....	Sudbury.....	" 5.5
		Algo.....	C. N. Jct.....	" 2.6
		C. N. Jct.....	Clarabelle.....	" 1.8
TOTAL				445.3

Despatching Office—Capreol—Telegraph Call "K"

W. J. HOTRUM, Superintendent,
Capreol.

W. C. QUINN,

Chief Dispatcher.

A. E. McCULLOUGH,
Asst. Superintendent,
Capreol.W. C. BURCH,
W. G. STEWART,
J. W. TATE,
J. L. WARNER,
W. G. DRAKE,
V. S. STRACHAN,
R. N. GAGNON,

Despatchers.

Trainmaster,
Capreol.A. MacDONALD, Master Mechanic,
Capreol.J. J. CAMPBELL,
F. A. BEAUCHAMP,
E. M. WILLIAMS,
J. W. PERO,

Relieving Despatchers.

HORNEPAYNE DIVISION

PAGE	SUBDIVISION	FROM	TO	MILES
13	Caramat	Hornepayne	Nakina	131.6
14	Dorlon	Jellicoe	Mileage 143	143.0
15	Kinghorn	Longlac	Jellicoe	49.7
13	Kowkash	Nakina	Armstrong	112.2
12	Oba	Foley	Hornepayne	147.8
TOTAL				584.3

Despatching Office—Hornepayne—Telegraph Call "S"

G. T. DUNN, Superintendent,
Hornepayne.

F. W. GARVIN,

Chief Dispatcher.

A. L. ENBORG, Asst. Superintendent,
Hornepayne.C. M. MCINTYRE,
F. J. McCANN,
G. E. DICKEY,

Despatchers.

G. H. NAPIER, Trainmaster,
Nakina.F. K. McLEARN,
J. E. THOMPSON,
H. J. WALKER,
M. S. HUNTER,J. H. PAYNE, Master Mechanic,
Hornepayne.

C. L. UPPER,

Relieving Despatchers.

F. G. LOWE, Road Foreman of Engines,
Nakina.G. P. HALL,
G. P. BOUCHEY,

NEWMARKET SUBDIVISION FOOTNOTES—(Continued from page 3)

OTHER TRACKS

	Station Number	Car Capacity	Pointa Face	Mileage
Leadley	4955	68	N	7.2
Concrete Pipe Co.	4800	21	S.	7.4
Geo. W. Porter Construction Co.	4864	29	S.	7.8
Kilmer Van Nostrand & Co.	4873	30	S.	8.8
De Havilland Aircraft	4954	25	N.S.	10.2
A. W. Annis	4806	5	S	18.0
Office Specialty	4809	7	N	33.7
Orillia Institute	4870	12	N	84.5

1. The movement of all trains between Fairbank and Toronto will be governed by Toronto Terminals Time Table. Any movement not provided for must be arranged through Train Dispatcher at Allandale. Toronto is an initial station for Newmarket Subdivision trains. All Northward trains must obtain terminal clearance at Parkdale. All trains may pass from one Subdivision to the other at Fairbank without obtaining terminal clearance.

2. (a) Newmarket. All switching movements on all tracks over Huron Street crossing, mileage 34.2 (first public crossing north of Station) must be protected by a member of the crew performing such switching operations. Trains standing at Newmarket to meet other trains must keep at least 50 feet clear of this crossing.

B.R.C. Order 34392.

(b) The sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited 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 signals as are necessary to train operation or to prevent accident. B. of T.C. Order 64180.

3. Bradford. "Siding" is track second in front of station.

4. (a) Allandale. All trains must obtain Terminal Clearance at Allandale.

(b) That portion of second track in front of Allandale Station on Newmarket Subdivision between second crossover switch located 1588 feet south of station and crossover switch located 962 feet north of station will be considered a siding for the meeting of passenger trains.

(c) Engines heavier than 1300 Class must not use crossover between Newmarket Subdivision main track and Lake Siding at Duckett at south end of station platform. No engine will exceed five miles per hour on turnout from Lake Siding to Shop at this point. Northward trains must not exceed twenty miles per hour over junction switch of Meaford and Newmarket Subdivisions at south end of station platform.

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

6. (a) Orillia. No. 45 will arrive at Orillia Station on Newmarket Subdivision, and when due to leave will back train on Newmarket Subdivision, and head through south leg of wye to Midland Subdivision. Nos. 42 and 148 will head through south leg of wye and back to station on Newmarket Subdivision.

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

7. Orillia Freight Yard. "Siding" is track first east of main track.

8. (a) Washago. All trains must obtain Terminal Clearance at Washago.

(b) 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 Subdivision. Lower arms govern movements from one Subdivision to the other. Normal position of signals STOP.

These signals are "Interlocking Signals" so that they cannot be cleared unless the connecting switches are set for the movement intended. Movement over the "Joint Section" can be made only when signals are in proceed position for the movement intended. When signals are in proceed position for northward trains, they may proceed over "Joint Section" without being in possession of the information, as called for in Rule 82 (Form "W" Train Order) Rules 601-637 govern. All 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 are operated by or under direction of the Station Operators.

Approach signals are located in all four directions.

(c) 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 Washago Station. (B.R.C. Order 33345).

9. (a) Muskoka Jct. "Siding" is track first west of Newmarket Subdivision main track. South switch is eight hundred (800) feet north of Jct. switch at Muskoka Jct. Normal position of north switch is for siding.

(b) Speed restriction of ten (10) miles per hour must be observed in all back-up movements over public crossings between Muskoka Junction and Muskoka Wharf.

10. Gravenhurst. That portion of second track in front of Gravenhurst Station between second crossover switch located 2110 feet south of the station and north turnout located 737 feet north of station will be considered a siding for the meeting of passenger trains.

NEWMARKET SUBDIVISION FOOTNOTES—(Continued on page 4)

TIME TABLE No. 82. TAKING EFFECT SEPTEMBER 2nd, 1945

NORTHWARD TRAINS—INFERIOR DIRECTION							Miles from Toronto	Symbols	Station Numbers	NEWMARKET SUBDIVISION			Train Order or Telephone Office	Car Capacity		SOUTHWARD TRAINS—SUPERIOR DIRECTION						
FIRST CLASS										STATIONS	Slidings	Other Tracks		FIRST CLASS								
47 Passenger Daily	3 Passenger Daily	49 Passenger Daily ex. Saturday	45 Passenger Daily ex. Sunday	41 Passenger Daily ex. Sunday	46 Passenger Daily	50 Passenger Daily ex. Sunday								42 Passenger Daily ex. Sunday and Monday	44 Passenger Daily ex. Sunday	148 Passenger Sunday only						
P.M.	P.M.		P.M.	A.M.	A.M.									A.M.	P.M.	P.M.						
L 11.30	L 11.00		L 5.50	L 9.05	0.0	K	4715	TORONTO	T			A 7.00		A 10.50	A 6.55	A 9.45						
s 11.39	s* 11.11		s 5.59	s 9.15	2.4	K	4726	PARKDALE	T			s 6.50		s 10.40	s 6.45	s 9.34						
s 11.48	s* 11.21		s 6.08	s 9.25	5.2		4727	ST. CLAIR AVENUE	T	69	45	s 6.40		s 10.30	s 6.35	s 9.23						
11.51	11.24		6.11	9.28	6.6		4730	FAIRBANK	P			6.36		10.26	6.31	9.18						
								DOWNSVIEW		36	39	6.33		10.23	6.28	9.15						
11.54 A.M.	11.27		6.14	9.31	8.0		4801	ELIA	P	40		6.27		10.17	6.21	9.08						
12.01	11.34		6.21	9.37	12.4		4802	CONCORD	T	39	11	6.24		s 10.14	s 6.16	9.05						
12.04	11.37		s 6.28	9.40	14.3	W	4803	MAPLE	T	60	19	6.18		s 10.06	s 6.07	f 8.58						
12.11	11.44		s 6.36	s 9.46	18.3		4804	KING	T	46	17	6.11		s 9.56	s 5.58	f 8.49						
12.20	11.53		s 6.47	s 9.56	22.7		4805	CHERRY		35		6.03		9.46	5.49	8.40						
12.27	11.59 A.M.		6.56	10.05	27.5		4807	AURORA	T	43	37	f 5.59		s 9.40	s 5.43	s 8.35						
f 12.31	12.04		s 7.01	s 10.13	30.0	W	4808	NEWMARKET	T	27	87	f 5.53		s 9.32	s 5.34	s 8.26						
12.37	12.10		s 7.10	s 10.21	34.1		4809	HOLLAND LANDING	P	22	S.2	5.47		f 9.25	5.25	8.19						
12.43	12.14		f 7.18	10.28	37.8		4810	BRADFORD	T	39	72	5.42		s 9.20	s 5.19	f 8.13						
12.49	12.18		s 7.24	s 10.35	41.5	W	4811	GILFORD			S.16	5.32		s 9.08	s 5.06	* 8.01						
12.59	12.28		s 7.37	s 10.47	49.0		4812	LEFROY	T	39	24	5.28		s 9.03	s 5.01	f 7.56						
1.03	12.32		s 7.44	s 10.54	51.8		4813	BRAMLEY		33		5.20		8.55	4.52	7.47						
1.10	12.39		7.52	11.02	56.7		4814	CRAIGVALE	P		15			f 8.54	s 4.51	7.46						
			f 7.54	s 11.03	57.5		4815	ALLANDALE	T	Yard		L 5.10		L 8.45	L 4.40	L 7.37						
A 1.20	A* 12.48		A 8.05	A 11.15	63.0	CWK	4816	Jct. with Meaford and Milton Subdivisions				A 4.58		A 8.36	A 4.24	A 7.28						
L 1.30	L 12.55		L 8.17	L 11.32	64.1		4865	BARRIE	T			s 4.53		s 8.33	s 4.19	s 7.25						
s 1.34	s* 1.00		s 8.23	s 11.37	69.7		4866	SHANTY BAY	P	57	6	4.42		s 8.22	s 4.06	f 7.13						
1.42	1.08		s 8.34	s 11.50	74.2		4867	ORO		63	9	4.36		s 8.15	s 3.59	s 7.07						
1.48	1.14		s 8.42	s 12.01	77.9		4868	HAWKESTONE	P	27	9	* 4.30		s 8.09	s 3.52	s 7.02						
1.53	1.19		s 8.49	s 12.10	80.3		4869	CARTHEW	P	42		4.25		8.04	3.47	6.57						
1.57	1.22		8.54	12.14	85.8			ORILLIA FREIGHT YARD		39	382											
A 2.06	s* 1.32		A 9.05	A 12.25	86.3	RWY	4871	ORILLIA	T			s 4.14		L 7.55	L 3.37	L 6.48						
L 2.13	L 1.35		P.M.	L 12.32	88.5	Y	4872	Jct. with Midland Subdivision				f 4.08		A.M.	3.22	P.M.						
2.17	1.35	From Bala Sub.	To Midland Sub.	f 12.37	93.7		4874	ATHERLEY	P	31			To Bala Sub.	From Midland Sub.	3.14	From Midland Sub.						
f 2.27	1.42	P.M.		s 12.47	98.8	CRWY	4876	LONGFORD	P	49	24	f 4.00		A.M.	s 3.02							
s 2.39	A 1.52	L 8.44		s 1.00	100.4		4877	WASHAGO	T	51	108	s 3.50	A 5.40		s 3.02							
					104.2		4878	Jct. with Bala Subdivision				3.45	5.37		s 2.58							
2.43	To Bala Sub.	8.47		s 1.05	106.2		4879	SEVERN		30		3.38	5.31		2.52							
2.49		8.53		1.12	109.8		4880	KOSHEE	P	61			5.28		s 2.49							
2.52		8.56		s 1.16	111.4	CWY	4881	KILWORTHY	P		S6		5.21		2.43							
2.58		9.02		1.24	112.7		4882	JEVINS	P	48		3.28	5.18		2.40							
3.01		9.05		1.27	112.2	KW	4883	MUSKOKA JCT.	P	17		3.25	5.18		2.40							
								Jct. with Main Track to Muskoka Wharf														
								MUSKOKA WHARF	P	21	9											
								GRAVENHURST	T	Yard		L 3.22	L 5.16		L 2.37							
A 3.03 A.M.		A 9.07 P.M.		A 1.30 P.M.								A.M.	A.M.		P.M.							
Daily	Daily	Daily ex. Saturday	Daily ex. Sunday	Daily ex. Sunday								Daily	Daily ex. Sunday	Daily ex. Sunday and Monday	Daily ex. Sunday	Sunday Only						
47	3	49	45	41								46	50	42	44	148						

Rule 405 applicable.

Rule 405 applicable.

NEWMARKET SUBDIVISION FOOTNOTES

FLAG STOPS

Nos. 41 and 44 stop on flag at Orillia Institute (Mileage 84.2) and Floral Park (Mileage 96.5).

Nos. 42 and 45 stop on flag at Orillia Institute (Mileage 84.2).

*The stops on No. 3 at Parkdale, St. Clair Ave., Allandale, Barrie and Orillia are to entrain traffic for points Washago and West.

*No. 46 stop on flag at Hawkestone Mondays only.

*No. 148 stop at Gilford for Toronto passengers only.

PASSENGER EXTRAS OPERATING

Friday only leave Allandale 1.30 p.m., arrive Toronto 3.15 p.m.

Sunday only leave Toronto 10.15 a.m., arrive Allandale 12.01 p.m.

Sunday only leave Allandale 8.15 p.m., arrive Toronto 10.00 p.m.

Sunday only leave Toronto 11.50 p.m., arrive Allandale 1.32 a.m.

WAY FREIGHTS

No. 524 operates Mon., Wed., Fri., Allandale 7.45 a.m.—Toronto.

No. 525 operates Tues., Thurs., Sat., Toronto 7.45 a.m.—Allandale.

No. 526 operates Tues., Thurs., Sat., Gravenhurst 7.00 a.m.—Allandale.

No. 527 operates Mon., Wed., Fri., Allandale 7.15 a.m.—Gravenhurst.

MANIFEST TRAINS

No. 452—Daily—Leave Gravenhurst 1.00 p.m., Arrive Washago 1.30 p.m.

No. 453—Daily—Leave Washago 1.00 a.m., Arrive Gravenhurst 1.30 a.m.

No. 454—Daily—Leave Gravenhurst 3.30 p.m., Arrive Washago 4.00 p.m.

INTERLOCKED DRAWBRIDGE

Narrows.....Mileage 88.4.

SPEED RESTRICTIONS

Passenger trains, Fairbank to Allandale.. 60 m.p.h.

" " Allandale to Gravenhurst.....55 "

Freight and Mixed Trains.....40 "

PERMANENT SLOW ORDERS

Mileage Passenger Miles per hour Freight

6.6 to 7.7 Grade

(Southward freight trains) 15

63.0 to 65.5..... 25 25

B. of T.C. Order No. 65774.

70.0 to 75.8

Rail Condition.... 45 40

76.8 to 78.3

Rail Condition.... 45 40

111.8 Highway Crossing

Main Track..... 25 25

Siding..... 10 10

Yard Limit Boards are located as follows:—

St. Clair Avenue. 2151 feet North of Station

covers Yard Limit to Parkdale.

Allandale.....8,457 feet South of Station.

Barrie.....2,779 feet North of Station

covers Yard Limit to Allandale.

Orillia.....5,464 feet South of Station.

5,100 feet North of Station.

Atherley.....4,132 feet South of Station.

2,878 feet North of Station.

Washago.....6,178 feet South of Station.

4,400 feet North of Station.

Gravenhurst.....10,580 feet South of Station.

3,928 feet North of Station.

Main track between Muskoka Jct. and Muskoka

Wharf is included in Gravenhurst Yard Limits.

FOOTNOTES—Continued on page 2.

NORTHWARD TRAINS— INFERIOR DIRECTION						Miles from Gravenhurst	Symbols	Station Numbers	HUNTSVILLE SUBDIVISION	Train Order or Telephone Office	Car Capacity		SOUTHWARD TRAINS— SUPERIOR DIRECTION							
FIRST CLASS											Siding	Other Tracks	FIRST CLASS							
	49 Passenger Daily ex. Saturday	41 Passenger Daily ex. Sunday	47 Passenger Daily										50 Passenger Daily ex. Sunday	44 Passenger Daily ex. Sunday	46 Passenger Daily					
	P.M. L 9.14	P.M. L 1.45	A.M. L 3.15			A.M. A 5.11	P.M. A 2.25	A.M. A 2.58												
	9.24	1.55	3.24	5.9	4883	GRAVENHURST	T	Yard	5.9	4884	SOUTH FALLS	P	39	12	5.01	2.16	2.46			
	s 9.31	s 2.08	s 3.40	9.9	4885	BRACEBRIDGE	T	24	52	4.0	4886	FALKENBURG	P	59	S.4	4.45	s 1.57	2.23		
	9.40	s 2.20	3.53	14.4	4887	UTTERSON	T	43	6	4.5	4888	MARTINS	P	75	S.5	4.26	f 1.33	1.56		
	9.53	s 2.33	f 4.13	23.2	4889	HUNTSVILLE	T	43	158	8.8	4890	NOVAR	T	30	4.06	s 1.05	1.25			
	10.01	s 2.43	4.26	28.9	4890	PITSITE		48		5.6	4891	SCOTIA	T	48	19	3.59	s 12.55	f 1.13		
	s 10.12	s 2.55	s 4.43	34.0	4892	EMSDALE	T	20		5.2	4893	KATRINE			S.10	3.50	s 12.37	1.01		
	10.27	s 3.13	5.02	43.4	4895	BURK'S FALLS	T	36	47	9.4	4896	KENNEDYS	P	42	14	3.36	12.16	12.40		
	10.28	3.14	5.03	43.7	4897	SUNDRIDGE	T	43	40	0.3	4898	SOUTH RIVER	T	64	213	3.18	s 11.54	s 12.14		
	10.35	s 3.25	f 5.12	49.0	4899	DEANS	P	64		5.3	4900	TROUT CREEK	T	28	25	2.55	s 11.31	s 11.43		
	10.38	s 3.30	f 5.16	50.8	4901	POWASSAN	T	50	23	1.8	4902	HILLS	P	38	3	2.35	11.08	11.16		
	10.44	s 3.39	5.22	54.8	4904	CALLANDER	T	112	52	4.0	4906	NIPISSING	T	20		L 2.20	L 10.51	L 10.55		
	10.51	s 3.48	s 5.32	59.2						6.5										
	f 3.53			62.2						3.2										
	11.00	3.56	5.42	64.3																
	11.10	s 4.08	s 5.55	71.0																
	11.19	s 4.20	s 6.06	76.6																
	11.31	4.31	6.18	80.9																
	11.43	s 4.43	s 6.32	88.0																
	11.57	s 4.57	s 6.47	95.6																
	A.M. 12.07	5.05	6.56	101.0																
	12.17	s 5.15	s 7.10	107.5																
	A 12.23	A 5.23	A 7.17	110.7																
	A.M.	P.M.	A.M.																	
	Daily ex. Sunday	Daily ex. Sunday	Daily																	
	49	41	47																	
			</																	

Rule 42 applicable.
Rule 405 applicable.

NEWMARKET SUBDIVISION FOOTNOTES—(Continued from page 2)

PUBLIC HIGHWAY CROSSING SIGNALS

Washago — Mileage 98.9 (First crossing north of station).
Gravenhurst—Mileage 111.8 Muskoka Road (Second crossing south of station).

Automatic bells and wig wag signals are located at these highway crossings. 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.

MAIL CATCH POSTS ARE LOCATED AS FOLLOWS:

Mileage
9.1
96.5

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. 251 to 257, 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.

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 513, inclusive, will apply.

When Signals Nos. 884 or 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 (Rule 253).

Train movements from the Midland Subdivision to the Newmarket Subdivision at Atherley may be made without flag protection after conforming with Rule No. 510 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.

REGISTER STATIONS

South River—Register Station for trains originating and terminating only.

WAY FREIGHTS

No. 528 operates Daily ex. Sunday, South River 8.00 a.m.—Gravenhurst.
No. 529 operates Daily ex. Sunday, Gravenhurst 7.00 a.m.—South River.
No. 530 operates Mon., Wed., Fri., North Bay 8.00 a.m.—South River.
No. 531 operates Tues., Thurs., Sat., South River 8.30 a.m.—North Bay.

MAIL CATCH POSTS ARE LOCATED AS FOLLOWS:

Mileage
20.6
26.4
40.8

MANIFEST TRAINS

No. 452—Daily—Leave North Bay 7.00 a.m. Arrive Gravenhurst 12.15 p.m.
No. 454—Daily ex. Mon.—Leave North Bay 9.00 a.m. Arrive Gravenhurst 2.30 p.m.
No. 453—Daily—Leave Gravenhurst 2.00 a.m. Arrive North Bay 6.30 a.m.

HUNTSVILLE SUBDIVISION FOOTNOTES

SPEED RESTRICTIONS

Passenger trains.....55 miles per hour
Freight and Mixed trains.....40 miles per hour

PERMANENT SLOW ORDERS

Mileage
9.7 Highway Crossing.....10'
15.0 to 15.7 Grade (Southward trains).....35
91.3 to 93.0 Curves (Northward trains).....30
108.1 Highway Crossing (North and South Legs of Wye—Callander).....10

- BRACEBRIDGE—Tracks in Shier Lumber Company's Yard, also the Anglo-Canadian Leather Company's Siding in as far as the first building beyond the highway crossing, are serviceable for 1300 class—but not heavier—engines.
- UTTERSON—All movements over highway crossing Mile 23.2 just north of Uttersson Station on the siding must be protected by member of train crew concerned. B.R.C. No. 51233.
- HUNTSVILLE—(a) All movements over crossing "spur track, Yonge St. mileage 33.7," must be protected by member of crew.
(b) "Siding" is track first West of main track. Passenger trains which will clear will meet in track known as "North Track". This track is first East of main track and North switch is located at immediate South end of Station platform.

- SCOTIA—Algonquin Subdivision trains must not foul 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 and left.

- BURK'S FALLS—"Siding" is track first west of main track. South switch is 155 feet north and north switch is 2288 feet north of station.

- CALLANDER—(a) All switching movements on sidings over crossing, Mileage 107.5 must be protected by member of crew. (b) South switch of siding is the one 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 fouled 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.

HUNTSVILLE SUBDIVISION FOOTNOTES

TRAIN INSPECTION

Huntsville.....All cars on freight trains must be inspected.
South River.....Trains must pull out of these stations at a speed not exceeding five (5) miles per hour to enable trainmen to inspect cars.

Yard Limit Boards are located as follows:—

Gravenhurst.....3928 feet North of Station.
Huntsville.....7429 feet South of Station.
Scotia.....5612 feet North of Station.
Scotia.....4450 feet South of Station.
South River.....3600 feet North of Station.
South River.....5280 feet South of Station.
Nipissing.....4112 feet North of Station.
Nipissing.....2935 feet South of Station.

OTHER TRACKS

	Station Number	Car Capacity	Points Face	Mileage
Shier's.....	4903	55	S	9.2
Acme Planing Mills.....	4889	5	S	33.0
The Forest Basket Co. Ltd.....	4889	3	S	34.4
Taplin's.....	4964	7	N	40.8
Novar Pit.....	4890	70	N	44.0
Baldwin's.....	4965	3	S	47.1
Harvie's.....	4966	6	S	62.9
Pineland Timber Co. No. 4.....	4905	4	S	69.0
Glen Roberts.....	4968	15	S	85.7
Trout Creek Logging Co.....	4969	16	NS	87.3
Oderizzi.....	4900	40	N	87.8

ADDITIONAL TRAIN DESPATCHER'S TELEPHONES LOCATED AS FOLLOWS:

Mileage 83.0.....In Booth.

TIME TABLE No. 82. TAKING EFFECT SEPTEMBER 2nd, 1945

WESTWARD TRAINS INFERIOR DIRECTION				Miles from Falding	Symbol	Station Numbers	ALGONQUIN SUBDIVISION	Train Order or Telephone Office	Car Capacity		EASTWARD TRAINS SUPERIOR DIRECTION	Miles from Allimil	Symbol	Station Numbers	ALLISTON SUBDIVISION	Train Order or Telephone Office	Car Capacity		SOUTHWARD TRAINS SUPERIOR DIRECTION				
THIRD CLASS									Siding	Other Tracks							THIRD CLASS				Siding	Other Tracks	
		263 Mixed Tuesday and Saturday															264 Mixed Monday and Friday						394 Mixed Daily ex. Sunday
		A.M. L 9.10		86.3	C	3955	ALGONQUIN PARK 7.0	T	23	22	A	P.M. 6.50							P.M. A 4.50				
				79.3			SIM'S PIT 1.1																
		s 9.35		78.2		3958	CANOE LAKE 6.6	P		68	s	6.13							f	4.43			
		f 10.10		71.6		3959	BRULE LAKE 7.9		22		f	5.43							s	4.35			
		f 10.40		63.7	W	3960	McCRANEY 9.4	P	19		f	5.12							s	3.49			
		s 11.10		54.3		3962	RAVENSWORTH 7.2		8		s	4.47							f	3.38			
		s 11.55		47.1		3965	KEARNEY 5.8	T	20	18	s	4.25											
		P.M. A 12.30 L 3.35		41.3	W Y	4891	SCOTIA Jct. with Huntsville Sub. 3.5	T	59	57	L 3.50 A 12.30												
		f 3.45		37.8		3967	WALLS 7.7			8	f 12.05												
		s 4.13		30.1		3972	SPRUCEDALE 3.0	T	26	5	P.M. s 11.35												
		s 4.32		27.1		3974	WHITEHALL 3.5			11	s 11.07												
		s 4.47		23.6 23.4	W	3976	BEAR LAKE 5.5			9	s 10.40												
		s 5.11		18.1		3977	SEGUIN FALLS 6.2			6	s 10.19												
		s 5.35		11.9		3979	EDGINGTON 3.1	T	27		s 9.52												
		s 5.45		8.8		3980	SWORDS 8.8			2	s 9.30												
		A 6.10 P.M.		0.0	R	3292	FALDING Jct. with Bala Subdivision.	P			L 9.00 A.M.								L 1.45 P.M.				
		Tuesday and Saturday					Rule 42 and Rule 27, Paragraph 7 applicable				Monday and Friday								Daily ex. Sunday				
		263									264								394				

ALLISTON SUBDIVISION FOOTNOTES
INTERLOCKED RAILWAY CROSSING AT GRADE
C.P.R. Mileage 4.3

SPEED RESTRICTIONS

MILTON SUBDIVISION FOOTNOTES
(Continued from page 6)

I. Burlington. The sounding of any engine whistle in respect to Brant St. highway crossing, which is first highway crossing North of Station, is prohibited except when necessary to prevent accident. B.T.C. 61080

ALGONQUIN SUBDIVISION FOOTNOTES

FLAG STOPS

Nos. 263 and 264 stop on flag	
Eagle Lake Landing.....	Mileage 66.4
Camp Arowhon.....	" 77.7
Joe Lake.....	" 78.6
Camp Pathfinder.....	" 83.6

SPEED RESTRICTIONS

All Trains.....25 miles per hour

ENGINE RESTRICTIONS

Heaviest Engine permitted to operate....
1300 Class and certain 40% engines.

1. (a) Falding:—Junction switch located on Falding Siding is normal when set for through siding movements.

(b) Bala Subdivision main track must not be fouled until it is known that right or schedule permits the movement.

(c) All trains to and from Algonquin Subdivision may leave Falding without obtaining Terminal clearance.

2. (a) Scotia:—Algonquin Subdivision trains must not foul 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 and left.

(b) All Algonquin Subdivision trains must obtain terminal clearance at Scotia unless otherwise instructed.

3. (a) Brakes must not be applied closely approaching or upon bridge Mileage 55.1 unless an emergency.

(b) When trains are double-headed, engines must be cut before passing over bridge Mileage 55.1.

4. Algonquin Subdivision main track ends 786 feet East of Algonquin Park Station.

PERMANENT SLOW ORDER

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

Yard Limit Boards are located as follows:—

Falding.....	2,000 ft. East of Junction Switch.
Scotia.....	3,588 ft. East of Junction Switch.
".....	6,071 ft. West of Junction Switch.
Algonquin Park.....	3,000 ft. West of Station.

OTHER TRACKS

Station Number	Car Capacity	Points Face	Mileage
Malkins.....	3969	5 E	33.9
Ahola No. 1.....	2	E	52.5
Ahola No. 2.....	3963	4 E	53.6
P. A. Duff Ltd.....	3961	3 E	67.8

NORTHWARD TRAINS
INFERIOR DIRECTION

THIRD CLASS

		391 Mixed Daily ex. Sunday			
		A.M.			
		L 10.26	0.0	R	
		f 10.33	2.7	4920	
		s 10.45	5.1	4922	
		s 10.59	9.6	4923	
		f 11.07	12.4	4924	
		s 11.18	15.6	4925	
		s 11.29	18.7	4926	
		s 11.37	21.3	4927	
		s 11.55	23.6	4928	
		s 12.08	27.8	4929	
		s 12.19	31.6	4930	
		s 12.34	36.4	4931	
		s 12.41	39.4	R	
		A 12.45	40.0	RW 4856	
		P.M.			
		Daily ex. Sunday			
		391			

ALLISTON SUBDIVISION FOOTNOTES
INTERLOCKED RAILWAY CROSSING AT GRADE
C.P.R.....Mileage 4.3

SPEED RESTRICTIONS

All Trains.....25 miles per hour

PERMANENT SLOW ORDERS

Mileage	Miles per Hour
5.3	King Street Crossing..... Alliston (Highway No. 89) B.T.C. 66143.
9.6	Highway Crossing.....
23.5 to 26.5	Track Condition.....
39.3	First St. Crossing (Collingwood).....

ENGINE RESTRICTIONS

Heaviest Engine permitted to operate.....1300 Class.

1. Railway Crossing Mileage 4.3.—Signalman is on duty 9.30 a.m. to 5.30 p.m. week days only. For any C.N.R. trains which are to pass outside these hours, signalman must be called through C.P.R. Agent, Alliston, to operate interlocking plant. When signalman not on duty, route must be left set clear for C.P.R. trains.

2. Yard Limit Board is located 9,642 feet South of Lake Junction.

3. Allimil and Lake Junction. All Trains may leave Allimil and Lake Junction without Terminal Clearance.

OTHER TRACKS

Station Number	Car Capacity	Points Face	Mileage
Smart's.....	4932	3 S	37.7
Canadian Oil.....	4856	4 S	39.2
Collingwood Milling Co..	4856	6 S	39.2

MILTON SUBDIVISION FOOTNOTES
(Continued from page 6)

1. Burlington. The sounding of any engine whistle in respect to Brant St. highway crossing, which is first highway crossing North of Station, is prohibited except when necessary to prevent accident. B.T.C.-61080.

2. (a) Georgetown. The normal position of cross-over switches is for Brampton Subdivision main track.

(b) All movements on Brampton Subdivision tracks will be governed by Stratford Division time table and special instructions.

(c) All trains must obtain terminal clearance.

3. Railway Crossing, Mileage 36.2. When Signalmen not on duty signals will be set to show "Stop" indication. Trains using this crossing will do so under flag protection.

4. (a) Beeton. "Siding" is track third in front of station.
(b) Beeton is a Bulletin and Register Station for Alliston Subdivision trains only.

5. Allimil. All trains may leave Allimil without terminal clearance.

6. Yard Limit Boards are located as follows:—
Burlington.....2,300 ft. North of Junction switch with Oakville Sub.
Georgetown.....3,682 ft. South of cross-over switch.
".....3,606 ft. North of cross-over switch.
Beeton.....4,719 ft. South of station.
".....10,472 ft. North of station.
Allandale.....5,677 ft. South of station.

OTHER TRACKS

Station Number	Car Capacity	Points Face	Mileage
Glover Basket Co.....	4952	6 N	0.2
R. R. McKibbin.....	4945	3 N	26.1
Smith and Stone.....	4951	8 N	26.2

TIME TABLE No. 82. TAKING EFFECT SEPTEMBER 2nd, 1945

NORTHWARD TRAINS INFERIOR DIRECTION										SOUTHWARD TRAINS SUPERIOR DIRECTION																			
THIRD CLASS		FIRST CLASS		Miles from Burlington Jct. Switch	Symbol	Station Numbers	MILTON SUBDIVISION		Train Order or Telephone Office	Siding	Other Tracks	Car Capacity	THIRD CLASS		FIRST CLASS		Miles from Allandale	Symbol	Station Numbers	MEAFORD SUBDIVISION		Train Order or Telephone Office	Siding	Other Tracks	Car Capacity	THIRD CLASS		FIRST CLASS	
391 Mixed Daily ex. Sunday	661 Passenger Daily ex. Sunday	394 Mixed Daily ex. Sunday	662 Passenger Daily ex. Sunday				STATIONS	STATIONS					60 Passenger Daily ex. Su. & Mo.	662 Passenger Daily ex. Sunday	160 Passenger Sunday Only	398 Mixed Daily ex. Sunday													
	A.M.	0.0					Jct. Switch with Oakville Subdivision																						
	L 7.42	0.01	RW	5248			BURLINGTON	T						A 8.00				L 9.30		L 11.35	0.0	K	4816						
							5.6																						
	f 7.52	5.6		4950			TANSLEY			10				f 7.45				A 9.44		s 8.30	5.5	R*	4817						
	f 7.56	7.8		4949			ASH							f 7.40				To Penetang Sub.		f 8.35	8.0		4836						
	s 8.09	13.9		4948			MILTON	T		31	41			s 7.30						s 8.40	10.3	R*	4837						
	f 8.14	16.9		4947			MANSEWOOD							f 7.22						f 8.46	13.4		4851						
	f 8.23	22.5		4946			STEWARTTOWN			9				f 7.14						s 8.51	15.7		4852						
	A 8.30	25.6	WY	4985			GEORGETOWN	T						L 7.08						s 9.05	22.8	W	4854						
	L 8.50						Jct. with Brampton Subdivision							A 6.48						f 9.15	28.2		4855						
	f 9.02	30.9		4943			TERRA COTTA							f 6.31						s 9.25	31.4	RW	4856						
	f 9.05	32.4		4942			INTERPROVINCIAL BRICK			17				f 6.27						s 9.26	32.0								
	s 9.08	33.6		4941			CHELTHENHAM	T		27				f 6.24							9.26	32.0	R*						
	s 9.14	36.2		4940			INGLEWOOD	T		14	15			s 6.18						f 9.37	37.2		4857						
	s 9.27	42.6		4939			CALEDON EAST	T		17				s 6.05						f 9.43	40.1								
	f 9.33	45.6		4938			ALBION							f 5.58						s 9.52	44.0		4859						
	s 9.41	48.9		4937			PALGRAVE			23				s 5.51						A 10.10	52.2	RW	4861						
	s 9.53	54.9		4936			TOTTENHAM	T		38				s 5.40						P.M.									
A.M. L 10.20	s 10.03	59.6	CK WY	4919			BEEETON	T		17	115			s 5.30						A 1.30									
A 10.25 A.M.	f 10.07	61.1					Jct. with Alliston Subdivision	P						f 5.24						P.M.									
	f 10.12	64.3		4918			RANDALL							f 5.19															
	s 10.20	68.4		4917			COOKSTOWN	T		26				s 5.12															
	s 10.32	74.4		4916			THORNTON			21				s 5.01															
	f 10.42	79.3		4915			VINE							f 4.50															
	A 10.55	84.2	CK WY	4816			ALLANDALE	T		Yard				L 4.40															
	A.M.						Jct. with Meaford and Newmarket Subdivisions							P.M.															
Daily ex. Sunday 391	Daily ex. Sunday 661						Rule 42 applicable.							Daily ex. Sunday 662															

WAY FREIGHTS

No. 536—Tues., Thurs., Sat., Allandale 8.00 a.m.—Hamilton.

No. 537—Mon., Wed., Fri., Hamilton 8.30 a.m.—Allandale.

INTERLOCKED RAILWAY CROSSING AT GRADE

C.P.R. Mileage 14.2

NON-INTERLOCKED RAILWAY CROSSING AT GRADE

C.P.R. Mileage 36.3

SPEED RESTRICTIONS

Passenger trains 40 miles per hour.

Passenger trains (over 40% engines) 25 miles per hour.

Freight and Mixed trains..... 25 miles per hour.

FLAG STOPS

Nos. 661 and 662 stop on flag at Ferndale, Mileage 34.5.

PERMANENT SLOW ORDERS

Mileage

0.3 Highway Crossing (Northward Trains) 10

25.0 Curve..... 10

25.6 to 25.9 (Southward Trains)..... 15

49.1 (Highway Crossing)..... 10

54.8 (Highway Crossing)..... 5

81.3 to 84.1 Grade and Curves (Northward Trains)..... 30

ENGINE RESTRICTIONS

Heaviest Engine permitted to operate..... 6000 Class.

1. Railway Crossing Mileage 14.2—Signalman is on duty 8.00 a.m. to 12.00 Noon, 1.00 p.m. to 5.00 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.

See other Footnotes on Page 5.

REGISTER STATIONS

*Lake Junction Register station for first class trains except Nos. 60, 63 and 160.

*Colwell } Extras will not register unless so instructed by Despatcher.

*Angus }

PASSENGER EXTRAS OPERATING

Friday only leave Angus 1.06 p.m., arrive Allandale 1.25 p.m.

Sunday only leave Allandale 12.05 p.m., arrive Angus 12.24 p.m.

Sunday only leave Angus 7.51 p.m., arrive Allandale 8.10 p.m.

Monday only leave Allandale 1.35 a.m., arrive Angus 1.59 a.m.

MIXED EXTRA OPERATING

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

WAY FREIGHTS

No. 534 operates daily ex. Sunday, Meaford 4.30 p.m.—Allandale.

No. 535 operates daily ex. Sunday, Allandale 6.15 a.m.—Meaford.

SPEED RESTRICTIONS

Passenger trains..... 40 miles per hour.

Freight and Mixed trains..... 30 miles per hour.

PERMANENT SLOW ORDERS

Mileage

10.4 Highway Crossing Angus..... 10

22.8 Highway Crossing Stayner..... 15

30.9 Hume St. (Collingwood)..... 25

31.4 Huron St. (Collingwood)..... 10

44.3 Bruce St., Thornbury..... 10

50.5 to 52.2 Grade (Northward Trains)..... 30

MEAFORD SUBDIVISION FOOTNOTES

ENGINE RESTRICTIONS

Heaviest Engine permitted to operate—Allandale to Collingwood..... 3200 Class.

Heaviest Engine permitted to operate—Collingwood to Meaford (34%)..... 5000 Class.

1. Colwell and Lake Junction. All trains may leave Colwell and Lake Junction without terminal clearance.

2. RAILWAY CROSSING AT GRADE

C.P.R. Automatic Interlocked..... Mileage 7.5

(a) See Special Instructions, page 15; ALSO

(b) If, after passing "Home" signal, reverse movement is made to a point in rear of signal, it will be necessary to push the button located in box outside instrument case located on "Home" signal marked "PUSH BUTTON" in order to again procure clear indication on "Home" signal.

3. Meaford. All movements over Bridge Street Crossing, just South of station must be protected by one of station or other employees acting as crossing watchman.

Yard Limit Boards are located as follows:—

Allandale..... 5050 ft. North of station.

Angus..... 2841 ft. North of station.

"..... 3340 ft. South of station.

Collingwood..... 4146 ft. South of station.

"..... 5811 ft. North of station.

Meaford..... 3825 ft. South of station.

MAIL CATCH POST LOCATED AT MILEAGE 41.3

OTHER TRACKS

Station Number Car Capacity Points Face Mileage

Colwell Pit..... 4818 93 S 5.3

C.P.R. Interchange..... 4835 20 S 7.7

Snettinger..... 4859 5 N 44.3

TIME TABLE No. 82. TAKING EFFECT SEPTEMBER 2nd, 1945

NORTHWARD TRAINS INFERIOR DIRECTION				CAMP BORDEN SUBDIVISION				SOUTHWARD TRAINS SUPERIOR DIRECTION			
				STATIONS							
	Miles from Angus	Symbols	Station Numbers								
	0.0	R	4837	ANGUS							
	0.1			Jct. with Meaford Subdivision							
	0.4			MILL ST. JCT.							
	2.3			C.N.R. JCT.							
	2.7	R	4840	C.N.R. CAMP BORDEN							
	2.3			C.N.R. JCT.							
	2.5			C.P.R. JCT.							
	2.9			C.P.R. CAMP BORDEN							
	2.5			C.P.R. JCT.							
	3.7	Y		BOG ROAD							
	5.3			END OF TRACK							
				Rule 42 and Rule 27, Paragraph 7 applicable							

CAMP BORDEN SUBDIVISION FOOTNOTES

1. All Trains must obtain terminal clearance before leaving C.N.R. Camp Borden unless otherwise instructed.
2. All Trains to and from Camp Borden Subdivision may leave Angus without obtaining terminal clearance provided train order signal in Proceed position.
3. Sign Boards have been erected at Mill St. Jct., C.P.R. Jct., and C.N.R. Jct.
4. C.N.R. and C.P.R. trains move on all tracks within Camp Borden area.
5. All movements between Junction with Meaford Subdivision and Bog Road will be made under train orders issued by train despatcher at Allandale.
6. Track between Bog Road and End of Track is siding, as is old line which now serves No. 1 Siding, No. 4 Siding, etc., etc., and also new spur into "13 X" and all movements over these tracks must proceed with caution expecting to find track occupied.
7. 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.

Yard Limit Boards are located as follows:—

Junction with Meaford Sub. Mileage 0.1 1924 ft. North
C.N.R. Junction " 2.3 1400 ft. South
C.P.R. Junction " 2.5 1400 ft. North

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

PASSENGER EXTRAS OPERATING

Friday only leave C.N.R. Camp Borden 1.00 p.m., arrive
Angus 1.06 p.m.

Sunday only leave Angus 12.24 p.m., arrive C.N.R. Camp
Borden 12.30 p.m.

Sunday only leave C.N.R. Camp Borden 7.45 p.m., arrive
Angus 7.51 p.m.

Monday only leave Angus 1.59 a.m., arrive C.N.R. Camp
Borden 2.05 a.m.

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.

ENGINE RESTRICTIONS

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

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.

WESTWARD TRAINS INFERIOR DIRECTION				DEPOT HARBOR SUBDIVISION				EASTWARD TRAINS SUPERIOR DIRECTION			
				STATIONS							
	Miles from South Parry	Symbols	Station Numbers								
	0.0	KCW	3294	SOUTH PARRY							
	1.6		3983	JAMES BAY							
	4.8		3984	ROSE POINT							
	7.6	W	3985	DEPOT HARBOR							
				Rule 42 and Rule 27, Paragraph 7 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

SPEED RESTRICTIONS

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

PERMANENT SLOW ORDER

Mileage
4.9 Drawbridge.....
All Trains
5

ENGINE RESTRICTIONS

Heaviest Engine permitted to operate. 3200 Class.

NORTHWARD TRAINS INFERIOR DIRECTION				PENETANG SUBDIVISION				SOUTHWARD TRAINS SUPERIOR DIRECTION			
THIRD CLASS				STATIONS				THIRD CLASS			
			397 Mixed Daily ex. Sunday								398 Mixed Daily ex. Sunday
			A.M. L 9.45	0.0	R	4817	COLWELL	P	12	A	P.M. 4.12
							Jct. with Meaford Subdivision				
			9.53	3.4			VESPRE				4.01
			s 10.05	7.7		4820	MINESSING	T	15	s	3.50
			f 10.14	11.3		4821	HENDRIE				3.34
			s 10.21	13.7		4822	PHELPSTON				3.27
			s 10.36	18.3		4823	ELMVALE	T	99	s	3.15
			f 10.41	20.2			SAURIN				3.03
			s 10.53	23.9		4830	WYEVILLE				2.54
			s 11.07	28.3		4831	PERKINSFIELD				2.43
			A 11.30 A.M.	33.6	RW	4832	PENETANG	T	Yard	L	2.25 P.M.
			Daily ex. Sunday 397								Daily ex. Sunday 398
				Rule 42 and Rule 27, Paragraph 7 applicable.							

PENETANG SUBDIVISION FOOTNOTES

INTERLOCKED RAILWAY CROSSING AT GRADE

C.P.R. Mileage 2.4

1. Colwell—All trains may leave Colwell without
terminal clearance.

2. Railway Crossing Mileage 2.4—Signalman is on duty
9.30 a.m. to 5.30 p.m. 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.

SPEED RESTRICTIONS

Passenger trains.....25 miles per hour.
Freight and Mixed trains.....25 miles per hour.

PERMANENT SLOW ORDERS

Mileage		Miles Per Hour All Trains
4.3 to 5.3	Grade and Curves Northward Trains....	15
9.0 to 10.0	Grade and Curves Southward Trains....	15
24.9 to 26.2	All Trains Light Rail.....	10
30.4 to 33.6	Grade and Curves Northward Trains....	15

ENGINE RESTRICTIONS

Heaviest Engine permitted to operate.....1300 Class.

Yard Limit Boards are located as follows:
Penetang.....4355 feet south of station.

WESTWARD TRAINS INFERIOR DIRECTION				SUTTON SUBDIVISION				EASTWARD TRAINS SUPERIOR DIRECTION			
				STATIONS							
	Miles from Zephyr	Symbols	Station Numbers								
	0.0	RWY	3259	Jct. with Bala Subdivision			ZEPHYR	T			
	2.9		3260				BROWN HILL				
	5.9		3261				BALDWIN'S CROSSING				
	8.9	RY	3262				SUTTON	T	33	30	
				Rule 42 and Rule 27, Paragraph 7 applicable.							

SUTTON SUBDIVISION FOOTNOTES

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

SPEED RESTRICTIONS

All Trains.....15 miles per hour

ENGINE RESTRICTIONS

Heaviest Engine permitted to operate.....1300 Class.

TIME TABLE No. 82. TAKING EFFECT SEPTEMBER 2nd, 1945

BALA SUBDIVISION FOOTNOTES

Nos. 3 and 4 will stop at any station for revenue passengers to or from Winnipeg or beyond.

WAY FREIGHTS

No. 518 operates Tues., Thurs. and Sat., South Parry 5.45 a.m.—Don.
No. 519 operates Mon., Wed. and Fri., Don 7.30 a.m.—South Parry.

MANIFEST TRAINS

No. 403 Daily Leave Don 9.00 a.m., arrive South Parry 3.40 p.m.
No. 404 Daily Leave South Parry 11.40 a.m., arrive Don 6.00 p.m.
No. 452 Daily Leave Washago 1.45 p.m., arrive Don 6.10 p.m.
No. 454 Daily Leave Washago 4.15 p.m., arrive Don 8.30 p.m.
No. 453 Daily Leave Don 10.00 p.m., arrive Washago 1.00 a.m.

INTERLOCKED DRAWBRIDGES

Trent Canal..... Mileage 67.1
Trent Canal..... Mileage 89.9
Jeanettes Narrows..... Mileage 113.2

SPEED RESTRICTIONS

Passenger trains 55 miles per hour. Freight and Mixed trains 45 miles per hour.
All trains run cautiously on curves.

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 these crossings. 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.

PERMANENT SLOW ORDERS

Mileage		Miles per hour	Passenger	Freight and Mixed
5.4 to 10.0	Curves—Southward Trains.....	35	35	35
12.3 to 29.7	Curves—Southward Trains.....	35	35	35
14.8	Bridge.....	20	20	20
36.0 to 40.0	Curves—Northward Trains.....	50	40	40
89.2	Highway Crossing.....	30	30	30
117.0	Curve.....	30	30	30
126.5 to 127.0	Curves.....	35	35	35
141.5 to 141.9	Curves.....	25	25	25

TRAIN INSPECTION

Zephyr..... All cars on freight trains must be inspected.
Washago..... Trains must pull out of these stations at a speed not exceeding five (5) miles per hour, to enable trainmen to inspect cars.
Ororio..... Southward freight trains must be given thorough standing inspection and it must be known that train is in good order before proceeding.

Yard Limit Boards are located as follows:

Ororio.....	(4810 feet south of Station 2440 " north of Station	Washago.....	(6073 feet south of Station 6283 " north of Station
Richmond Hill.....	(5381 " south of Station 7089 " north of Station	Torrance.....	(5945 " south of Station 6336 " north of Station
Zephyr.....	(4966 " south of Station 4782 " north of Station	Falding.....	(1500 " south of south switch 8500 " north of north switch

1. The movement of all trains between Todmorden and Toronto will be governed by Toronto Terminals Time Table. Any movement not provided for must be arranged through Train Despatcher at Allandale. Toronto is an initial station for Bala Subdivision trains. All northward trains must obtain terminal clearance at Don. All trains may pass from one Subdivision to the other at Todmorden without obtaining terminal clearance.

2. (a) Washago. All trains must obtain Terminal Clearance Form B at Washago.

(b) 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" so that they cannot be cleared unless the connecting switches are set for the movement intended. Movement over the "Joint Section" can be made only when signals are in proceed position for the movement intended. When signals are in proceed position for northward trains, they may proceed over "Joint Section" without being in possession of the information, as called for in Rule 82 (Form "W" Train Order) Rules 601-637 govern. All 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.

(c) Trains standing at Washago and wishing 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).

3. (a) South Parry. The first track in front of South Parry station is the main track.

(b) When trains Nos. 3 and 4 meet at South Parry, No. 4 will pull clear of North switch to No. 1 siding to permit No. 3 to pull out of No. 1 siding and No. 4 will be serviced after departure of No. 3.

NORTHWARD TRAINS—INFERIOR DIRECTION

FIRST CLASS					Miles from Toronto	Symbol	Station Number	BALA SUBDIVISION	Train Order or Telephone Office	Car Capacity		SOUTHWARD TRAINS—SUPERIOR DIRECTION
	49 Passenger Daily ex. Saturday	633 Passenger Monday Wednesday Friday	3 Passenger Daily							Sidings	Other Tracks	
	P.M.	A.M.										
.....	L 6.05	L 9.55	.....	0.0	K	4715	TORONTO.....	T	.....	.....	.....	4 Passenger Daily
.....	6.08	9.58	.....	0.5	.....	.....	JARVIS STREET.....	.....	Yard	.....	.....	50 Passenger Daily ex. Sunday
.....	6.13	s 10.03	.....	2.0	K	4712	DON.....	T	.....	.....	.....	634 Passenger Tuesday Thursday Saturday
.....	6.17	10.07	.....	3.6	Y	4700	ROSEDALE.....	.....	185	.....	.....
.....	6.21	10.12	.....	6.2	.....	3248	TODMORDEN.....	.....	31	N5	.....
.....	6.32	f 10.24	.....	11.2	.....	3249	ORIOLE.....	T	44	59	.....
.....	6.41	10.35	.....	16.5	.....	3251	THORNLEA.....	.....	63	S 6	.....
.....	6.48	s 10.45	.....	21.2	W	3254	RICHMOND HILL.....	T	94	134	.....
.....	6.56	f 10.54	.....	25.9	.....	3255	GORMLEY.....	P	35	23	.....
.....	7.05	f 11.05	.....	31.0	.....	3256	VANDORF.....	P	68	.....	.....
.....	7.13	f 11.14	.....	35.5	.....	3257	PINE ORCHARD.....	P	63	.....	.....
.....	7.21	s 11.24	.....	40.9	.....	3258	MOUNT ALBERT.....	T	69	12	.....
.....	7.30	f 11.33	.....	45.2	W Y	3259	ZEPHYR.....	T	70	.....	.....
.....	7.38	f 11.41	.....	49.2	.....	3263	Jct. with Sutton Subdivision CEDAR BRAE.....	P	69	.....	.....
.....	7.47	s 11.51	.....	55.5	.....	3264	PEPPERLAW.....	T	71	11	.....
.....	f 8.00	s 12.09	.....	64.2	.....	3265	BEAVERTON.....	T	69	14	f 5.22	f 6.22
.....	8.08	f 12.18	.....	68.9	.....	3266	GAMEBRIDGE EAST.....	P	.....	22	5.15	6.15
.....	8.14	f 12.25	.....	72.4	.....	3269	BRECHIN EAST.....	.....	66	.....	5.10	6.10
.....	8.22	f 12.34	.....	77.5	.....	3270	UDNEY.....	T	66	16	5.03	6.03
.....	8.29	f 12.43	.....	81.4	.....	3271	RATHBURN.....	P	71	.....	4.56	5.57
.....	A 8.42	A 12.55	A.M.	88.9	CR	4876	WASHAGO.....	T	53	49	s 4.40	L 5.41
.....	P.M.	L 1.05	L 1.57	.....	W Y	.....	Jct. with Newmarket Subdivision	.....	.....	.....	A.M.	s 2.11
.....	s 1.16	2.04	93.9	.....	3274	SPARROW LAKE.....	P	53	.....	4.24	.....	s 2.00
.....	f 1.33	2.18	104.2	.....	3276	SOUTHWOOD.....	P	54	7	4.10	.....	f 1.43
.....	s 1.47	2.29	112.0	W	3278	TORRANCE.....	T	63	8	3.59	.....	s 1.29
.....	f 1.50	.....	113.3	.....	3279	BALA PARK.....	P	.....	.....	.....	.....	f 1.24
.....	f 1.59	2.40	118.2	.....	3282	MEDORA.....	P	60	.....	3.47	.....	f 1.14
.....	s 2.13	2.51	125.3	.....	3284	FOOTES BAY.....	T	56	22	3.35	.....	s 1.00
.....	f 2.22	.....	129.8	.....	3285	LAKE JOSEPH.....	.....	.....	.....	.....	.....	f 12.51
.....	2.24	3.01	130.4	W	3286	DOCK SIDING.....	P	46	.....	3.24	.....	12.49
.....	2.36	3.13	136.1	.....	3289	BLACKSTONE.....	P	50	.....	3.13	.....	12.37
.....	2.49	3.25	141.9	.....	3292	FALDING.....	P	53	.....	3.02	.....	12.23
.....	A 3.01	A 3.37	147.1	K	3294	SOUTH PARRY.....	T	Yard	L 2.52	.....	L 12.12	P.M.
.....	Daily ex. Saturday	Monday Wednesday Friday	Daily	.....	.....	.....	Rule 42 applicable Rule 405 applicable.	.....	Daily	Daily ex. Sunday	Tuesday Thursday Saturday	634
.....	49	633	3	.....	.....	.....	.....	.....	.....	.....	.....	.....

ADDITIONAL FLAG STOPS

Trains 633 and 634	Mileage	Trains 633 and 634	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	Holmurst.....	143.4
Park Beach.....	114.3	Nos. 633 and 634 will stop where mail is lifted.	

OTHER TRACKS

Station No.	Car Capacity	Points Face	Mileage
3250	6	N	12.5
3253	8	S	18.0

ADDITIONAL TRAIN DESPATCHER'S TELEPHONES

ARE LOCATED AS FOLLOWS:
Hydro Glen..... In box inside freight room.
Falding Platform. In box on pole opposite Station.

TIME TABLE No. 82. TAKING EFFECT SEPTEMBER 2nd, 1945

NORTHWARD TRAINS—INFERIOR DIRECTION									SUDBURY SUBDIVISION		Car Capacity		SOUTHWARD TRAINS—SUPERIOR DIRECTION					
THIRD CLASS		FIRST CLASS			Miles from South Parry	Symbols	Station Numbers	STATIONS	Train Order or Telephone Office	Siding	Other Tracks	FIRST CLASS			THIRD CLASS			
	215 Mixed Tuesday and Saturday			3 Passenger Daily								4 Passenger Daily			804 Freight Daily	216 Mixed Monday and Friday		
	A.M.			A.M.								A.M.			A.M.	P.M.		
.....	L 9.15			L 3.47	0.0	KC WY	3294	.....SOUTH PARRY..... 2.9	T	Yard	A	2.42			A 8.50	A 3.35	.....
.....	s 10.00			s 3.58	2.9		3295	.....PARRY SOUND..... 0.6			s	2.29				s 3.25	.....
.....	10.02			3.59	3.5		3296	.....NORTH PARRY..... 7.4		80		2.27			8.35	3.24	.....
.....	s 10.15			4.11	10.9		3297	.....WAUBAMIK..... 8.4		43	10	2.14			8.15	s 3.10	.....
.....	f 10.30			4.24	19.3		3302	.....BOAKVIEW..... 5.8		62		1.58			7.52	f 2.50	.....
.....	s 10.55			* 4.32	25.1		3305	.....ARDBEG..... 3.6	T	33	S5	* 1.48			7.40	s 2.30	.....
.....	f 11.03			4.38	28.7		3306	.....BOLGER..... 5.6				1.42				f 2.05	.....
.....	f 11.18			4.46	34.3		3308	.....BURTON..... 2.2	P	68		1.33			7.21	f 1.45	.....
.....	f 11.25			4.50	36.5		3309	.....SOUTH MAGNETAWAN..... 3.3	P			1.29				f 1.35	.....
.....	f 11.40				38.6	W	3311	.....NORTH MAGNETAWAN..... 3.1								f 1.25	.....
.....	f 11.50			5.00	42.9		3312	.....DROCOURT..... 8.8	T	59		1.18			7.03	f 1.15	.....
.....	s 12.10			5.13	51.7		3314	.....MOWAT..... 6.4		89		1.05			6.45	s 12.58	.....
.....	f 12.20				58.1			.....CRANBERRY LAKE..... 0.6								f 12.38	.....
.....	12.22			5.23	58.7		3317	.....CRANBERRY..... 8.1		22		12.53			6.27	12.36	.....
.....	s 1.05			* 5.36	66.8	Y	3318	.....KEY JCT..... 1.7	T	28	27	* 12.38			6.12	s 12.15	.....
.....	f 1.15			* 5.39	68.5		3320	.....PICKEREL RIVER..... 2.5	T			* 12.34				f 11.50	.....
.....	f 1.25			5.43	71.0		3321	.....HARTLEY BAY..... 3.9				12.28				f 11.35	.....
.....	f 1.50			s 5.57	74.9	R CW	3322	.....BAYSWATER..... 8.8	T	59	16	s 12.19			5.57	f 11.25	.....
.....	f 2.05			6.10	83.7		3323	.....PORLOCK..... 5.3	P	57		A.M. 11.59			5.10	f 10.50	.....
.....	s 2.20			s 6.22	89.0		3324	.....BURWASH..... 5.6	T	59	10	s 11.49			4.57	s 10.35	.....
.....	f 2.35			6.34	94.6		3326	.....WATERFALL..... 7.0	P	35		11.38			4.45	f 10.05	.....
.....	f 2.50			6.46	101.6		3328	.....ST. CLOUD..... 7.9	P	59		11.26			4.30	f 9.45	.....
.....					109.5		3329	.....AUSTIN..... 0.5			S50						.....
.....	s 3.15			* 6.59	110.0		3331	.....CONISTON..... 5.0	T	43	12	* 11.11			4.14	s 9.30	.....
.....	s 3.40			A 7.10 L 7.25	115.0	R WY	3332	.....SUDBURY JCT..... 0.2	T	83	88	L 11.00 A 10.50			4.02	s 9.10	.....
.....					115.2			Jct. Switch with Sudbury Terminal Subdivision									.....
.....					115.6			.....GARSON JCT..... 5.6 Jct. with Sudbury Terminal Subdivision				10.49					.....
.....	3.53			7.36	121.2		3344	.....GARLAKE..... 3.4	P	30		10.42			3.37	8.46	.....
.....	s 4.05			7.43	124.6		3345	.....HANMER..... 1.3		49	13	10.37			3.30	s 8.40	.....
.....	4.10			7.45	125.9		3346	.....SUEZ..... 3.1		90		10.35			3.28	8.36	.....
.....	A 4.20 P.M.			A 7.55 A.M.	129.0	KC WY	3347	.....CAPREOL..... Jct. with Alderdale Subdivision	T	Yard		L 10.30 P.M.			L 3.20 A.M.	L 8.30 A.M.	.....
	Tuesday and Saturday 215			Daily 3				Rule 42 applicable Rule 405 applicable				Daily 4			Daily 804	Monday and Friday 216		

FLAG STOPS

*No. 3 stops at Ardbeg on flag for passengers from Toronto and beyond; at Key Jct. and Pickerel River on flag for passengers from Parry Sound and beyond; and at Coniston on flag for passengers to or from Toronto, Longlac and beyond.

No. 4 stop at any station to detain revenue passengers from points Winnipeg and beyond.

*No. 4 stop at Coniston on flag for Toronto passengers and beyond, or passengers from Longlac and beyond; at Pickerel River and Key Jct. on flag for passengers Parry

Sound and beyond; and at Ardbeg on flag for passengers Toronto and beyond.

Nos. 215 and 216 stop on flag at Zebra (Mileage 16.8); Still River (Mileage 46.3); Ludgate (Mileage 55.9); McVitties (Mileage 93.1); and at Mileage 96.

SUDBURY SUBDIVISION FOOTNOTES

RAILWAY CROSSINGS AT GRADE

C.P.R. Automatic Interlocked. Mileage 100.4
C.P.R. Automatic Interlocked. Mileage 109.6
(a) See special instructions, page 15: ALSO
(b) 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.

(c) Rules 501 to 513 will govern.
The following additional instructions apply only at crossing Mileage 109.6:—Automatic Block Signal Rules 501 to 513, modified, will apply between Signal 1102 and Signal 1087.

Between signals 1098 and 1091, Rules 271 to 273 will apply.
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 "Block Clear", or the entering signals indicate proceed, enter the block and operate between Signals 1098 and 1091 without flag protection.

MANIFEST TRAINS

No. 403—Daily, Leave South Parry 4.25 p.m., arr. Sudbury Jct. 9.05 p.m., arr. Capreol 10.05 p.m.
No. 404—Daily, Leave Capreol 5.20 a.m., arr. Sudbury Jct. 6.10 a.m., arr. South Parry 11.05 a.m.

TRAIN INSPECTION

Bayswater. All cars on freight and mixed trains must be inspected. Trains must pull out of this station at a speed not exceeding five (5) miles per hour, to enable trainmen to inspect cars.

SPEED RESTRICTIONS

Passenger trains. 55 miles per hour.
Freight and Mixed trains. 45 miles per hour.
All trains run cautiously on curves.
Capreol. All first and second class trains must be prepared to stop between the outer switches, unless the main track is seen or known to be clear.

PERMANENT SLOW ORDERS

Mileage		Miles per hour
46.1	Bridge	20
68.3	Bridge	20
107.8	Bridge	30
128.6	Highway Crossing	10

1. (a) South Parry. The first track in front of South Parry station is the main track.

(b) When trains Nos. 3 and 4 meet at South Parry No. 4 will pull clear of north switch to No. 1 siding to permit No. 3 to pull out of No. 1 siding and No. 4 will be serviced after departure of No. 3.

2. 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.

3. Key Jct. Position of West Wye switch is normal when set for north leg of Wye.

4. Bayswater. All trains must obtain terminal clearance Form B at Bayswater. Operator will register all first class trains.

5. Sudbury Jct. All trains must obtain Terminal clearance Form B at Sudbury Jct.

6. (a) Capreol. The first track in front of Capreol Station is the Main track.
(b) Position of Junction Switch, Sudbury and Alderdale Subdivisions is normal when set for main track, Capreol to South Parry.

KEY HARBOR SUBDIVISION

All trains restricted to 15 miles per hour. No engine must pass beyond Mileage 1.

Yard Limit Boards are located as follows:—

South Parry.....	4114 feet north of station.
Bayswater.....	6469 feet south of station.
	4110 feet north of station.
Sudbury Jct.....	6800 feet south of station.
Capreol.....	5611 feet north of station.
Key Harbor Subdivision.....	6291 feet south of station.
	Between a point six hundred and twenty-five (625) feet from the north switch of the north leg of the wye and Mileage One (1.0).

OTHER TRACKS

Station No.	Car Capacity	Points face	Mileage
Parry Sound Industrial.....	3295	57	N. 2.0
Campbell Angst Lumber Co.....		2	S. 39.8
Ballast Pit.....		200	S. 125.5
Suez Coal Sdg.....		40	N. 126.6

WESTWARD TRAINS INFERIOR DIRECTION						SUDBURY TERMINAL SUBDIVISION						EASTWARD TRAINS SUPERIOR DIRECTION		
FIRST CLASS			Miles from Sudbury Jct. Switch	Symbols	Station Numbers		STATIONS		Train Order or Telephone Office	Car Capacity		FIRST CLASS		
	97 Passenger Daily	95 Passenger Daily								Sidings	Other Tracks	94 Passenger Daily	96 Passenger Daily	
			6.7		3341	Garon Section	.....FALCONBRIDGE.....	Garon Section		Yard				
			4.2		3340		2.5.....GARSON MINE.....			21	24			
			0.7		3339		3.5.....SAND PIT.....				78			
			0.4				0.3.....GARSON JCT.....							
							0.4 Jct. with Sudbury Subdivision							
	P.M.	A.M.	0.0			Staff System	Jct. Switch with Sudbury Subdivision	Staff System			A.M.	P.M.		
	L 11.05	L 7.30	0.2	BYW	3332		0.2.....SUDBURY JCT.....		T	Yard	A 6.55	A 10.35		
	11.15	7.40	4.2	R	3333		4.0.....ALGO.....				6.44	10.24		
							Jct. with Copper Cliff Section							
	A 11.20	A 7.45	5.5	CW K Y	3334		1.3.....SUDBURY.....		T	Yard	L 6.40	L 10.20		
	P.M.	A.M.								A.M.	P.M.			
			4.2	R	3333	Copper Cliff Section	.....ALGO.....	Copper Cliff Section						
			6.8		3336		2.6.....C.N. JCT.....							
							Jct. with Joint Section							
			8.6		3337	Joint Section	.....CLARABELLE.....	Joint Section		146				
							1.8 I.N. Co. Connection to Copper Cliff							
	Daily	Daily									Daily	Daily		
	97	95					Rule 42 applicable.				94	96		

SUDBURY TERMINAL SUBDIVISION FOOTNOTES

SPEED RESTRICTIONS

Passenger Trains.....	35 miles per hour
Freight and Mixed Trains.....	20 miles per hour

PERMANENT SLOW ORDERS

Mileage	Miles per Hour
0.6 Turnout.....	10
4.2 Junction Switch.....	10
5.7 Highway Crossing Copper Cliff Section.....	10

1. 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.

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

2. 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.

3. 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.

4. SUDBURY. Position of crossover switch on Interchange track directly in front of station is normal when set for Through track.

5. YARD LIMIT BOARDS 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 }

(a) The Garson Section is included in Sudbury Jct. Yard Limits.

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

(b) The Copper Cliff Section is included in Sudbury Yard Limits.

6. 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.

NAME	Station Number	Car Capacity	Points Face	Mileage
Storage.....	3333	44	WE	0.4 from Algo
Laberge's.....	3333	21	E	0.8 from Algo
Maggiolis.....	3333	3	E	1.7 from Algo
Davey.....	3333	3	W	1.8 from Algo
Team.....	3340	17	W	3.0 from Jct. with Sudbury Sub.

ALGO AND SUDBURY JUNCTION

Movements between Algo and Sudbury Junction, in both directions, are governed by Electric Staff Block System, Rules 301 and 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, trains will be moved on train orders and the necessary clearance forms in accordance with operating rules.

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.

ALDERDALE SUBDIVISION FOOTNOTES

(Continued from page 11)

3. CAPREOL. (a) The first track in front of Capreol Station is the Main Track.

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

(c) East pocket switch is designated by sign erected 20 feet south of North Bay main track and located 1420 feet east of Capreol station, and 1182 feet west of east wye switch.

Yard Limit Boards are located as follows:—

Brent.....	5216 feet west of station.
Nipissing.....	4608 feet east of station.
	3429 feet west of station.
North Bay.....	18603 feet east of station.
	7885 feet west of station.
Capreol.....	8500 feet east of station.

ADDITIONAL TRAIN DESPATCHER'S TELEPHONES ARE LOCATED AS FOLLOWS:

Mileage 70 in booth
Mileage 128 in booth

OTHER TRACKS

	Station No.	Car Capacity	Points face	Mileage
J. D. Campbell & Sons.....	3188	3	W	10.3
Staniforth Lumber Company.....	3191	6	E	21.7
Staniforth Lumber Company.....	3191	21	W	21.8
Staniforth Lumber Company.....	3191	12	W	21.9
Shell Oil.....	4909	3	E	62.5
Imperial Oil.....	4909	10	W	62.8
Team Track.....	3205	12	E	77.0
Millfield.....	3210	24	E	93.1
A. J. Giroux No. 1.....	3221	30	W	105.9
Glen Afton.....	3215	3	W	109.7
A. J. Giroux No. 2.....	3228	18	E	110.2
Mattawa Wood Products Ltd.....	3216	7	W	113.6
Team Track.....	3217	7	W	116.1
H. Goulard & Son.....	3226	5	E	118.8
McDonald Lumber Company.....	3219	2	W	120.4
Gen. Gordon & Co. Ltd.....	3220	15	E	122.1
M. J. Poupore Lumber Company.....	3223	40	W	134.1
Ontario Nickel Corp.....	3227	9	E	135.6

TIME TABLE No. 82. TAKING EFFECT SEPTEMBER 2nd, 1945

WESTWARD TRAINS INFERIOR DIRECTION								ALDERDALE SUBDIVISION				EASTWARD TRAINS SUPERIOR DIRECTION				
THIRD CLASS	FIRST CLASS				Miles from Brent	Symbol	Station Numbers	STATIONS	Train Order or Telephone Office	Car Capacity		FIRST CLASS				THIRD CLASS
213	41	47	1	49						Stkings	Other Trucks	50	44	46	2	802
Mixed Tuesday and Saturday	Passenger Daily ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily ex. Sunday								Passenger Daily ex. Sunday	Passenger Daily ex. Sunday	Passenger Daily	Passenger Daily	Freight Daily
A.M.			A.M.													A.M.
L 7.00			L 4.45		0.0	K	3186	BRENT	T	Yard					A 3.30	A 8.35
f 7.10			4.52		4.0	CW	3187	GOVERNMENT PARK		47					3.21	8.21
f 7.28			5.01		10.2		3188	DAVENTRY	P	51					3.09	8.06
f 7.48			5.11		17.7		3190	ASCALON		44					2.56	7.48
f 8.15			f 5.18		21.7		3191	KIOSK	T						* 2.49	f 4.25
f 8.20			5.19		22.3		3192	CORISTINE		41					2.48	7.25
f 8.40			5.32		30.6	W	3194	KILRUSH	T	72	w5				2.35	7.02
s 8.50			* 5.39		34.8		3195	FOSSMILL	P	25					* 2.26	6.46
f 9.00			5.43		37.3		3196	WASING		48					2.20	6.35
s 9.25			* 5.51		42.7		3197	ALDERDALE	P	45	w4				* 2.11	6.18
f 9.40	From Huntsville Subdivision	From Huntsville Subdivision	6.00	From Huntsville Subdivision	48.7		3198	ASTORVILLE	P	48		To Huntsville Subdivision	To Huntsville Subdivision	To Huntsville Subdivision	2.02	6.00
f 9.50			6.06		52.6		3199	DERLAND	P	41					1.56	5.30
f 10.00	P.M. L 5.23	A.M. L 7.17	6.12	A.M. L 12.23	56.3	R	4906	NIPISSING	T			A 2.20	A 10.51	A 10.55	1.50	5.17
								Jct. with Huntsville Subdivision								
10.15	5.29	7.22	6.21	12.29	59.2	CW	3201	TRANSFER YARD	P	50	79	2.15	10.45	10.50	1.44	5.09
10.20	5.32	7.25	6.23	12.32	60.5	Y		T. & N.O. CROSSING	T			2.12	10.42	10.47	1.37	4.55
A 10.35																
L 10.50	A 5.35	A 7.30	A 6.27	A 12.35	61.4	K	4909	NORTH BAY	T	47	69	L 2.10	L 10.40	L 10.45	L 1.35	4.53
f 11.05	P.M.	A.M.	L 6.39	A.M.	67.4		3202	YELLEK		45		A.M.	A.M.	P.M.	A 1.25	s 1.20
			6.49												1.15	4.40
f 11.25			7.01		76.1		3204	MEADOWSIDE	P	44	E15	From T. & N.O. at 1.55 A.M.		From T. & N.O. at 10.05 P.M.	1.03	4.24
f 11.40		To T. & N.O. at 8.00 A.M.	7.10	To T. & N.O. at 1.05 A.M.	81.7		3207	HARFRED	P	48					12.55	4.14
s 11.55			7.16		86.1		3208	CRYSTAL FALLS	P	36					12.49	4.05
f 12.10			7.25		90.8	W	3209	ASHBURTON	P	81					12.42	3.54
s 12.30			s 7.28		93.7		3211	FIELD	T	5					s 12.39	s 11.50
s 12.45			7.35		98.3		3212	DESAULNIERS	T	47	18				12.32	3.43
s 1.00			* 7.41		102.7		3213	RIVER VALLEY		10					* 12.26	s 11.07
f 1.15			7.48		107.4		3214	AZEN	P	46					12.19	3.22
f 1.35			7.58		114.0		3216	CHUDLEIGH	P	44					12.11	3.10
f 1.45					116.7		3218	WASHAGAMI							A.M.	f 10.29
f 1.55					120.0		3219	ESS CREEK								f 10.21
f 2.05			8.10		122.1	W	3220	CRERAR	T	58					11.59	2.55
f 2.30			8.24		130.8		3222	SPADAL		44					11.47	2.39
f 2.45					134.1		3223	SKEAD	P							f 9.46
f 2.55			8.36		137.7		3225	HAGARTY	P	43					11.37	2.25
A 3.10			A 8.50		144.8	CW	3347	CAPREOL	T	Yard					L 11.25	L 2.00
P.M.			A.M.			K		Jct. with Sudbury Subdivision							P.M.	A.M.
Tuesday and Saturday	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Rule 42 applicable Rule 405 applicable							Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily
213	41	47	1	49								50	44	46	2	802

ALDERDALE SUBDIVISION FOOTNOTES

FLAG STOPS

*No. 1 stop on flag at Alderdale for passengers to or from Ottawa, North Bay and beyond; at Fossmill stop Sundays only; at River Valley on flag on Mondays and Thursdays to detain passengers from Pembroke and beyond.

*No. 2 stop on flag River Valley on Tuesdays and Saturdays for passengers Pembroke and beyond; at Alderdale on flag for passengers to or from Ottawa, North Bay and beyond; at Fossmill stop Mondays only; at Kiosk stop Wednesdays and Thursdays, stop on flag Mondays, Tuesdays, Fridays, Saturdays and Sundays.

Nos. 213 and 214 stop on flag at Mink Lake (Mileage 14.8); Beaucage (Mileage 71.4); Glen Afton (Mileage 109.7); Basin Mines (Mileage 128.0); and Bowland's Bay (Mileage 134.5).

MANIFEST TRAINS

No. 401—Daily, Leave Brent 1.00 p.m., Arr. North Bay 3.30 p.m., Arr. Capreol 7.40 p.m.

No. 402—Daily, Leave Capreol 4.20 a.m., Arr. North Bay 8.40 a.m., Arr. Brent 11.45 a.m.

TRAIN INSPECTION

Transfer Yard....All cars on freight and mixed trains must be inspected. Trains must pull out of this station at a speed not exceeding five (5) miles per hour, to enable trainmen to inspect cars.

INTERLOCKED RAILWAY CROSSING AT GRADE

T. & N.O. Ry..... Mileage 60.5

SPEED RESTRICTIONS Miles per hour

	Passenger	Freight and Mixed
Brent to Mileage 40.....	55	45
Mileage 40 to Mileage 50.....	45	40
Mileage 50 to North Bay.....	55	40
North Bay to Capreol.....	60	45

All trains run cautiously on curves.
North Bay. All first and second class trains must be prepared to stop between T. & N.O. Crossing and west switch of passing track at Jane Street, unless the main track is seen or known to be clear.

Capreol. All first and second class trains must be prepared to stop between the outer switches, unless the main track is seen or known to be clear.

PERMANENT SLOW ORDERS

Mileage	Curves	Passenger	Freight	Mileage	Curves	Passenger	Freight
12.9	Curve..	30	30	128.3	to 129.8	Curves	45
82.5	Curve..	45	40	134	to 137	Curves	45
				135.8	Rock Cut.....	15	15

1. NIPISSING. (a) Eastward trains must not exceed fifteen (15) miles per hour approaching and passing junction switch at Nipissing.

(b) 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 fouled 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.

2. NORTH BAY. (a) North Bay Yard Limits extend from yard limit board East of Transfer Yard to yard limit board West of North Bay.

(b) All trains must obtain Terminal clearance at North Bay.

(c) The position of the first switch West of North Bay Station is normal when set for the Northerly track, which track is C.N.R. exclusive main track.

The Southerly track from this is T. & N.O. exclusive Main track and movements over this track are governed by T. & N.O. Time Table and Staff System. C.N.R. trains or engines must not use T. & N.O. exclusive track except as authorized by T. & N.O. Railway and must have in their possession copy of T. & N.O. current Time Table.

Manually controlled station protection signals are located as follows: Single arm signal No. 611 located 1422 feet east of station on south side of T. & N.O. exclusive track.

Single arm signal located 1422 feet east of station on north side of C.N.R. main track.

Single arm signal No. 616 located 1548 feet west of station on south side of C.N.R. main track. Rules 451 to 454A apply.

(d) Trains 47 and 49 will arrive via T. & N.O. exclusive main track at North Bay using second cross-over east of station to reach this track from the Alderdale Subdivision. Trains 46 and 50 will leave North Bay from T. & N.O. exclusive main track and proceed to Alderdale Subdivision track via second cross-over east of station. The movement between the cross-over switch and the station on the T. & N.O. exclusive main track will be made by the protection and indication of signal No. 611.

Speed of trains through the cross-over will not exceed ten (10) miles per hour.

SEE OTHER FOOTNOTES ON PAGE 10.

TIME TABLE No. 82. TAKING EFFECT SEPTEMBER 2nd, 1945

WESTWARD TRAINS INFERIOR DIRECTION				RUEL SUBDIVISION				EASTWARD TRAINS SUPERIOR DIRECTION				WESTWARD TRAINS INFERIOR DIRECTION				OBA SUBDIVISION				EASTWARD TRAINS SUPERIOR DIRECTION																				
THIRD CLASS		FIRST CLASS		Miles from Capreol	Symbols	Station Numbers	STATIONS	Train Order or Telephone Office	Car Capacity	FIRST CLASS		THIRD CLASS		FIRST CLASS		Miles from Foley	Symbols	Station Numbers	STATIONS	Train Order or Telephone Office	Car Capacity	FIRST CLASS		THIRD CLASS		Miles from Foley	Symbols	Station Numbers	STATIONS	Train Order or Telephone Office	Car Capacity									
217 Mixed Monday Wednesday Friday		1 Passenger Daily	3 Passenger Daily							4 Passenger Daily	2 Passenger Daily	804 Freight Daily	218 Mixed Tuesday Thursday Saturday	802 Freight Daily	1 Passenger Daily							3 Passenger Daily	4 Passenger Daily	2 Passenger Daily	802 Freight Daily							804 Freight Daily								
A.M. L 9.30	A.M. L 9.10	A.M. L 8.15	0.0	CW	3347	.....CAPREOL.....	T	Yard	P.M. A 10.10	P.M. A 11.05	A.M. A 6.10	P.M. A 4.00	A.M. A 1.30	.....L 1.10	P.M. L 12.15	0.0	KY	3450	.....FOLEYET.....	T	Yard	A 6.05	P.M. A 7.05	P.M. A 4.05	P.M. A 11.10	.....L 1.10	P.M. L 12.15	0.0	CW	3450	.....FOLEYET.....	T	Yard	A 6.05	P.M. A 7.05	P.M. A 4.05	P.M. A 11.10		
s 9.50	9.24	8.29	9.2	KY	3351MILNET.....	P	80	9.53	10.48	5.49	s 3.35	1.08	* 1.25	12.30	9.8	...	3452SHAWMERE.....	P	78	16	* 5.48	6.48	3.33	10.42	* 1.25	12.30	9.8	...	3452SHAWMERE.....	P	78	16	* 5.48	6.48	3.33	10.42
f 10.05	9.37	8.42	16.7	...	3362ANSTICE.....	P	69	9.42	10.37	5.35	f 3.15	12.54	1.41	12.46	18.8	...	3453MISSONGA.....	T	70	...	5.32	6.32	3.10	10.25	1.41	12.46	18.8	...	3453MISSONGA.....	T	70	...	5.32	6.32	3.10	10.25
f 10.25	9.49	8.54	24.4	...	3363RAPHOE.....	P	56	9.31	10.26	5.20	f 2.55	12.39	1.55	1.00	28.2	...	3454OATLAND.....	P	67	...	5.16	6.16	2.45	10.00	1.55	1.00	28.2	...	3454OATLAND.....	P	67	...	5.16	6.16	2.45	10.00
s 10.45	9.57	9.02	29.9	W	3366LAFOREST.....	T	82	9.21	10.16	5.09	s 2.35	12.28	* 2.05	1.09	34.9	...	3457ELASAS.....	P	* 5.06	6.06	* 2.05	1.09	34.9	...	3457ELASAS.....	P	* 5.06	6.06
f 11.00	10.07	9.12	36.5	...	3368THORLAKE.....	P	54	9.07	10.02	4.54	f 2.15	12.13	2.10	1.15	38.1	W	3458AGATE.....	T	61	...	5.01	6.01	2.10	9.35	2.10	1.15	38.1	W	3458AGATE.....	T	61	...	5.01	6.01	2.10	9.35
f 11.25	10.22	9.27	46.9	...	3372FELIX.....	P	66	8.51	9.47	4.34	s 1.53	11.53	2.21	1.26	46.3	...	3459DUNRANKIN.....	P	84	...	4.48	5.48	1.26	9.05	2.21	1.26	46.3	...	3459DUNRANKIN.....	P	84	...	4.48	5.48	1.26	9.05
s 11.40	10.29	9.34	51.6	Y	3374RUEL.....	T	59	8.44	9.40	4.24	s 1.40	11.43	* 2.36	1.41	57.3	W	3461PETERBELL.....	T	66	38	* 4.32	5.32	12.45	8.40	* 2.36	1.41	57.3	W	3461PETERBELL.....	T	66	38	* 4.32	5.32	12.45	8.40
f 11.55	10.40	9.45	59.1	...	3377STUPART.....	P	44	8.35	9.31	4.09	f 1.25	11.28	2.46	1.51	65.0	...	3463ARGOLIS.....	P	72	...	4.21	5.21	12.32	8.27	2.46	1.51	65.0	...	3463ARGOLIS.....	P	72	...	4.21	5.21	12.32	8.27
s 12.45	f 10.49	9.54	64.3	W	3379WESTREE.....	T	66	* 8.25	9.23	3.56	s 1.05	11.15	3.07	2.12	75.2	CW	3464FIRE RIVER.....	T	131	39	4.05	5.05	12.10	8.05	3.07	2.12	75.2	CW	3464FIRE RIVER.....	T	131	39	4.05	5.05	12.10	8.05
f 12.55	10.56	10.01	68.6	...	3381OSTROM.....	P	105	8.18	9.17	3.46	f 12.20	11.05	3.20	2.25	83.7	...	3465DISHNISH.....	P	82	...	3.47	4.47	11.40	7.35	3.20	2.25	83.7	...	3465DISHNISH.....	P	82	...	3.47	4.47	11.40	7.35
f 1.15	11.08	10.13	76.9	...	3388MAKWA.....	P	68	8.06	9.06	3.22	f 11.55	10.41	* 3.34	2.36	91.3	W	3466MINNIPUKA.....	T	62	EI	* 3.34	4.34	11.25	7.20	* 3.34	2.36	91.3	W	3466MINNIPUKA.....	T	62	EI	* 3.34	4.34	11.25	7.20
A 1.35	s 11.26	s 10.31	86.6	RCWY	3395GOGAMA.....	T	80	s 7.51	s 8.51	2.55	L 11.30	10.14	3.50	2.49	101.1	...	3467NESWABIN.....	P	82	...	3.20	4.20	11.05	7.00	3.50	2.49	101.1	...	3467NESWABIN.....	P	82	...	3.20	4.20	11.05	7.00
L 2.25	11.39	10.44	95.7	...	3399BETHNAL.....	P	73	7.33	8.33	2.21	f 9.43	9.40	s 4.06	s 3.06	109.3	WY	3468OBA.....	T	120	45	s 3.06	s 4.06	10.45	6.40	s 4.06	s 3.06	109.3	WY	3468OBA.....	T	120	45	s 3.06	s 4.06	10.45	6.40
f 2.45	11.52	10.57	105.1	...	3404STACKPOOL.....	T	72	7.20	8.20	2.00	s 9.25	9.19	4.16	3.16	114.7	...	3469ALBANY FORKS.....	P	82	...	2.56	3.58	10.25	6.23	4.16	3.16	114.7	...	3469ALBANY FORKS.....	P	82	...	2.56	3.58	10.25	6.23
s 3.05	P.M. 12.08	11.13	115.8	...	3406GLADWICK.....	P	74	7.04	8.04	1.36	f 8.50	8.55	4.28	3.28	123.0	...	3470MACDUFF.....	P	78	...	2.44	3.48	10.10	6.06	4.28	3.28	123.0	...	3470MACDUFF.....	P	78	...	2.44	3.48	10.10	6.06
f 3.40	12.23	11.28	125.5	W	3410TIONAGA.....	T	57	6.50	7.50	1.12	s 8.15	8.34	4.38	3.38	130.6	...	3471PENHURST.....	T	78	...	2.33	3.38	9.55	5.50	4.38	3.38	130.6	...	3471PENHURST.....	T	78	...	2.33	3.38	9.55	5.50
s 4.10	12.35	11.40	133.2	...	3415KUKATUSH.....	P	73	6.39	7.39	12.53	f 8.00	8.13	4.47	3.50	136.8	...	3472SHEKAK.....	P	78	...	2.23	3.25	9.40	5.37	4.47	3.50	136.8	...	3472SHEKAK.....	P	78	...	2.23	3.25	9.40	5.37
f 4.40	12.42	11.47	137.6	...	3417PALOMAR.....	P	45	6.32	7.32	12.44	f 7.50	8.04	4.56	4.00	143.5	...	3474CREE.....	P	55	...	2.13	3.15	9.25	5.25	4.56	4.00	143.5	...	3474CREE.....	P	55	...	2.13	3.15	9.25	5.25
f 5.00	12.51	11.56	143.5	...	3418	.....SLATEROCK.....	...	49	6.23	7.23	12.30	f 7.40	7.50	A 5.05	A 4.10	147.8	KCW	3475	.....HORNEPAYNE.....	T	Yard	L 2.05	L 3.05	L 9.15	L 5.10	A 5.05	A 4.10	147.8	KCW	3475	.....HORNEPAYNE.....	T	Yard	L 2.05	L 3.05	L 9.15	L 5.10		
f 5.15	A 1.00	A 12.05	148.3	KYCW	3450	.....FOLEYET.....	T	Yard	L 6.15	L 7.15	L 12.15	L 7.30	L 7.35	Daily 1	Daily 3							Daily 4	Daily 2	Daily 802	Daily 804	Daily 1	Daily 3							Daily 4	Daily 2	Daily 802	Daily 804		
A 5.30	P.M. 12.05	P.M. 12.05							P.M. 12.05	P.M. 12.05	A.M. 12.05	A.M. 12.05	P.M. 12.05																										
Monday Wednesday Friday 217		Daily 1	Daily 3							Daily 4	Daily 2	Daily 804	Tuesday Thursday Saturday 218	Daily 802																										

WESTWARD TRAINS
INFERIOR DIRECTION

THIRD CLASS

FIRST CLASS

1 Passenger Daily

3 Passenger Daily

Miles from Capreol

Symbols

Station Numbers

217 Mixed Monday Wednesday Friday

217 Mixed Monday Wednesday Friday

9.30

9.24

8.29

9.2

9.37

9.49

9.57

10.07

10.22

10.29

10.40

10.49

10.56

11.08

11.26

11.39

11.52

12.08

12.23

12.35

12.42

12.51

1.00

Daily

1 Passenger Daily

3 Passenger Daily

0.0

CW

3347

9.2

7.5

7.7

5.5

6.6

10.4

4.7

7.5

5.2

4.3

8.3

9.7

9.1

9.4

10.7

9.7

7.7

4.4

5.9

4.8

STATIONS

CAPREOL

MILNET

ANSTICE

RAPHOE

LAFOREST

THORLAKE

FELIX

RUEL

STUPART

WESTREE

OSTROM

MAKWA

GOGAMA

BETHNAL

STACKPOOL

GLADWICK

TIONAGA

KUKATUSH

PALOMAR

SLATEROCK

FOLEYET

Train Order or Telephone Office

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RUEL SUBDIVISION FOOTNOTES

FLAG STOPS

No. 4 stop at any station to detain passengers from Winnipeg.
No. 2 stop at any station to detain passengers from West of Winnipeg.
*No. 4 stop at Westree on Mondays, Wednesdays and Fridays.
No. 3 stop on flag at Mileage 112.0 and at Horwood Lake (Mileage 128.6) Mondays, Wednesdays and Fridays.
No. 4 stop on flag at Horwood Lake (Mileage 128.6) and at Mileage 112.0 Tuesdays, Thursdays and Saturdays.
Nos. 217 and 218 stop at McKee's Camp (Mileage 35.8); at Lapalme's Spur (Mileage 48.4); at Pineland Timber Co. (Mileage 112.0); and at Horwood Lake (Mileage 128.6) to entrain and detain passengers and to deliver and pick up private mail bags; stop on flag at Bethnal Springs (Mileage 98) and Groundhog River (Mileage 134.4).
CAPREOL—The first track in front of Capreol Station is the main track.
GOGAMA—All trains must obtain terminal clearance Form B at Gogama. Operator will register all first class trains.

SPEED RESTRICTIONS

	Passenger	Freight and Mixed
Capreol to Gogama	60	45
Gogama to Foleyet	50	40

All trains run cautiously on curves.

CAPREOL—All first and second class trains must be prepared to stop between the outer switches, unless the main track is seen or known to be clear.

MAIL CATCH POST LOCATED AT MILEAGE 125.2.

PERMANENT SLOW ORDERS Miles per hour

Mileage	All Trains
28.0 to 30.1 Curves	40
31.7 to 33.5 Curves	40

ADDITIONAL TRAIN DESPATCHER'S TELEPHONE LOCATED AT MILEAGE 100 IN BOOTH

Yard Limit Boards are located as follows:—

Capreol. 9090 ft. west of station.	Gogama. 6404 ft. east of station.
Laforest. 4898 ft. east of station.	7237 ft. west of station.
7128 ft. west of station.	Tionaga. 5856 ft. east of station.
Westree. 8570 ft. east of station.	6158 ft. west of station.
5170 ft. west of station.	Foleyet. 6294 ft. east of station.

MANIFEST TRAINS

No. 403—Daily, Leave Capreol 11.50 p.m., Arr. Foleyet 6.00 a.m.
No. 404—Daily, Leave Foleyet 9.00 p.m., Arr. Capreol 3.00 a.m.

TRAIN INSPECTION

All cars on freight and mixed trains must be inspected. Trains must pull out of these stations at a speed not exceeding five (5) miles per hour, to enable trainmen to inspect cars.

OTHER TRACKS

Station Number	Car Capacity	Points Face	Mileage
W. B. Plaunt & Son	3363	E	24.4
J. A. Lapalme	3373	E	48.4
J. V. Summers	3382	E	74.4
Pineland Timber Co. No. 1.	3405	E	112.0
Pineland Timber Co. No. 2.	3409	W	124.1
Pineland Timber Co. No. 3.	3410	W	125.2
Ballast Pit	60	E	126.3
Horwood Lake	3412	E	128.6

OBA SUBDIVISION FOOTNOTES

FLAG STOPS

*No. 1 stop on flag at Shawmere and Minnipuka on Mondays, Wednesdays and Fridays; at Elsas on flag on Tuesdays only; at Peterbell on flag on Tuesdays and Fridays.
*No. 4 stop on flag at Minnipuka on Tuesdays, Thursdays and Saturdays; at Peterbell on flag on Tuesdays and Fridays, at Elsas on flag on Tuesdays only; at Shawmere on flag on Mondays, Wednesdays and Fridays.

FIRE RIVER—All trains must obtain terminal clearance Form B at Fire River. Operator will register all first class trains.

MANIFEST TRAINS

No. 403—Daily, Leave Foleyet 6.30 a.m., Arr. Oba 11.15 a.m., Arr. Hornepayne 12.50 p.m.
No. 404—Daily, Leave Hornepayne 2.05 p.m., Arr. Oba 4.40 p.m., Arr. Foleyet 8.30 p.m.

TRAIN INSPECTION

All cars on freight and mixed trains must be inspected. Trains must pull out of these stations at a speed not exceeding five (5) miles per hour, to enable trainmen to inspect cars.

MIXED

No. 500. Lve. Hornepayne 7.30 a.m.—Friday only—will carry passengers and stop on flag all stations Hornepayne to Foleyet.
No. 501. Lve. Foleyet 7.00 a.m.—Saturday only—will carry passengers and stop on flag all stations Foleyet to Hornepayne.

MAIL CATCH POSTS ARE LOCATED AS FOLLOWS:
Mileage 34.9 and 57.3

INTERLOCKED RAILWAY CROSSING AT GRADE
A.C. Ry. Mileage 109.1
Eastward trains must not exceed speed of 15 miles per hour approaching home signal.

SPEED RESTRICTIONS

	Passenger	Freight and Mixed
Foleyet to Mileage 118	55	45
Mileage 118. to Hornepayne	50	40

All trains run cautiously on curves.

NOTE—Crossover switch Mileage 9.5 is east entrance to siding Shawmere.

ADDITIONAL TRAIN DESPATCHER'S TELEPHONES
ARE LOCATED AS FOLLOWS:
Mileage 50.9 In Section House

Yard Limit Boards are located as follows:—	
Foleyet	7382 feet west of Station.
Agate	5300 feet west of Station.
	7535 feet east of Station.
Fire River	9856 feet west of Station.
	6558 feet east of Station.
Oba	10082 feet west of Station.
	6966 feet east of Station.
Hornepayne	7272 feet east of Station.

OTHER TRACKS

Station Number	Car Capacity	Points Face	Mileage
Pineland Timber Coy. Ltd.	3452	6	W 9.5
Storage Track	3453	25	E.W. 19.5
Abitibi Pulp & Paper Coy. No. 6	3455	20	E 90.9
Marathon Paper Mills of Canada Ltd.	3457	12	W 144.8
Hornepayne Pit	3475	75	W 147.1

TIME TABLE No. 82. TAKING EFFECT SEPTEMBER 2nd, 1945

WESTWARD TRAINS INFERIOR DIRECTION				Miles from Hornepayne	Symbols	Station Numbers	CARAMAT SUBDIVISION		Train Order or Telephone Office	Car Capacity		EASTWARD TRAINS SUPERIOR DIRECTION			
FIRST CLASS							STATIONS	Siding		Other Tracks	FIRST CLASS		THIRD CLASS		
		1 Passenger Daily	3 Passenger Daily								4 Passenger Daily	2 Passenger Daily		802 Freight Daily	
		P.M.	P.M.									P.M.	P.M.		A.M.
		L 5.25	L 4.30	0.0	K	3475	HORNEPAYNE	T	Yard			A 1.45	A 2.45		A 7.50
		5.34	4.39	5.5	CW	3476	LENNON	P	82			1.35	2.35		7.25
		5.44	4.50	13.2		3477	TODERN	P	64			1.23	2.23		7.10
		5.53	4.59	19.7		3479	ADIK	T	82			1.13	2.13		6.55
		6.05	5.11	28.2	W	3480	LUX	P	101			1.00	2.00		6.35
		6.15	5.21	35.4		3481	OSAWIN	P	48			12.50	1.50		6.20
	*	6.24	5.30	42.3	W	3482	HILLSPORT	T	63	E15 W15		12.38	1.38		6.00
		6.34	5.40	48.5		3483	WHITE OTTER	P	61			12.27	1.27		5.33
		6.44	5.49	55.1		3484	TARDALE	P	48			12.17	1.17		5.20
		6.54	6.00	62.5		3485	GAMSBY	P	64			12.05	1.05		5.05
		7.03	6.10	69.7		3486	ARMS	P	47			11.54	12.54		4.50
		7.16	6.23	77.6	CW	3487	CARAMAT	T	64	E23		11.42	12.42		4.35
		7.26	6.33	84.4		3488	PAGWACHUAN	P	83			11.30	12.30		4.05
		7.36	6.43	91.7		3489	SEAGRAM	P	67			11.19	12.19		3.50
		7.48	6.54	100.3		3490	CALONG		51			11.07	12.07		3.30
				101.1			Jct. Switch with Kinghorn Subdivision								
		A 7.51	A 6.56	101.3	K	3491	LOGLAC	T	Yard			L 11.05	L 12.05		3.25
		L 8.01	L 7.06		WY							A 10.59	A 11.59		
		8.13	7.18	108.1		3500	ISIS		68			10.50	11.50		3.10
		8.24	7.29	115.4		3501	BAWK	P	67			10.40	11.40		2.55
		8.34	7.39	122.4		3502	POILU		68			10.30	11.30		2.40
	A	8.50	A 7.55	131.6	K	3503	NAKINA	T	Yard			L 10.15	L 11.15		L 2.20
		P.M.	P.M.		CW		Jct. with Pagwa Subdivision					A.M.	A.M.		A.M.
		Daily	Daily				Rule 42 applicable Rule 405 applicable					Daily	Daily		Daily
		1	3									4	2		802

CARAMAT SUBDIVISION FOOTNOTES

FLAG STOPS

*No. 1 or westward train handling Royal mail car stop at Hillspport daily except Sunday to exchange mail.

Nos. 1 and 4 stop on flag Mileage 59.8 (Steven's Spur) account Marathon Paper Mills traffic.

No. 1 stop on flag at Menzie's Spur (Mileage 11.5) Thursdays only.

No. 4 stop on flag at Menzie's Spur (Mileage 11.5) on Fridays only.

MAIL CATCH POST LOCATED AT MILEAGE 59.7

MANIFEST TRAINS

No. 403—Daily—Leave Hornepayne 2.15 p.m., Arr. Longlac 7.15 p.m., Arr. Nakina 9.00 p.m.

No. 404—Daily—Leave Nakina 3.15 a.m., Arr. Longlac 4.45 a.m., Arr. Hornepayne 9.05 a.m.

TRAIN INSPECTION

Caramat

Hillspport

All cars on freight and mixed trains must be inspected. Trains must pull out of these stations at a speed not exceeding five (5) miles per hour to enable trainmen to inspect cars.

MIXED

Lve. Hornepayne 7.30 a.m.—Monday only—will carry passengers and stop on flag all stations Hornepayne to Longlac.

Lve. Longlac 12.40 p.m.—Tuesday only—will carry passengers and stop on flag all stations Longlac to Hornepayne.

Lve. Longlac 12.01 p.m.—Thursday only—will carry passengers and stop on flag all stations Longlac to Nakina.

Lve. Nakina 8.00 a.m.—Wednesday only—will carry passengers and stop on flag all stations Nakina to Longlac.

SPEED RESTRICTIONS

Passenger trains.....50 miles per hour.

Freight and Mixed trains...40 miles per hour.

PERMANENT SLOW ORDERS

Mileage

46.0 to 46.8 Curves.....40

101.1 to 101.7 Curves.....20

Yard Limit Boards are located as follows:

Hornepayne.....8,900 feet west of station

Hillspport.....7,358 feet west of station

Hillspport.....5,754 feet east of station

Caramat.....6,165 feet west of station

Longlac.....5,581 feet east of station

Longlac.....7,075 feet west of station

Calong.....2,074 feet east of east switch, covers Yard Limit to Longlac

Nakina.....12,357 feet east of station

1. NAKINA. The Pagwa Subdivision main track extends to the main track junction switch with the Caramat Subdivision, located 992 feet east of Nakina Station. The position of junction switch is normal when set for main track, Nakina to Hornepayne.

2. LOGLAC (a) Trains standing at Longlac and wishing to call in Flagman from Kinghorn Subdivision will do so in accordance with Rule 14 (da).

(b) All trains must obtain terminal clearance Form B at Longlac.

OTHER TRACKS

Station

Car

Points

Face

Mileage

Fred Menzie.....3492

Stevens Spur.....3493

Pulpwood Supply Co. No. 1...3494

Pulpwood Supply Co. No. 2...3490

12

6

10

6

W

E

W

W

11.5

59.5

90.8

100.6

WESTWARD TRAINS
INFERIOR DIRECTION

FIRST CLASS

1
Passenger
Daily

3
Passenger
Daily

Miles from Nakina

Symbols

Station Numbers

KOWKASH
SUBDIVISION

STATIONS

Train Order or
Telephone Office

Siding

Other Tracks

Car
Capacity

EASTWARD TRAINS
SUPERIOR DIRECTION

FIRST CLASS

THIRD CLASS

4
Passenger
Daily

2
Passenger
Daily

802
Freight
Daily

P.M.

P.M.

0.0

K

3503

NAKINA

T

Yard

A.M.

A.M.

A

10.00

A

11.00

A

1.50

9.05

L

8.10

3.9

CW

3504

EXTON

P

66

9.53

10.53

1.33

*

9.26

8.31

15.0

3506

CAVELL

P

67

9.37

* 10.37

1.10

9.38

8.43

23.8

3507

KOWKASH

P

65

9.26

10.26

12.51

9.47

8.52

30.0

3509

PASKA

P

66

9.17

10.17

12.39

10.00

9.05

39.1

W

3511

REDMOND

T

68

9.05

10.05

12.21

10.09

9.14

45.4

3513

TASHOTA

P

68

8.57

9.57

12.08

10.17

9.22

51.2

3515

PENEQUANI

P

69

8.49

9.49

A.M.—
11.59

*

10.24

9.29

56.4

3517

OMBABIKA

P

66

* 8.42

9.42

11.50

f

10.34

9.39

64.0

W

3519

MINATAREE

T

66

f 8.32

9.32

11.37

10.47

9.52

73.0

3521

LAMAUNE

P

75

8.18

9.18

11.22

11.00

10.05

82.2

CW

3523

FERLAND

T

80

W16

8.06

9.06

11.00

11.09

10.14

88.6

3525

WILLET

P

68

7.57

8.57

10.14

11.17

10.22

94.6

3527

GREEN

P

67

7.49

8.49

9.50

11.28

10.33

102.0

3528

WAGAMING

P

68

7.40

8.40

9.35

A

11.45

A

10.50

112.2

K

CW

3530

ARMSTRONG

T

Yard

L

7.25

L

8.25

L

9.10

P.M.

P.M.

Daily

Daily

Daily

Daily

Daily

802

Rule 42 applicable

Rule 405 applicable

KOWKASH SUBDIVISION FOOTNOTES

FLAG STOPS

*No. 1 stop on flag at Cavell on Thursdays only.

*No. 2 stop on flag at Cavell on Thursdays only.

*No. 1 stop on flag at Ombabika on Wednesdays only.

*No. 4 stop on flag at Ombabika on Thursdays only.

MANIFEST TRAINS

No. 403—Daily—Leave Nakina 9.45 p.m., Arr. Armstrong 3.00 a.m.

No. 404—Daily—Leave Armstrong 11.00 p.m., Arr. Nakina 2.50 a.m.

TRAIN INSPECTION

Ferland { All cars on freight and mixed trains must be inspected. Trains must pull out of these stations

Redmond { at a speed not exceeding five (5) miles per hour, to enable trainmen to inspect cars.

MIXED

Leave Nakina 8.00 a.m.—Friday only—will carry passengers and stop on flag all stations Nakina to Armstrong.

Leave Armstrong 8.00 a.m.—Saturday only—will carry passengers and stop on flag all stations Armstrong to Nakina.

SPEED RESTRICTIONS

Passenger trains between Nakina and Paska.....55 miles per hour.

Passenger trains between Paska and Armstrong.....60 miles per hour.

Freight and Mixed trains.....45 miles per hour.

NAKINA. The Pagwa Subdivision main track extends to the main track junction switch with the Caramat Subdivision, located 992 feet east of Nakina Station. The position of junction switch is normal when set for main track, Nakina to Hornepayne.

ARMSTRONG. All first and second class trains must be prepared to stop between the outer switches, unless the main track is seen or known to be clear.

MAIL CATCH POSTS ARE LOCATED AS FOLLOWS:

Mileage 45.4 64.0 87.3

Yard Limit Boards are located as follows:—

Nakina.....5909 feet west of station.

Redmond.....5125 feet west of station.

Redmond.....7253 feet east of station.

Ferland.....6688 feet west of station.

Armstrong.....6540 feet east of station.

Armstrong.....8999 feet east of station.

OTHER TRACKS

Station No.

Car Capacity

Points Face

Mileage

Abitibi Pulp and Paper Coy. No. 5.....3518

Dept. National Defence.....3529

3

5

W

W

61.8

105.4

CARAMAT SUBDIVISION FOOTNOTES

FLAG STOPS

*No. 1 or westward train handling Royal mail car stop at Hillspport daily except Sunday to exchange mail.
Nos. 1 and 4 stop on flag Mileage 59.8 (Steven's Spur) account Marathon Paper Mills traffic.
No. 1 stop on flag at Menzie's Spur (Mileage 11.5) Thursdays only.
No. 4 stop on flag at Menzie's Spur (Mileage 11.5) on Fridays only.

MAIL CATCH POST LOCATED AT MILEAGE 59.7

MANIFEST TRAINS

No. 403—Daily—Leave Hornepayne 2.15 p.m., Arr. Longlac 7.15 p.m., Arr. Nakina 9.00 p.m.
No. 404—Daily—Leave Nakina 3.15 a.m., Arr. Longlac 4.45 a.m., Arr. Hornepayne 9.05 a.m.

TRAIN INSPECTION

Caramat Hillsport { All cars on freight and mixed trains must be inspected. Trains must pull out of these stations at a speed not exceeding five (5) miles per hour to enable trainmen to inspect cars.

MIXED

Lve. Hornepayne 7.30 a.m.—Monday only—will carry passengers and stop on flag all stations Hornepayne to Longlac.
Lve. Longlac 12.40 p.m.—Tuesday only—will carry passengers and stop on flag all stations Longlac to Hornepayne.
Lve. Longlac 12.01 p.m.—Thursday only—will carry passengers and stop on flag all stations Longlac to Nakina.
Lve. Nakina 8.00 a.m.—Wednesday only—will carry passengers and stop on flag all stations Nakina to Longlac.

SPEED RESTRICTIONS

Passenger trains.....50 miles per hour.
Freight and Mixed trains...40 miles per hour.

Mileage	PERMANENT SLOW ORDERS	Miles per hour
46.0 to 46.8	Curves.....	40
101.1 to 101.7	Curves.....	20

Yard Limit Boards are located as follows:

Hornepayne.....	8,900 feet west of station
Hillspport.....	7,358 feet west of station
	5,754 feet east of station
Caramat.....	6,165 feet west of station
	5,581 feet east of station
Longlac.....	7,075 feet west of station
Calong.....	2,074 feet east of east switch, covers Yard Limit to Longlac
Nakina.....	12,357 feet east of station

1. NAKINA. The Pagwa Subdivision main track extends to the main track junction switch with the Caramat Subdivision, located 992 feet east of Nakina Station. The position of junction switch is normal when set for main track, Nakina to Hornepayne.

2. LOGLAC (a) Trains standing at Longlac and wishing to call in Flagman from Kinghorn Subdivision will do so in accordance with Rule 14 (da).
(b) All trains must obtain terminal clearance Form B at Longlac.

OTHER TRACKS

Station	No.	Car Capacity	Points Face	Mileage
Fred Menzie.....	3492	12	W	11.5
Stevens Spur.....	3493	6	E	59.5
Pulpwood Supply Co. No. 1...	3494	10	W	90.8
Pulpwood Supply Co. No. 2...	3490	6	W	100.6

WESTWARD TRAINS INFERIOR DIRECTION				Miles from Nakina	Symbols	Station Numbers	KOWKASH SUBDIVISION		Train Order or Telephone Office	Car Capacity		EASTWARD TRAINS SUPERIOR DIRECTION			
FIRST CLASS			STATIONS				Siding	Other Tracks		FIRST CLASS		THIRD CLASS			
	1 Passenger Daily	3 Passenger Daily								4 Passenger Daily	2 Passenger Daily		802 Freight Daily		
	P.M.	P.M.		K								A.M.	A.M.		A.M.
.....	L 9.05	L 8.10	0.0	CW	3503	.....	NAKINA.....	T	Yard			A 10.00	A 11.00	.....	A 1.50
.....	9.11	8.16	3.9	.....	3504	.....	3.9 EXTON.....	P	66	.....		9.53	10.53	.....	1.33
.....	* 9.26	8.31	15.0	.....	3506	.....	11.1 CAVELL.....	P	67	.....		9.37	* 10.37	.....	1.10
.....	9.38	8.43	23.8	.....	3507	.....	8.8 KOWKASH.....	P	65	.....		9.26	10.26	.....	12.51
.....	9.47	8.52	30.0	.....	3509	.....	6.2 PASKA.....	P	66	.....		9.17	10.17	.....	12.39
.....	10.00	9.05	39.1	W	3511	.....	9.1 REDMOND.....	T	68	.....		9.05	10.05	.....	12.21
.....	10.09	9.14	45.4	.....	3513	.....	6.3 TASHOTA.....	P	68	.....		8.57	9.57	.....	12.08
.....	10.17	9.22	51.2	.....	3515	.....	5.8 PENEQUANI.....	P	69	.....		8.49	9.49	.....	A.M.— 11.59
.....	* 10.24	9.29	56.4	.....	3517	.....	5.2 OMBABIKA.....	P	66	.....	*	8.42	9.42	.....	11.50
.....	f 10.34	9.39	64.0	W	3519	.....	7.6 MINATAREE.....	T	66	.....	f	8.32	9.32	.....	11.37
.....	10.47	9.52	73.0	.....	3521	.....	9.0 LAMAUNE.....	P	75	.....		8.18	9.18	.....	11.22
.....	11.00	10.05	82.2	CW	3523	.....	9.2 FERLAND.....	T	80	W16		8.06	9.06	.....	11.00
.....	11.09	10.14	88.6	.....	3525	.....	6.4 WILLET.....	P	68	.....		7.57	8.57	.....	10.14
.....	11.17	10.22	94.6	.....	3527	.....	6.0 GREEN.....	P	67	.....		7.49	8.49	.....	9.50
.....	11.28	10.33	102.0	.....	3528	.....	7.4 WAGAMING.....	P	68	.....		7.40	8.40	.....	9.35
.....	A 11.45 P.M.	A 10.50 P.M.	112.2	K CW	3530	.....	10.2 ARMSTRONG.....	T	Yard		L	7.25 A.M.	L 8.25 A.M.	.....	L 9.10 P.M.
	Daily 1	Daily 3					Rule 42 applicable Rule 405 applicable					Daily 4	Daily 2		Daily 802

KOWKASH SUBDIVISION FOOTNOTES

FLAG STOPS

*No. 1 stop on flag at Cavell on Thursdays only. *No. 2 stop on flag at Cavell on Thursdays only.
*No. 1 stop on flag at Ombabika on Wednesdays only. *No. 4 stop on flag at Ombabika on Thursdays only.

MANIFEST TRAINS

No. 403—Daily—Leave Nakina 9.45 p.m., Arr. Armstrong 3.00 a.m.
No. 404—Daily—Leave Armstrong 11.00 p.m., Arr. Nakina 2.50 a.m.

TRAIN INSPECTION

Ferland { All cars on freight and mixed trains must be inspected. Trains must pull out of these stations at a speed not exceeding five (5) miles per hour, to enable trainmen to inspect cars.
Redmond {

MIXED

Leave Nakina 8.00 a.m.—Friday only—will carry passengers and stop on flag all stations Nakina to Armstrong.
Leave Armstrong 8.00 a.m.—Saturday only—will carry passengers and stop on flag all stations Armstrong to Nakina.

SPEED RESTRICTIONS

Passenger trains between Nakina and Paska.....55 miles per hour.
Passenger trains between Paska and Armstrong.....60 miles per hour.
Freight and Mixed trains.....45 miles per hour.

NAKINA. The Pagwa Subdivision main track extends to the main track junction switch with the Caramat Subdivision, located 992 feet east of Nakina Station. The position of junction switch is normal when set for main track, Nakina to Hornepayne.

ARMSTRONG. All first and second class trains must be prepared to stop between the outer switches, unless the main track is seen or known to be clear.

MAIL CATCH POSTS ARE LOCATED AS FOLLOWS:

Mileage 45.4 64.0 87.3

Yard Limit Boards are located as follows:—

Nakina.....	5909 feet west of station.
Redmond.....	5125 feet west of station.
	7253 feet east of station.
Ferland.....	6688 feet west of station.
	6540 feet east of station.
Armstrong.....	8999 feet east of station.

OTHER TRACKS

	Station No.	Car Capacity	Points Face	Mileage
Abitibi Pulp and Paper Coy. No. 5.....	3518	3	W	61.8
Dept. National Defence.....	3529	5	W	105.4

TIME TABLE No. 82. TAKING EFFECT SEPTEMBER 2nd, 1945

WESTWARD TRAINS INFERIOR DIRECTION									DORION SUBDIVISION			EASTWARD TRAINS SUPERIOR DIRECTION			
FIRST CLASS					Miles from Jellicoe	Symbol	Station Number	STATIONS	Train Order or Telephone Office	Car Capacity		FIRST CLASS		THIRD CLASS	
			79 Passenger Daily	Sidings						Other Trucks	80 Passenger Daily		402 Freight Daily		
			P.M.									A.M.		A.M.	
.....			L 10.00	0.0	CKW	3607	JELlicoe	T	Yard			A 8.05	.....	A 1.50	.....
.....			* 10.10	5.6		3609	NEZAH	P	46		*	7.50	.....	1.35	.....
.....			f 10.24	13.6		3610	JACKPINE		46		f	7.32	.....	1.18	.....
.....			s 10.43	20.6		3611	BEARDMORE	T	46	13	s	7.13	.....	1.03	.....
.....			f 10.53	25.6		3612	WARNEFORD	P	35		f	7.00	.....	12.50	.....
.....			11.09	33.6		3613	FAIRLOCH	P	47			6.43	.....	12.30	.....
.....			f 11.11	34.9		3640	FARLINGER				f	6.40	.....		.....
.....			s 11.15	36.6		3614	MACDIARMID			8	s	6.37	.....		.....
.....			s 11.29	41.3	W	3615	ORIENT BAY	T	46		s	6.26	.....	12.08	.....
.....			11.46	50.1		3617	McKIRDY	P	46			6.06	.....	11.46	.....
.....			f 12.06	60.0		3618	HOGARTH	P	47		f	5.46	.....	11.10	.....
.....			12.14	64.8		3619	MACASKILL	P	55			5.38	.....	10.55	.....
.....			f 12.17	66.4		3620	CAMERON FALLS			wl	s	5.35	.....		.....
.....			12.27	71.9		3621	PARMACHEENE	P	47			5.24	.....	10.35	.....
.....			s 12.40	77.9	CW	3623	NIPIGON	T	62	23	s	5.13	.....	10.19	.....
.....			f 12.50	82.4		3624	RED ROCK	T		42	f	5.01	.....		.....
.....			12.55	84.7		3625	ROBFORD		46			4.56	.....	9.42	.....
.....			f 1.01	88.4		3641	EVERARD			E 9	f	4.49	.....		.....
.....			1.03	89.5		3626	COUGHLIN		47		f	4.47	.....	9.31	.....
.....			f 1.12	95.0		3627	HURKETT				f	4.37	.....		.....
.....			s 1.21	99.9		3628	DORION	P	46	7	s	4.28	.....	9.08	.....
.....			1.32	106.6		3629	ANCLIFF		47			4.15	.....	8.52	.....
.....			f 1.47	114.6		3630	PEARL	P	44		f	4.00	.....	8.34	.....
.....			f 1.58	120.6	W	3631	PASS LAKE	P	47		s	3.47	.....	8.20	.....
.....			f 2.14	129.2		3632	AMETHYST		47		f	3.28	.....	8.00	.....
.....			f 2.24	134.5		3634	SILVER HARBOR	P	42		f	3.18	.....	7.47	.....
.....			f 2.37	140.4		3635	WILD GOOSE	P	46		f	3.05	.....	7.33	.....
.....			2.54	145.5		3638	CURRENT		46			2.54	.....	7.21	.....
.....			2.57	145.8	R	3639	CURRENT JCT	T				2.51	.....	7.20	.....
.....			A 3.05	147.9	CKW	6200	PORT ARTHUR	T	Yard		L	2.45	.....	L 7.00	.....
			Daily								Daily			Daily	
			79								80			402	
							Rule 42 applicable. Rule 408 applicable.								

FLAG STOPS

Nos. 79 and 80 stop on flag at Mount Regis (Mileage 23.5); at Mileage 27.2; Cove Inlet (Mileage 42.8); at Mileage 43.5; East McKirdy (Mileage 49.7); and at Mileage 61.4.

STOPS

*No. 79 will stop at Nezhah on Tuesdays and Saturdays only.

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

DORION SUBDIVISION FOOTNOTES

Current Jct. is an Initial Station for Dorion Subdivision trains.

MANIFEST TRAINS

No. 401 daily leave Jellicoe 11.30 p.m. arrive Port Arthur 5.40 a.m.

TRAIN INSPECTION

Pass Lake: } All cars on freight and mixed trains must be inspected. Trains must pull out of these
Nipigon: } stations at a speed not exceeding five (5) miles per hour, to enable trainmen to inspect
Orient Bay: } cars.

WAY FREIGHTS

Leave Port Arthur Thursdays 7.30 a.m.—Jellicoe

Leave Jellicoe Saturdays 7.40 a.m.—Port Arthur

SPEED RESTRICTIONS

Passenger Trains.....40 miles per hour
Mixed and Way Freight Trains.....35 miles per hour
Freight Trains.....30 miles per hour

PERMANENT SLOW ORDERS

Mileage		Miles per hour
	All trains	
24.8	Bridge	25
25.3	Bridge	25
37.1	Tunnel	10
123.4	Bridge	30

1. 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.

2. 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.

3. Trainmen and Enginemen running into Port Arthur must have in their possession copy of Canadian National Rys.—Manitoba District (Lakehead and Port Arthur Divisions) Current Time Table.

4. All trains will run carefully between mileage 35 and 40, at mileage 54, and between Mileage 117.5 and 120.2, keeping sharp lookout for fallen rocks at these rocky bluffs.

5. All trains passing through Tunnel Mileage 37.1 keep sharp lookout for fallen rocks.

6. 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 holts, 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.

Yard Limit Boards are located as follows:—

Jellicoe.....	5721 feet west of station.
Orient Bay.....	5959 feet west of station.
	6134 feet east of station.
Nipigon.....	8015 feet west of station
	7697 feet east of station
Pass Lake.....	7429 feet east of station.
	5240 feet west of station.
Current Jct.....	14,310 feet east of station.

ADDITIONAL TRAIN DESPATCHER'S TELEPHONES ARE LOCATED AS FOLLOWS:

Mileage 75.8.....In tool house.

OTHER TRACKS

	Station No.	Car Capacity	Points face	Mileage
Brompton Pulp and Paper Coy. No. 1.....	3645	7	E	20.8
Brompton Pulp and Paper Coy. No. 2.....	3645	20	W	21.0
Beardmore Lumber and Supply Coy.....	3642	4	W	23.4
Justin Keatley.....	3648	3	E	31.3
C. E. McDavitt.....	3640	9	W	34.9
Cove Inlet.....	3616	12	W	42.8
Paju.....	3647	9	W	56.2
Driftwood Lands and Timber Coy. No. 1.....	3622	23	E	77.2
Brompton Pulp and Paper Coy. No. 3.....	3633	15	E	78.9

WESTWARD TRAINS INFERIOR DIRECTION				Miles from Langiac	Symbols	Station Numbers	KINGHORN SUBDIVISION		Train Order or Telephone Office	Car Capacity		EASTWARD TRAINS SUPERIOR DIRECTION			
FIRST CLASS							STATIONS	Siding		Other Tracks	FIRST CLASS		THIRD CLASS		
			79 Passenger Daily								80 Passenger Daily		402 Freight Daily		
			P.M.								A.M.				
.....	.....	.....	.....	.....	.....	.....	Jet. Switch with Caramat Subdivision	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	L 8.10	0.0	K W Y	3491	0.18 LONGLAC.....	T	Yard	A 10.10	.....	A 4.25	.....	.....
.....	.....	.....	8.24	8.2	.....	3600	8.2 OCTOPUS.....	.....	45	.....	9.50	.....	4.01	.....
.....	.....	.....	8.36	15.5	.....	3601	7.3 LANGMUIR.....	P	45	.....	9.33	.....	3.46	.....
.....	.....	.....	f 8.40	17.9	.....	3602	2.4 HARDROCK.....	.....	.....	f 9.28	.....	.....	.....	.....
.....	.....	.....	s 8.53	20.8	.....	3603	2.9 GERALDTON.....	T	.....	s 9.20	.....	.....	3.32	.....
.....	.....	.....	9.00	24.3	.....	3604	3.5 MACWELL.....	.....	48	.....	9.10	.....	3.16	.....
.....	.....	.....	f 9.16	28.0	W	3605	8.2 KEEMLE.....	P	45	f 8.53	.....	.....	2.59	.....
.....	.....	.....	f 9.30	32.5	.....	3606	8.2 KINGHORN.....	P	45	f 8.35	.....	.....	2.40	.....
.....	.....	.....	A 9.50	49.7	K C W	3607	9.0 JELLICOE.....	T	Yard	L 8.15	.....	L 2.20	.....	.....
.....	.....	.....	P.M.	.....	.....	.....	.....	.....	.....	A.M.	.....	A.M.	.....	.....
.....	.....	.....	Daily	.....	.....	.....	.....	.....	.....	Daily	.....	Daily	.....	.....
.....	.....	.....	79	.....	.....	.....	Rule 42 applicable. Rule 405 applicable.	.....	.....	80	.....	402	.....	.....

KINGHORN SUBDIVISION FOOTNOTES

1. 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.

MANIFEST TRAINS

No. 401—Daily—Leave Longlac 9.00 p.m., Arr. Jellicoe 11.05 p.m.

MIXED

Lve. Longlac 12.01 p.m.—Monday—will carry passengers and stop on flag all stations Longlac to Jellicoe.
Lve. Jellicoe 7.00 a.m.—Tuesday—will carry passengers and stop on flag all stations Jellicoe to Longlac.
Lve. Longlac 11.00 a.m.—Wednesday—will carry passengers and stop on flag all stations Longlac to Jellicoe.
Lve. Jellicoe 7.00 a.m.—Thursday—will carry passengers and stop on flag all stations Jellicoe to Longlac.

WAY FREIGHT

Lve. Jellicoe Friday 7.00 a.m.—Longlac.
Lve. Longlac Friday 12.01 p.m.—Jellicoe.

FLAG STOPS

Nos. 79 and 80 stop on flag at Pulpwood Supply Company, Mileage 8.9 and at Sturgeon River Crossing, Mileage 45.

SPEED RESTRICTIONS

Passenger trains.....40 miles per hour.
Mixed and Way Freight trains.....35 miles per hour.
Freight trains.....30 miles per hour.

PERMANENT SLOW ORDERS

Mileage		Miles per hour
20.8	Highway Crossing Geraldton.....	10
44.4	Bridge.....	20

Yard Limit Boards are located as follows:

Longlac.....	8,877 feet west of station.
Geraldton.....	4,500 feet west of station.
	5,000 feet east of station.
Jellicoe.....	5,997 feet east of station.

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

OTHER TRACKS

	Station No.	Car Capacity	Points Face	Mileage
Emile Anderson Coy.....	3599	4	E	5.3
J. Penitila.....	3665	5	E	19.0

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 caboose.

INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS BY AUTOMATIC INTERLOCKED SIGNALS, OVER

CROSSINGS AT GRADE with:

CANADIAN PACIFIC RAILWAY

Mileage	7.5	Meaford Subdivision.
"	100.4	Sudbury Subdivision.
"	109.6	Sudbury Subdivision.

When complying with Rule 503 (b) trainmen must go to the crossing and unlock box marked "Switch" which is protected with switch lock. After waiting five minutes from the time his train stopped, if the lamps inside this box marked with the name or initials of the opposing railway are lighted, and no train is seen approaching on that railway, he must open knife switch and then give signal to proceed. If lamps are not lighted, he will assure himself that no train is approaching on the opposing railway before opening knife switch. After a portion of his train has passed the home signal, he will close the knife switch and lock the box.

SPECIAL INSTRUCTIONS

- Time will be transmitted at 11.00 a.m. daily except Sunday.
- Engine whistle signal 14K must be sounded by all trains displaying green signals for following sections, when passing section men, bridge men and other workmen.
Engine whistle signal (14L) is amended to read: Two long, one short, and one long (— — o —).
- 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 enginemen can see that track is clear.
- In the application of Rule 91, the restrictions on a train following a train carrying passengers will also apply to a train following a light engine without conductor, and the restrictions on a light engine following any train will also apply to an engine moving with caboose only.
- No car or dead engine shall be left on, or obstruct a track used for meeting or passing trains without permission from Superintendent or Assistant Superintendent.
- 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.
- To prevent accidents to passengers alighting from cars standing on bridges adjacent to stations, trainmen will not announce station stops until after train has passed over the structure.
- Unless otherwise provided, the position of switches at junction points with other subdivisions is normal when set for main traffic subdivision, and unless otherwise provided the position of switch at the end of double track is normal when set for trains from single to double track.
- 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.

(Continued on page 16)

SPECIAL INSTRUCTIONS (Continued)

10. Pile drivers, steam shovels and hoist cranes must not be moved in trains unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to body of 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 allowed in cable to allow for curvature or slack.

Unless further restricted by special instructions, trains handling such equipment must not exceed 20 miles per hour. Speed must in all cases be regulated to safety limit in rounding curves.

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

Pile drivers, steam shovels, scale test cars, boarding, advertising or other cars occupied by employees or passengers, must be placed immediately ahead of caboose when handled on freight 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 freight or mixed trains.

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

11. Air brakes must be in service while switching occupied passenger equipment, also while 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.

Air brakes should be applied on auxiliary cranes, hoists, pile drivers, snow plows, spreaders, passenger coaches or other equipment when placed on turntable before engine is uncoupled to ensure full control and safe handling.

12. 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 specially 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 of the train 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.R.C.-G.O. 571).

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.

13. 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 inches x 28 inches 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.R.C.-G.O. 258)

14. Vestibule Doors, Platforms, Curtains, Guard Rails, Side and End Gates, Tall Gates, Chains, and Bars on Equipment handled on Passenger and Mixed Trains.

IT IS ORDERED:

1. That every railway company subject to the legislative authority of the Parliament of Canada operating a railway by steam powers shall strictly conform to the following rules and regulations governing the handling of vestibule doors, platforms, curtains, guard rails, side and end gates, tall 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 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) Tall 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. (B.T.C.—G.O. 600).

15. 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.

16. "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.

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

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

19. When a train or engine passes over any highway crossing protected by automatic signals or automatic gates, it will be necessary before making a reverse movement over the crossing, for it to be protected by a member of the crew. (B.R.C.-G.O. 493.)

20. At highway crossings where a member of the crew is required to protect movement of vehicles over the railway, a hand signal shall be used by day and a clear white light by night (B.R.C.-G.O. 484).

Where instructions require that all switching movements over a highway crossing shall be protected by a member of the train crew, these instructions include the movements of the engine over the crossing either before, during or after the switching movements take place.

21. Before moving or coupling on to cars being loaded or unloaded at freight sheds, team tracks and other places, or boarding outfit cars, snow plows, flangers, other units of work equipment and dead engines, persons in, on or about them must be warned to avoid injury.

22. In the event of a headlight failure between sunset and sunrise rendering the headlight on an engine of a train inoperative and occurring while train is enroute, the engineman will use a temporary device to substitute the regular headlight when necessary to move the train from the point at which the headlight equipment has broken down or failed, provided the train moves at a speed not exceeding ten miles an hour over any public highway crossing not specially protected by watchman, gates, or automatic signal, until the first station with passing track or siding as shown in the time-table, is reached, where an examination must be made, and, if possible, the headlight put in good working condition.

In case repairs cannot be made at the station referred to, the train may proceed to the first repair point, displaying such light as may be available and provided at such station, passing over all public highway crossings not specially protected by watchman, gates, or automatic signal at a speed not exceeding twenty miles an hour, provided that, in the event a light cannot be furnished, the engine must be replaced or assisted by an engine displaying a proper light.

While proceeding to the first station, and or repair point, the whistle signal for all highway crossings not protected by watchman, gates or automatic signal must be given the second time approaching all such crossings.

Repairs to the equipment must be effected at the first repair point, or the engine replaced. (First repair point is such a place at which the company has the necessary facilities to make ordinary repairs to electrical or other power headlight equipment). B.R.C.-G.O. 522.

The engineman must advise despatcher from the first open communicating station when he is proceeding with temporary headlight.

In the event of an engine whistle failure occurring while train is enroute, engineman will proceed to first repair point, running with caution approaching and passing public highway crossings and stations; at first repair point repairs must be made.

23. Rule 93 (Amended). Paragraph 5. By night, or in foggy or stormy weather, a red light must be placed on unattended cars or dead engines obstructing main tracks within yard limits. (B.R.C.-G.O. 509).

24. Rule 98, Paragraph 3, amended: At railway crossings at grade, unless otherwise permitted by Order of the Board of Transport Commissioners for any specific crossing, the speed of any train must not exceed thirty-five miles per hour until the entire train has passed the crossing. B.T.C.-G.O. 603.

25. Rule 99—(Paragraph 5)—requires that when the flagman has gone out the necessary distance under the conditions existing he will place two torpedoes on the rail.

It must be further understood that when the flagman goes beyond this point he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.

26. Rule 103 (Amended). Paragraph 1. When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates or otherwise), a flagman must take a conspicuous position on the leading car. (B.R.C.-G.O. 520).

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

28. Where public highway crossings are located, trainmen of trains leaving cars on tracks adjacent to main tracks, or occupying sidings, and when separating train to conform to Rule 103 (3rd Paragraph) must, when practicable, see that cars are left standing at least one hundred feet from such highway crossings.

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

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

GENERAL INSTRUCTIONS —

Cars containing EXPLOSIVES or tank cars placarded DANGEROUS must not be handled in a train which carries passengers, except on lines where there are no regular trains operating in freight service only.

Cars containing EXPLOSIVES must have air and hand brakes in service, and the train and engine crew must be advised in writing of the presence and location in the train of such cars.

Cars containing EXPLOSIVES must not be placed in trains next to dead engines, loaded tank cars, refrigerator cars equipped with automatic refrigeration of the gas-burning type, wooden frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel or similar lading which by shifting on account of rough handling may break through end of car containing EXPLOSIVES; nor next to cars containing lighted heaters, stoves or lanterns; nor next to cars with live stock or poultry in charge of an attendant.

Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to gondola or flat cars with lading such as logs, lumber, rails, pipe or similar articles which are liable to shift.

ON THROUGH OR LOCAL FREIGHT TRAINS THE FOLLOWING ALSO APPLIES:

Cars containing EXPLOSIVES must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the engine, nor the eleventh car from the caboose, if the length of the train will permit, and when helper power is cut in, must be separated from such helper by at least one car; on local freight trains, they must not be placed nearer than the second car from the engine or caboose; and on through and local trains they must not be placed next to box cars placarded DANGEROUS unless the remainder of the train consists only of such cars.

Placarded loaded tank cars must not be placed in through freight trains nearer than the sixth car from the engine or caboose, and in local freight trains not nearer than the second car from the engine or caboose, when length of train permits; this does not apply when train consists of loaded tank cars only.

WHERE ONLY A MIXED TRAIN SERVICE IS OPERATED OR WHERE PASSENGERS ARE CARRIED IN THE CABOOSE OF A FREIGHT TRAIN THE FOLLOWING ALSO APPLIES:

A car containing a shipment of EXPLOSIVES not exceeding 1,000 lbs. must be so placed in the train that not less than three freight cars are between it and the car carrying passengers and not less than one freight car between it and the engine hauling the train.

A car containing a shipment of EXPLOSIVES in excess of 1,000 lbs. must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the engine hauling the train.

NOTE.—Not more than one car of EXPLOSIVES may be handled in a mixed train, or where passengers are carried in the caboose of a freight train.

When practicable to do so, a car containing EXPLOSIVES must be placed between freight cars not bearing DANGEROUS or POISON GAS placards.

Tank cars placarded DANGEROUS must not be placed next to cars carrying passengers or next to the engine.

31. Engine Whistle Signal—14 M, must be sounded by Passenger trains handling Mail car, approaching all Mail Catch Posts, and speed of trains must not exceed 30 miles per hour at these points when exchanging mail.

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 (except specially constructed suburban type engines).....	20
Switch 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 engines, with or without cars.....	30
Consolidated engines on passenger trains.....	50
Trains handling pile drivers, steam shovels and hoist cranes. (See Special Instruction No. 10).....	20
Trains handling scale test cars (See Special Instruction No. 10).....	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.....	12

Snow plows in operation. Speed of snow plows must be reduced to ten (10) miles per hour well in advance of operating through station yards, approaching and passing station platforms, truss and girder bridges and other important structures which extend above the level of the rail, requiring taking in of wings.

Wrecking cranes will be operated in accordance with speed restrictions placed by train despatchers covering each individual move.

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 Despatcher 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.

Regarding General Rule "N"—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.

SIMPLE RULES FOR FIRST AID TREATMENT OF INJURIES

The control of hemorrhage is the first duty of the First Aider.

Question: What simple methods should be employed in the control of hemorrhage?

Answer: Constriction above the wound sufficiently firm to control bleeding, using a handkerchief, necktie, rope or cord. While this method calls for sufficient pressure to control the bleeding there is danger in tying too tightly or in keeping it on too long.

Lay patient down, elevate bleeding part, cover wound with clean dry dressing and secure with bandage.

Slight hemorrhage can be controlled by latter method by placing firm pad on dressing immediately over wound and secure by bandage. In all cases where possible, the Company's standard First Aid Dressing should be used.

In case of severe hemorrhage, secure medical assistance as soon as possible.

A fracture means a broken bone, and should be treated "ON THE SPOT" before patient is moved from scene of injury. The chief object of the treatment of fractures is to prevent a simple fracture becoming compound. A simple fracture has no connection with the air. In a compound fracture, air comes in contact with the broken bone through a wound in the flesh.

Question: What apparatus is required for the treatment of fractures?

Answer: Splints and Bandages.

Question: What special feature is required in splints?

Answer: Must be firm enough and long enough to support joints above and below fractured bone.

Question: How should bandages be applied?

Answer: Firmly but not so tight as to constrict circulation.

NOTE:—Procure services of doctor as soon as possible.

Question: What should be done for an unconscious person?

Answer: If face is pale—keep head low and turned to one side.

If face is flushed—raise head slightly, turn to one side.

In both conditions, loosen clothing, procure an abundance of fresh air. Cover up and keep warm until arrival of doctor.

Question: How should Burns and Scalds be treated?

Answer: DO NOT BREAK BLISTERS, exclude air by covering with clean dry dressing and secure with bandage. Keep patient warm and procure medical assistance as soon as possible.

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

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	East
"	"	Inbound Freight Track	Cinder Hoist	East
"	"	Inbound Freight Track	Roundhouse	East
"	"	Inbound Lead	Coal Chute	West
"	"	Inbound Lead	Cinder Hoist	West
"	"	No. 10 Siding	Transfer Platform	East
"	"	No. 12 Siding	Transfer Platform	West
"	"	Ice Siding	Icehouse	East
"	"	Ice Siding	Ice Plant Office	East
"	"	Ice Siding	Ice Plant Shop	East
"	"	Ice Siding	Pole	East
"	"	Imperial Oil Siding	Platform	West
"	Barrie.....	Clarke & Clarke Siding	Fence and 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	Shed	Overhead and both sides
"	"	Track		
"	Huntsville..	Main Track	Both Standpipes	West
"	"	Siding	Both Standpipes	East
Capreol.....	Capreol.....	Loading Siding	Stock Pen Platform	North
"	"	Birmingham & Stechyn	Warehouse	North
"	"	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	North
"	"	Coal Chute Track	Standpipe Overhead	North
"	"	Coal Chute Track	Coal Chute	North
Hornepayne..	Foleyet....	Shop Track	Roundhouse	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
"	Hornepayne	Icehouse Siding	Icehouse Platform	North
"	"	Coal Ramp Track	Roundhouse	South
"	"	Coal Chute Track	Coal Chute	North
"	"	Freight Shed Track	Freight Platform	South
"	"	Coal Hopper Track	Coaling Plant	South
"	"	Coaling Track	Coal Chute Platform	North
"	"	Stock Pen Tracks	Stock Pen Platforms	North and South
"	"	Ash Pit Track	Ash Pit Walls	North and South
"	Nakina.....	Freight Shed Siding	Freight Shed	North
"	"	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
"	Armstrong..	Shed Track	Ice Platform	North
"	"	Shed Track	Freight Shed	North
"	"	Stock Pen Siding	Stock Chute	South
"	"	West Shop Lead and	Stores Platform, Corner	South
"	"	Stores Track	Roundhouse Wall	South
"	"	Ash Pit Track	Ash Pit Walls	North and South
"	"	Coal Chute Ramp	Coal Chute	South and Overhead
"	"	Coal Chute Track	Coal Chute	N., S. and Overhead
"	Jellicoe.....	Ash Pit Track	Ash Pit Wall	North and South

FAIR WEATHER EQUATED TONNAGE RATINGS

ALLANDALE DIVISION—BALA, NEWMARKET AND HUNTSVILLE SUBDIVISIONS

WEST AND NORTH						BETWEEN	EAST AND SOUTH					
Car Factor	Engine Capacities						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 "Carthow Grade"						
						*Doubling Tonnage "Jevlins 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	....	....	....	..... Algonquin Park—Brule Lake .....	....	....	....	1100	....	5
5	....	750	....	....	....	..... Brule Lake—Falding .....	....	....	....	850	....	5

CAPREOL—HORNEPAYNE DIVISIONS

Car Factor	WEST AND NORTH							BETWEEN	EAST AND SOUTH							Car Factor
	Engine Capacities								Engine Capacities							
	38%	40%	50%	52% and 53%	55%	55% B	65%		65%	55% B	55%	52% and 53%	50%	40%	38%	
9 9	2375 2375	2500 2500	3125 3125	3300 3300	..... .....	..... .....	4045 4045	..Brent—North Bay.. ..North Bay—Capreol.	4415 6130	..... .....	..... .....	3600 5000	3400 4725	2725 3775	2575 3575	12 12
10 10	2150 2075	2250 2725	2825 3400	3000 3600	..... .....	..... .....	3680 4415	....Capreol—Ruel.... ....Ruel—Foleyet....	5150 4785	..... .....	..... .....	4200 3900	3950 3675	3150 2950	3000 2800	12 12
10	2850	3000	3490	3700	.....	.....	4540	Foleyet—Hornepayne	4905	.....	.....	4000	3775	3025	2875	12
10 10	2425 3075	2550 3250	3200 4050	3400 4300	..... .....	..... .....	4170 5275	Hornepayne—Longlac ..Longlac—Nakina...	5030 5520	..... .....	..... .....	4100 4500	3850 4250	3075 3400	2925 3225	12 12
10	2425	2550	3200	3400	3530	3660	4170	..Nakina—Armstrong.	5150	4570	4360	4200	3950	3150	3000	12
7	1775	1875	2350	2500	.....	.....	3065	South Parry—Capreol	3925	.....	.....	3200	3025	2425	2300	8
9 9	2375 2150	2500 2250	3125 2825	3300 3000	..... .....	..... .....	4045 3680	..Longlac—Jellicoe.. ..Jellicoe—Port Arthur.	5520 4660	..... .....	..... .....	4500 3800	4250 3575	3400 2850	3225 2700	12 12

NOTE.—Westward dead freight rating 53% Engine Capreol—Foleyet 3600 tons when assisted Capreol—Ruel.

MEDICAL OFFICERS

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

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

Dr. A. J. Gilchrist, Regional Medical Officer, Toronto, Ont.

Station Surgeon District
 Armstrong....†Dr. R. O. Frost
 Aurora Dr. G. W. Williams..South Switch Lefroy to South Switch Concord.

*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.

Beardmore...†Dr. D. E. Scott

Beaverton ... Dr. J. M. Smith....West Switch Lorneville Junction to East Switch Brechin.

Beeton Dr. F. Spearing.....Beeton to North Switch Glencairn, to South Switch Thornton, and to South Switch Tottenham.

*Bracebridge... Dr. E. G. EllisSouth Switch Bracebridge to North Switch Falkenburg.

Burks Falls .. Dr. M. A. Wittick ..South Switch Scotia to South Switch Sundridge.

Capreol Dr. J. E. McLean

Collingwood.. Dr. D. McKay.....Collingwood to Meaford to North Switch Glencairn, and to North Switch Angus.

Depot Harbor. Dr. K. A. Denholm..Depot Harbor to South Dr. D. R. Campbell.. Parry and to East Switch Seguin Falls.

Foleyet.....†Dr. S. E. Porter

Georgetown .. Dr. A. McAllister...Georgetown to South Switch Tottenham, to South Switch Milton.

Geraldton ...†Dr. D. A. McBurney

Gravenhurst.. Dr. M. M. Fisher....South Switch Washago to South Switch Bracebridge.

*Hamilton..... Dr. W. S. T. Connell..City of Hamilton, Hamll
 " Dr. R. J. Perkins..... ton to East Switch Grimsby, to East Switch Burlington, including Beach Subdivision, to South Switch Milton and North Switch Rymal.
 " Dr. J. R. Fraser.....

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.

WATCH INSPECTORS

Allandale.....W. B. Webb
 Capreol.....F. W. Cleminson
 Collingwood.....F. H. Nettleton
 Gravenhurst.....T. A. Mitchell
 Hamilton.....Thos. Lees, 17 King St. W.
 North Bay.....R. H. Thompson, 15 Main St. W.
 Parry Sound.....F. G. Laird
 Port Arthur.....G. F. Atkinson, 8 South Cumberland St.
 Sudbury.....Chapman Bros., 116 Durham St. S.

Station Surgeon District
 Huntsville ... Dr. E. G. Evans....North Switch Falkenburg to South Switch Scotia.

*Hornepayne...†Dr. W. W. Martin.

Kearney Dr. W. T. Pocock...Algonquin Park to east Switch Scotia.

Mount Albert Dr. G. W. E. McPherson...South switch Mount Albert to Sutton inclusive.

*Nakina†Dr. T. H. McKillip

Nipigon†Dr. I. E. Revelle.

*North Bay ... Dr. G. W. Smith....86 McIntyre West. Phone 125.

*Orillia..... Dr. R. E. Hipwell..Orillia to South Switch Washago and to North Switch, Oro.

*Parry Sound...†Dr. M. H. Limbert.

" Dr. K. A. Denholm..East Switch Seguin Falls to Depot Harbour and Parry Sound inclusive.

Penetang Dr. B. A. Blackwell..Penetang to North Switch Minessing.

*Port Arthur ..†Dr. R. B. Coulson

Powassan Dr. R. H. Dillane. South Switch Sundridge to North Bay.

*Sudbury.....†Dr. H. Torrington

Sprucedale... Dr. M. A. Wittick...West Switch Scotia to east Switch Seguin Falls.

*Toronto Dr. G. L. Chambers
 Home—86 Wells Hill Ave.
 Phone Lloydbrook 1856
 Office—331 Bay Street
 Phone Elgin 1919
 City of Toronto and Don.

" Dr. W. Ross Walters
 307 Main St.
 Phone Grover 1400
 Danforth and Don.

" Dr. J. S. Crawford
 151 Marion St.
 Phone Lakeside 2902
 Parkdale to South Switch, Concord.

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 of 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.
50% to 40% ".....	150 "	Car factor 10.
40% to 31% ".....	125 "	50 cars gross weight.....
30% to 21% ".....	100 "	2—53% dead engines, gross weight.....
20% to 15% ".....	75 "	Car factor 10 x 58.....
Below 15% ".....	50 "	Equated Tonnage.....

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.

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.....	8.00 a.m. to 5.00 p.m.—Closed	
Maple.....	8.30 a.m. " 5.30 p.m.—Closed	
King.....	8.30 a.m. " 5.30 p.m.—Closed	
Aurora.....	8.30 a.m. " 5.30 p.m.—9.30 p.m. to 6.30 a.m.	
Newmarket.....	9.30 p.m. " 6.30 a.m.	
Bradford.....	8.30 a.m. " 5.30 p.m.—Closed	
	8.30 a.m. " 5.30 p.m.—Closed	
	6.45 p.m. " 3.45 a.m.—6.45 p.m. " 3.45 a.m.	
	(Except Saturday.)	
Lefroy.....	8.30 a.m. " 5.30 p.m.—Closed	
Barrie.....	3.00 p.m. " 9.00 a.m.—3.00 p.m. " 9.00 a.m.	

HUNTSVILLE SUBDIVISION:

Bracebridge.....	1.30 a.m. to 9.30 p.m.—8.45 p.m. to 10.45 p.m.
Utterson.....	8.00 a.m. " 5.00 p.m.—Closed
Huntsville.....	8.45 a.m. " 5.45 p.m.
Novar.....	8.00 p.m. " 5.00 a.m.—8.00 p.m. " 5.00 a.m.
Scotia.....	8.00 a.m. " 5.00 p.m.—Closed
Emsdale.....	12.01 a.m. " 5.30 p.m.—Closed
Burks Falls.....	8.30 a.m. " 5.30 p.m.—Closed
Sundridge.....	12.01 a.m. " 7.00 p.m.—12.01 a.m. " 9.00 a.m.
South River.....	8.30 a.m. " 5.30 p.m.—Closed
Trout Creek.....	12.01 a.m. " 11.59 p.m.—12.01 a.m. " 5.00 p.m.
	11.00 p.m. " 8.00 a.m.—Closed
Powassan.....	8.30 a.m. " 5.30 p.m.
Callander.....	8.00 a.m. " 5.00 p.m.—Closed
	8.30 a.m. " 5.30 p.m.—Closed

BALA SUBDIVISION:

Footes Bay.....	7.30 a.m. to 4.30 p.m.—Closed
	6.30 p.m. " 3.30 a.m.—Closed
Torrance.....	8.00 a.m. " 5.00 p.m.—Closed
Udney.....	8.30 a.m. " 5.30 p.m.—Closed
Beaverton.....	8.00 a.m. " 2.00 a.m.—8.00 a.m. " 2.00 a.m.
Pefferlaw.....	8.00 a.m. " 5.00 p.m.—Closed
Zephyr.....	6.00 p.m. " 3.00 a.m.—6.00 p.m. " 3.00 a.m.
	(Except Mondays)
Sutton.....	8.30 a.m. " 5.30 p.m.—Closed
Mount Albert.....	8.30 a.m. " 5.30 p.m.—Closed
Richmond Hill.....	8.00 a.m. " 2.00 a.m.—Closed
Oriole.....	8.00 a.m. " 2.00 a.m.—8.00 a.m. " 5.00 p.m.

MILTON SUBDIVISION:

Milton.....	8.00 a.m. to 5.00 p.m.—Closed
Cheltenham.....	8.30 a.m. " 5.30 p.m.—Closed
Inglewood.....	8.00 a.m. " 5.00 p.m.—Closed
Caledon East.....	8.30 a.m. " 5.30 p.m.—Closed
Tottenham.....	8.30 a.m. " 5.30 p.m.—Closed
Beeton.....	8.30 a.m. " 5.30 p.m.—Closed
Cookstown.....	8.30 a.m. " 5.30 p.m.—Closed

MEAFORD SUBDIVISION:

Angus.....	7.45 a.m. to 4.45 p.m.—Closed
Stayner.....	7.15 a.m. " 4.15 p.m.—Closed
Collingwood.....	6.30 a.m. " 11.30 p.m.—5.30 p.m. to 7.30 p.m.
Thornbury.....	6.45 a.m. " 3.45 p.m.—Closed
Meaford.....	6.15 a.m. " 10.30 p.m.—4.00 p.m. " 6.00 p.m.

CAMP BORDEN SUBDIVISION:

Camp Borden.....	8.00 a.m. to 5.00 p.m.—(Except Monday)
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PENETANG SUBDIVISION:

Minessing.....	8.00 a.m. to 5.00 p.m.—Closed
Elmvale.....	8.00 a.m. " 5.00 p.m.—Closed
Penetang.....	8.00 a.m. " 6.00 p.m.—Closed

ALLISTON SUBDIVISION:

Alliston.....	8.30 a.m. to 5.30 p.m.—Closed
Creemore.....	8.00 a.m. " 5.00 p.m.—Closed

ALGONQUIN SUBDIVISION:

Edgington.....	8.30 a.m. to 5.30 p.m.—Closed
Sprucedale.....	8.30 a.m. " 5.30 p.m.—Closed
Kearney.....	8.30 a.m. " 5.30 p.m.—Closed
Algonquin Park.....	8.30 a.m. " 5.30 p.m.—Closed

RUEL SUBDIVISION:

Station	Week Days	Sundays
Tionaga.....	7.30 a.m. to 4.30 p.m.—Closed	
	9.00 p.m. " 6.00 a.m.—Closed	
Stackpool.....	3.00 a.m. to 12.01 p.m.—Closed.	
Westree.....	8.00 a.m. to 4.00 p.m.—Closed.	
	4.00 p.m. to 12.00 mdnt.—4.00 p.m. to 12.00 mdnt.	
	(Except Saturday)	
	12.01 a.m. to 8.00 a.m.—12.01 a.m. to 8.00 a.m.	
	(Except Monday)	
Ruel.....	8.40 p.m. to 5.40 a.m.—8.40 p.m. to 5.40 a.m.	
	(Except Monday)	
Laforest.....	5.00 a.m. to 2.00 p.m.—5.00 a.m. to 2.00 p.m.	
	(Except Friday)	
	8.00 p.m. to 5.00 a.m.—8.00 p.m. to 5.00 a.m.	
	(Except Monday)	

ALDERDALE SUBDIVISION:

Crerar.....	8.00 a.m. to 5.00 p.m.—8.00 a.m. to 5.00 p.m.
	(Except Wednesday)
Field.....	8.00 a.m. " 5.00 p.m.—Closed.
Desaulniers.....	8.00 p.m. " 5.00 a.m.—8.00 p.m. to 5.00 a.m.
	(Except Tuesday)
Kilrush.....	8.00 a.m. " 5.00 p.m.—8.00 a.m. to 5.00 p.m.
	(Except Tuesday)
Klosk.....	7.30 a.m. to 4.30 p.m.—Closed.

SUDBURY SUBDIVISION:

Coniston.....	7.30 a.m. to 4.30 p.m.—Closed.
Burwash.....	7.00 a.m. " 4.00 p.m.—Closed.
	9.15 p.m. " 6.15 a.m.—9.15 p.m. to 6.15 a.m.
	(Except Tuesdays)
Pickering River.....	6.00 a.m. " 3.00 p.m.—Closed.
Key Jct.....	8.00 a.m. " 5.00 p.m.—Closed.
Drocourt.....	11.30 a.m. " 8.30 p.m.—Closed.
Ardbeg.....	8.00 a.m. " 5.00 p.m.—Closed.
	8.00 p.m. " 5.00 a.m.—Closed.

OBA SUBDIVISION:

Missonga.....	12.01 p.m. to 9.00 p.m.—Closed
Peterbell.....	7.45 a.m. " 4.45 p.m.—Closed
Minnipuka.....	12.01 p.m. " 9.00 p.m. (Except Tuesday)
Penhurst.....	9.00 a.m. " 6.00 p.m. (Except Tuesday)

CARAMAT SUBDIVISION:

Adik.....	1.00 p.m. to 10.00 p.m. (Except Wednesday)
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KOWKASH SUBDIVISION:

Redmond.....	8.00 a.m. to 5.00 p.m. (Except Tuesday)
	8.00 p.m. " 5.00 a.m. (Except Sunday)
Minataree.....	8.00 a.m. " 5.00 p.m. (Except Thursday)
	Meets No. 1
Ferland.....	9.00 p.m. " 6.00 a.m. (Except Tuesday)
	7.45 a.m. " 4.45 p.m. (Except Wednesday)

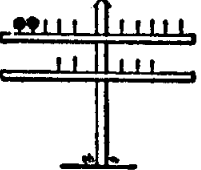
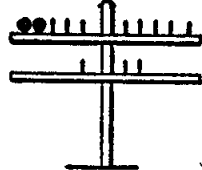
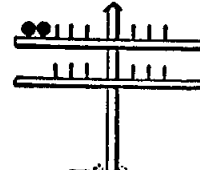
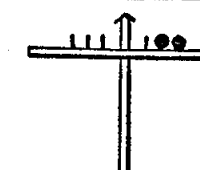
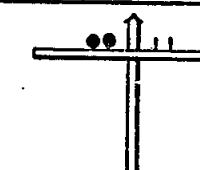
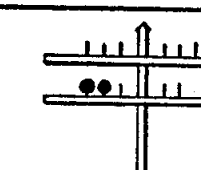
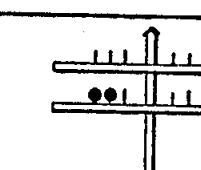
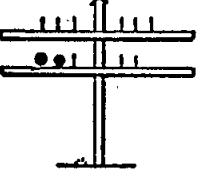
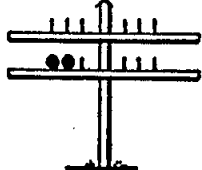
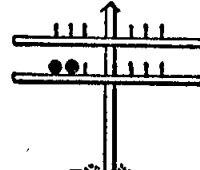
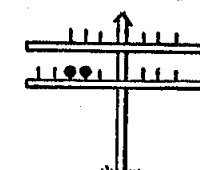
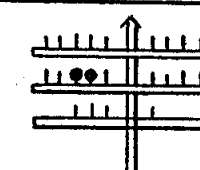
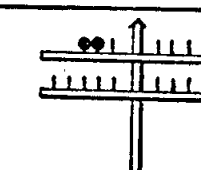
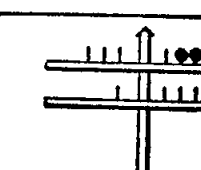
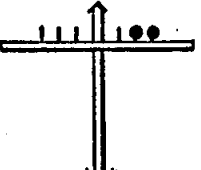
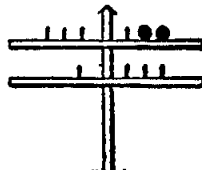
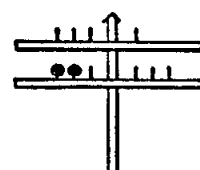
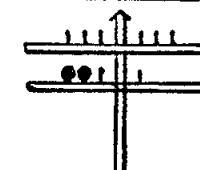
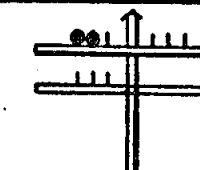
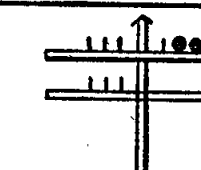
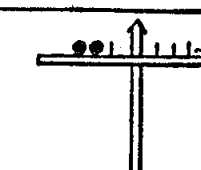
KINGHORN SUBDIVISION:

Geraldton.....	8.00 a.m. to 5.00 p.m.—8.00 a.m. to 10.00 a.m.
	8.15 p.m. " 10.15 p.m.

DORION SUBDIVISION:

Jellicoe.....	6.00 a.m. to 3.00 p.m.—7.00 a.m. to 9.00 a.m.
	9.00 p.m. " 6.00 a.m. (Except Monday) meets
	No. 79 Monday.
Beardmore.....	6.45 a.m. " 3.45 p.m. (Except Sunday)
	Meets No. 80 Sundays.
	3.45 p.m. " 12.45 a.m. (Except Sunday)
	Meets No. 79 Sundays.
Orient Bay.....	4.00 p.m. " 1.00 a.m.—Closed
Nipigon.....	8.30 a.m. " 5.30 p.m. (Except Sunday)
	9.30 p.m. " 6.30 a.m. (Except Sunday)
	Meets Nos. 79 and 80 on Sundays.
Red Rock.....	8.00 a.m. " 5.00 p.m. (Except Sunday)
	9.00 p.m. " 6.00 a.m. (Except Sunday)
	Meets Nos. 79 and 80 on Sundays.

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 NIPISSING NEWMARKET AND HUNTSVILLE SUBDIVISIONS	 LOOK WEST. ALLANDALE TO MEAFORD MEAFORD SUBDIVISION	 LOOK NORTH BURLINGTON TO ALLANDALE MILTON SUBDIVISION	 LOOK NORTH TODMORDEN TO MOUNT ALBERT BALA SUBDIVISION	 LOOK NORTH MOUNT ALBERT TO ZEPHYR BALA SUBDIVISION
 LOOK NORTH ZEPHYR TO PEFFERLAW. BALA SUBDIVISION	 LOOK NORTH PEFFERLAW 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 LONG LAC CARAMAT SUBDIVISION	 LOOK WEST LONG LAC TO NAKINA CARAMAT SUBDIVISION	 LOOK WEST NAKINA TO ARMSTRONG KOWKASH SUBDIVISION	 LOOK WEST. LONG LAC TO PORT ARTHUR KINGHORN AND DORION SUBDIVISIONS.	 LOOK WEST ALGONQUIN PARK TO FALDING ALGONQUIN SUBDIVISION

TRAIN PHONE WIRES MARKED ●

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