

Be Careful — A Single Accident Is One Too Many

CANADIAN NATIONAL RAILWAYS

GREAT LAKES REGION



NORTHERN ONTARIO AREA

TIME 47 TABLE

Taking Effect at 0001 Sunday, April 28th, 1968

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

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

W. R. MITCHELL,
AREA MANAGER,
CAPREOL

J. F. WEAVER,
OPERATIONS MANAGER,
CAPREOL

W. D. CONNON,
SUPERINTENDENT TRANSPORTATION,
CAPREOL

W. J. A. DALY, TRANSPORTATION OFFICER, CAPREOL
 S. A. McLEOD, INSTRUCTOR OF ENGINEMEN, CAPREOL
 J. H. TURNER, INSTRUCTOR OF ENGINEMEN, CAPREOL
 D. F. CANDLER, INSTRUCTOR OF ENGINEMEN, CAPREOL

BARRIE TERRITORY

J. H. STAPLES,
 Assistant Superintendent,
 Barrie.

G. M. LUCY,
 Trainmaster-Road Foreman,
 Barrie.

G. G. LEHMAN,
 Trainmaster-Road Foreman,
 Barrie.

H. E. YOUNG,
 Trainmaster-Road Foreman,
 Barrie.

CAPREOL TERRITORY

H. A. ROUSSEAU,
 Assistant Superintendent,
 Capreol.

L. B. MacDONALD,
 Trainmaster-Road Foreman,
 Capreol.

R. W. EVANS,
 Trainmaster-Road Foreman,
 Capreol.

M. E. HANCOCK,
 Trainmaster-Road Foreman,
 Capreol.

L. W. METCALF,
 Trainmaster-Road Foreman,
 North Bay.

HORNEPAYNE TERRITORY

E. M. WILLIAMS,
 Assistant Superintendent,
 Hornepayne.

J. R. CHURCH,
 Trainmaster-Road Foreman,
 Cochrane.

P. L. LEGGATT,
 Trainmaster-Road Foreman,
 Hornepayne.

A. G. BREWER,
 Trainmaster-Road Foreman,
 Hornepayne.

A. T. DECICCIO,
 Trainmaster-Road Foreman,
 Hornepayne.

DISPATCHING OFFICE — CAPREOL
 Telegraph Call "K"

W. O. RYAN,
 Chief Train Dispatcher

G. G. GILL,
 Assistant Chief Train Dispatcher

K. J. FISHER,
 Assistant Chief Train Dispatcher

C. A. DUBREUIL,
 Assistant Chief Train Dispatcher

A. J. FAVA,
 Assistant Chief Train Dispatcher

G. F. RUPERT
 N. D. MARQUIS
 L. J. SOREL
 G. M. PRIMEAU
 W. J. BEHUN
 P. E. DANYLUK
 G. A. TRUMBULL
 C. B. HUMMEL
 J. H. BRADLEY
 F. BENEDETTI
 A. G. QUESNEL
 D. L. SMITH
 E. J. CHUIPKA
 E. E. WOITO
 O. J. HAYES
 C. K. MENZIES
 R. R. LeBLANC
 J. G. HADDOW
 E. A. SALO
 L. E. COUTTS
 T. D. BLANCHARD

Train Dispatchers.

DISPATCHING OFFICE — HORNEPAYNE
 Telegraph Call "S"

D. E. VEITCH,
 Chief Train Dispatcher

W. R. STAPLES,
 Assistant Chief Train Dispatcher

L. W. ZUEFELT,
 Assistant Chief Train Dispatcher

J. J. HAWRELUK
 J. G. LAVIGNE
 G. A. BROWN RIGG
 G. A. WHALEN
 R. F. McNEELEY
 M. L. CHARTRAND
 B. E. WHITELOCK
 J. C. DESCHAMPS
 W. D. PICKERING
 C. J. MERCIER
 K. H. SHEA
 R. G. AULTMAN
 S. E. SISK
 E. L. RENDELL

Train Dispatchers.

SPECIAL INSTRUCTIONS

1. Employees whose duties are in any way affected by the time table must have a copy of the General Instructions, Form 696, accessible while on duty.

2. On Subdivisions, or portions thereof, where this Special Instruction applies, except on junction switches, lights will not be displayed on switches, train order signals and yard limit signs.

3. On subdivisions or portions thereof where this Special Instruction applies, main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights.

4. In yard limits where this Special Instruction applies, third class, fourth class, extra trains and engines accepting an A.B.S. signal indication permitting them to proceed, must move at restricted speed regardless of the indication and the "note" in Rule 93 does not apply.

5. Except for the purpose of giving signals for operation or to prevent accident, sounding of engine whistle signal by any engine in respect to public crossings at grade is prohibited. (This Special Instruction only applies at locations specified).

6. Single Track—Where Restricting Speed signs are used, Reverse Speed signs are on the reverse side of the Restricting Speed signs governing movements in the opposite direction.

7. Employees are prohibited from riding on the top of moving cars or engines.

8. Rule 21. White flags and white lights will be displayed in C.T.C.

9. The following changes are to be made in the "INSTRUCTIONS GOVERNING THE USE OF RAILWAY RADIO COMMUNICATION SYSTEM", as outlined in Form 696.

(a) Page 7, Item 3, add the following:

"Continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal."

(b) Page 10 and 11, Items 2(b), 2(c) and 2(d):

When identifying himself the Train Dispatcher, Yardmaster, Operator or Switchtender must always say "CN" before the name of his position.

(c) Not applicable on the Great Lakes Region.

(d) At locations specified in timetable footnote the Operator will be contacted as follows: With handset off hanger switch to channel 2 depressing channel change button where applicable. Depress "DISP 1" button for three to five seconds, then voice call operator.

(e) The identification of tone call buttons on Radio control heads will be progressively changed from "DISP 1" to "OPR-YM" and from "DISP 2" to "DSPR" and this change must be recognized in all instructions.

10. (a) Back-up and Forward Pushing Movements

When operating diesel units in multiple, these movements must be made with extreme care in as low a throttle position and load range as possible after having ensured that brakes are fully released and that slack has been taken by a movement in the opposite direction. This feature must be watched closely because excessive engine effort will cause derailment in the train, or cut of cars, by forcing the draft gear sideways.

(b) Engine and Tonnage Restrictions

The maximum number of working units permitted in any engine consist is restricted to 24 motorized axles and the permissible tonnage is restricted to an amount which can be handled by 18 motorized axles.

(c) Coupling Regulations

When coupling an engine consist of 3 or more units to a train, or cut of cars, a stop must first be made between 6 and 12 feet from point of coupling. The coupling is then to be made as gently as possible.

11. Movements handling System or Foreign hopper cars either loaded or empty that have a load limit of 95 tons or over must not exceed a speed of 10 miles per hour while operating on other than main tracks.

12. Unless authorized by the Train Dispatcher in writing, trains must not leave ahead of their ordered time.

13. Rule 18, first paragraph, is amended to read: "Yard engines will display a headlight to the front and rear by day and by night."

14. Employees are cautioned not to use any of the drugs or medicines which may produce drowsiness or a similar condition while on duty, nor are such drugs to be taken for a period of 12 hours before reporting for duty. Such drugs are contained in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, etc., and employees must know if the medicine they are taking, or have been given to take, contains a drug so as to avoid injury to themselves and fellow employees.

15. In the application of the fourth paragraph of Rule 3, at locations where this Special Instruction applies, it will be the responsibility of the Yardmaster to have standard time available to Yard Enginemen and Yard Foremen who may obtain this information from the Yardmaster by telephone or radio.

16. **TURBO TRAINS**—On this equipment the following will apply—

(a) Voice communication on the Engine/Train Crew Intercom will replace sound signals on the conventional "communicating signal appliance" in the application of UCOR Rule 16.

(b) Green and white lights only will be displayed, without flags of the corresponding colour, in complying with the requirements of the U.C.O.R. Rules 20 and 21 and Special Instruction No. 8.

(Continued on Page 5)

SPECIAL INSTRUCTIONS—Continued

G-1. When switching on traders' tracks, air must be coupled on all cars when there are any gates, buildings, piles, erections, equipment, or descending grades.

G-2. Trains handling five or more open top cars containing stone, sand or gravel must not exceed 40 miles per hour.

G-3. General Order O-7 has replaced previous General Order 707 and the C.N.R. are now exempt from complying with the terms of paragraph (A) in General Board Order No. 707 as shown in Item 4, Page 38 of Form 696 in respect to all trains, provided all cars of such trains are of all-steel construction.

G-4. Conductors of Passenger trains will be responsible in the application of U.C.O.R. Rule 107 for protection when discharging traffic at other than scheduled stops, flag stops, and conditional stops, unless advice has been received from train dispatcher that other trains have been informed of the stop or that necessary protection has been provided.

G-5. Rule 268—Instructions received from the train dispatcher must be in writing and repeated before being acted on whenever entrance to the main track is at:

(a) a hand-operated switch not equipped with an electric switch lock, or,

(b) an electrically locked hand-operated switch whenever the seal on the electric switch lock is broken.

In these cases, the train dispatcher must protect entrance to the main track by the use of lever blocks. Lever blocks must not be removed until a member of the crew has reported that his movement is actually occupying the main track.

In every case crews will be responsible, to be governed as follows where entrance to the main track has been authorized:

(1) At a switch where the seal on the electric lock has been broken "to proceed at restricted speed to the next signal", or

(2) At a switch located between the approach signal and the governing signal "to proceed prepared to stop at the next signal".

G-6. The movement of snowplows with back end forward is restricted to 20 miles per hour.

G-7. Freight trains whose consist is made up of 75% or more cars having a gross weight of 70 tons or more per car are restricted to 50 miles per hour (Gross weight per car must not include car factor).

To determine the number of such cars in a train, the following will apply:—

(a) At originating stations, yard office staff must advise conductor and train dispatcher of the total number of cars of 70 or more tons gross weight on train.

(b) Conductor must notify engineman, prior to run, of the total number of such cars on train.

(c) At intermediate stations, when lifts are made, conductor, engineman and train dispatcher must be advised of any cars lifted with a gross weight of 70 or more tons. Such information should be included in instructions to lift whenever possible.

N-1. Unless instructions or abnormal or unusual conditions necessitate, protection of the rear of a train within CTC, (Rule 99) is not required.

N-2. Cars of pyrites ex North Bay are to be handled at a speed restriction of 40 miles per hour. Cars loaded with pyrites are to be inspected at South River, Washago and either Pine Orchard or Zephyr in addition to a careful pull-by inspection at Gravenhurst.

N-3. Speed of trains handling ore cars over the Alderdale, Ruel and Bala Subdivisions between Skead, Milnet, Capreol and South Parry must not exceed 30 miles per hour when loaded and 40 miles per hour when empty.

N-4. When leaving Diesel Units unattended the following precautions must be taken: Move transition lever to "OFF"; Remove reverser handle; open generator field switch; isolate unit; apply hand and independent brakes; remove automatic brake handle; block wheels with a chain or other suitable material.

NORTHWARD TRAINS						Miles from Toronto	Symbols	NEWMARKET SUBDIVISION	
FIRST CLASS								STATIONS	TORONTO AREA
107	87	85	8	678					
Passenger Daily	Passenger Daily	Passenger FRIDAY ONLY	Passenger Daily	Passenger Daily					
						2.4	KPXZ	PARKDALE	
						14.0	PZ	SNIDER NORTH Jct. with York Sub. 25.0	
						41.5	P	BRADFORD	
						51.8	P	LEFROY	
						56.8	P	BRALLEN	
						63.0	CKP WZ	BARRIE	
						69.7	P	SHANTY BAY	
						74.2	P	ORO	
						80.4	P	CARTHW	
						86.3	PYZ	ORILLIA	
						93.7	P	LONGFORD	
						98.7	PR YZ	Jct. with Bala Sub. WASHAGO	
						112.2	KYP WZ	GRAVENHURST	
						118.1	P	SOUTH FALLS	
						122.1	P	BRAONBRIDGE	
						126.6	P	FALKENBURG	
						135.4	P	UTTERSON	
						141.0	P	MARTINS	
						146.2	PZ	HUNTSVILLE	
						155.6	P	NOVAR	
						161.1	PY	SCOTIA	
						171.4	P	BURKS FALLS	
						176.6	P	KENNEDYS	
						183.2	P	SUNDRIDGE	
						188.8	PWY	SOUTH RIVER	
						193.1	P	DEANS	
						200.2	P	TROUT CREEK	
						207.0	P	POWASSAN	
						213.2	P	HILLS	
						219.7	PY	CALLANDER	
						222.9	PRZ	NIPISSENG Jct. with Alderdale Sub.	

Movements on Newmarket Sub. between mileage 89.0 and Parkdale must be governed by Toronto Area Timetable and requirements. Times shown south of Bradford are for information only.

Newmarket Subdivision Footnotes on pages 8 and 9.

NEWMARKET SUBDIVISION		Car Capacity		SOUTHWARD TRAINS									
STATIONS	Office Signals	Siding	Other Tracks	FIRST CLASS					FOURTH CLASS				
				108	88	86	4	674	958	962	964	966	
				Passenger Daily	Passenger Daily	Passenger SATURDAY ONLY	Passenger Daily	Passenger Daily	Freight Daily	Freight Daily	Freight Daily	Freight Daily	
PARKDALE	Q N	Yard		0547		1247	1648	2101					
SNIDER NORTH Jct. with York Sub. 25.0		104		0527		1227	1628	2041		2000			
BRADFORD	B F	103	121	0450		1150	1545	2004		1920			
LEFROY		36	24	0438		1137	1532	1954		1905			
BRALLEN		31		0430		1130	1525	1947		1855			
BARRIE	G O	108	Yard	0420		1120	1515	1938		1845			
SHANTY BAY		52	N-5	0406		1105	1503	1924		1830			
ORO		58	10	0402		1056	1459	1917		1820			
CARTHW		36		0355	To Bala Sub.	1045	1452	1912		1810			
ORILLIA	O R	135	Yard	0345		1035	1440	1905		1755			
LONGFORD		46	16	0330		1022	1428	1855					
Jct. with Bala Sub. WASHAGO	W G	123	Yard	0320		1015	1420	1850					
GRAVENHURST	Q	153	Yard	0402		10955		1830	0920		1710	0035	
SOUTH FALLS		53	S-5	0353		0938		1823	0910		1700	0022	
BRAONBRIDGE	B N	20	50	0345	From Bala Sub.	0930	From Bala Sub.	1818	0858		1648	0008	
FALKENBURG		102	S-5	0337		0917		1810	0850		1640	0001	
UTTERSON			N49	0329		0907		1803	0838		1628	2348	
MARTINS		69	S-4	0324		0900		1758	0830		1620	2339	
HUNTSVILLE	H U	39	Yard	0315		0850		1752	0820		1610	2330	
NOVAR		104	31	0304		0833		1739	0805		1555	2320	
SCOTIA		44	19	0258		0827		1734	0755		1545	2312	
BURKS FALLS	B S	58	51	0247		0815		1723	0736		1525	2300	
KENNEDYS		104	12	0241		0807		1717	0729		1515	2254	
SUNDRIDGE		40	33	0235		0800		1709	0722		1505	2238	
SOUTH RIVER	S	100	208	0230		0753		1702	0713		1455	2231	
DEANS		58		0226		0749		1657	0700		1445	2224	
TROUT CREEK		102	22	0217		0740		1649	0645		1429	2210	
POWASSAN		47	21	0207		0728		1640	0635		1405	2157	
HILLS		36		0200		0721		1634	0625		1381	2150	
CALLANDER		109	32	0152		0712		1627	0610		1340	2135	
NIPISSENG Jct. with Alderdale Sub.	J C	18		0148		0707		1623	0600		1330	2130	

Movements on Newmarket Sub. between mileage 59.0 and Parkdale must be governed by Toronto Area Timetable and requirements. Times shown south of Bradford are for information only.

Newmarket Subdivision Footnotes on pages 8 and 9.

NEWMARKET SUBDIVISION FOOTNOTES

1 Special Instruction No. 3 applies between mileages 39.0 and 222.9.

2 Bradford—First track west of main track is siding.

3 Barrie—All trains must obtain Clearance.

Clearance obtained by trains operating beyond Snider North must be okayed by train dispatchers at Capreol and Toronto Yard.

Register station for trains originating and terminating.

All changes of engine crews on through trains must be governed by Third Paragraph Rule 220.

First track east of main track is siding.

All movements over Bradford Street Public Crossing at Grade on Canadian General Electric Co. track must be protected by a member of crew.

All trains having stopped within 600 feet of Tiffin Street Public Crossing at Grade, mileage 63.1, must not exceed five (5) m.p.h. until the crossing is occupied.

Connection from Newmarket Sub. to Beeton and Meaford Subs. is via yard tracks.

4 Orillia—First track east of main track is siding.

Connection between Newmarket and Midland Subdivisions is via yard tracks.

North switch of crossover, mileage 85.7 is normal when set for movement from No. 1 yard track to main track. When in this position yellow light and target will so indicate.

West Street Public Crossing at Grade, mileage 85.9, protected by automatic crossing protection for approaching movement on main track proceeding at speeds between five (5) m.p.h. and twenty (20) m.p.h. Pushbuttons marked "Start" and "Stop" are located on each corner of crossing and must be used to provide protection for all other movement as follows:

Pushbuttons 1 and 2—to protect main track movements proceeding at less than five (5) m.p.h. or a main track reverse movement.

Pushbuttons 3 and 4—to protect movement on all yard tracks.

Pushbuttons 5 and 6—to protect movement on sidings.

Protection will cease automatically when movement clears crossing provided proper pushbutton has been used. If any "Start" buttons are activated and movement not made over crossing on which they apply, corresponding "Stop" button must be activated to cease protection.

Front Street Public Crossing at Grade, mileage 86.2, protected by automatic crossing protection for main track movements except that southward movements occupying main track between station and crossing for more than one minute cancels automatic protection. Trainmen on such movements must activate either "Start" button located on station or "Start" button located on platform near crossing and Enginemen must observe protection operating before fouling crossing.

All movements over this crossing on wye track to and from Midland Subdivision must be protected by activating "Start" button located on south and north sides of crossing.

Protection stops automatically when movement clears crossing but if "Start" button is activated and movement not made over crossing, "Stop" button must be pushed to cease protection.

5 Mileage 88.4—Southward advance speed restriction sign for drawbridge, mileage 88.4 is located one half mile from restricted zone sign.

6 Washago—All trains entering or leaving Train Order Territory at Washago must register and obtain clearance, and may register by register ticket. Other trains may leave Washago without registering or obtaining clearance.

Quetton Street crossing, mileage 98.8 protected by automatic short arm gates, flashing light signals and bell. Timing circuit signs are located 300 feet north and south of crossing. Northward movements on Newmarket Sub. siding are not included in Timing Circuit. Trains stopped past these signs and more than 50 feet from the crossing must not proceed toward the crossing until the proper pushbutton has been operated to lower gates as per instructions posted inside signal box in the vicinity of the crossing, adjacent to their respective tracks.

7 Washago-Gravenhurst—C.T.C. Applies between Signal 087, mileage 98.7 and Signal 1124, mileage 112.3.

8 Gravenhurst—All trains must obtain clearance—Clearance obtained by trains operating beyond Quaker on the Bala Subdivision must be okayed by train dispatchers at Capreol and Toronto Yard.

Conductors on through trains may register by register ticket.

First track East of main track is siding. Will clear 100 cars between Muskoka Road, mileage 111.8, and south switch.

Phillip St.—Public crossing at grade, mileage 112.0. No car shall be left standing within 100 ft. of either side of this crossing. (B.T.C. 77261).

All movements over Highway No. 69, mileage 0.85, Muskoka Wharf Branch, must be flagged by a member of the train crew. (B.T.C. 124566).

9 Bracebridge—Thomas Street Public Crossing at Grade, mileage 122.1, protected by automatic protection. Southward trains stopped on the main track at the station must operate "Stop" button. Trains which have stopped at the station, or which switch over this crossing must depress "Start" button for each southward movement. Pushbuttons are located on station wall outside waiting room.

10 Utterson—Movements on other track over Public Crossing at Grade, mileage 135.4 just north of station must be protected by member of crew. (B.T.C. 51233).

11 Huntsville—Siding is first track west of main track.

Switch on siding at mileage 145.9 leading to Canadian Oil Company track is normal when set for movement from siding to main track. When in this position yellow light and target will so indicate.

Movement on spur over Yonge Street Public Crossing at Grade, mileage 145.8 must be protected by member of crew. (B.T.C. 60491)

12 South River—Emergency diesel watering facilities. Hose and water connection are in express room.

13 Nipissing—Train order signal governs movement on Alderdale Subdivision only.

All trains may register by register ticket.

Operator is in charge of Junction Switch, connecting Alderdale and Newmarket Subdivision main tracks, which is located 577 feet west of train order signal.

Northward signal located 1,015 feet south of junction switch governs approach to junction switch only. It confers no authority for movement beyond this switch and provides no rear protection.

Trains standing on the Newmarket Subdivision and recalling flagman from the south will do so in accordance with Rule 14 (da).

Table with 4 columns: Mileage, Railiner, Other Passenger, Freight and Mixed. Rows show maximum speeds for various mileage ranges from 39.0 to 222.9.

Algonquin Spur—All movements restricted speed with maximum of 15 M.P.H.

Note:—Restriction of 50 miles per hour, under General Speed Restrictions in Form 696, against two rail diesel cars coupled and without other cars DOES NOT APPLY on this Subdivision.

(Continued on page 9)

NEWMARKET SUBDIVISION FOOTNOTES—Concluded

15 Permanent Slow Orders and Speed Restrictions

Table with 4 columns: Mileage, Railiner, Other Passenger, Freight and Mixed. Lists speed restrictions for various mileages and train types.

16 INTERLOGGING

Mileage 88.4—Drawbridge Trent Canal (B.T.C. 71039-111257-81737).

17 EQUIPMENT RESTRICTIONS

Heaviest auxiliary crane permitted CNR 250-ton. Diesel units may operate on Magnetawan Spur (Burks Falls) with speed restriction of ten (10) miles per hour over all bridges.

Following speed restrictions apply to equipment indicated while operating over Genesee River Bridge at Mileage 208.0:

Table with 2 columns: Equipment description, Miles per hour. Lists restrictions for various crane and car types.

5000 Series Units are prohibited from operating on the following private sidings:

- Bradford — Ontario Produce Siding
Bradford — Dominion Farm Produce Siding
Callander — B.P. Siding

18 OTHER TRACKS

Table with 4 columns: Car Capacity, Points Face, Mileage. Lists details for various tracks like Bradford Fertilizer, Federal Farms Ltd., etc.

19 WAY FREIGHTS

- No. 515 leave Gravenhurst... 0600 daily except Sunday for South River.
No. 514 leave South River... 1300 daily except Sunday for Gravenhurst.
No. 531 leave Toronto Yard... 0600 daily except Sunday for Bradford.
No. 532 leave Bradford... 1130 daily except Sunday for Toronto.
No. 572 leave Gravenhurst... 0630 daily except Saturday and Sunday for Orillia.
No. 573 leave Orillia... 1400 daily except Saturday and Sunday for Gravenhurst.

EXPRESS TRAIN TIMES SHOWN BELOW FOR INFORMATION ONLY

- 203 leave Toronto Yard 2235 daily — Capreol 0655
204 leave Capreol 2110 daily — Toronto Yard 0520
223 leave Toronto Yard 2145 daily ex. Sat. — North Bay 0325
224 leave North Bay 0200 daily ex. Mon. — Toronto Yard 0930

WESTWARD TRAINS		Miles from Lindsay	Symbols	MIDLAND SUBDIVISION	Office Signals	Stops	Other Tracks	EASTWARD TRAINS	
FOURTH CLASS								FOURTH CLASS	
967	968							967	968
Freight Daily Ex. Sunday	Freight Daily Ex. Sunday			STATIONS				Freight Daily Ex. Sunday	
0200	1630	42.7	PYZ	ORILLIA	O R	YARD			
0215	1545	50.6	Z	UHTHOFF		34 29			
0230	1535	58.2		COLDWATER		18 5			
0237	1530	62.0		WAUBAUSHENE EAST		49			
0250	1517	71.0	Z	Jct. with C.P. Ry. McMILLAN					
		73.5	Z	TIFFIN		YARD			
0300	1500	75.2	KZ	MIDLAND		YARD			
		75.9		END OF TRACK					
Daily Ex. Sunday 967		Rules 41 and 44 applicable.						Daily Ex. Sunday 968	

MIDLAND SUBDIVISION FOOTNOTES

- Special Instruction No. 2 applicable.
- Orillia**—All westward trains must obtain Clearance.
Connection between Midland and Newmarket Subdivisions is via yard tracks. End of Midland Subdivision main track is wye switch, mileage 42.5. Switch at mileage 42.8 is normal when set for movement to and from south leg of wye.
- Mileage 43.3—During July and August from 1000 until 2200 all movements over crossing must be protected by a member of crew. (B.T.C. 117153).
- Mileage 50.9—Do not exceed 10 miles per hour while operating on any track at Limestone Products Ltd.
- Mileage 58.4—All movements on Coldwater Mill Spur over No. 12 Highway Public Crossing at Grade must be protected by a member of crew.
- Mileage 75.8—Loaded cars or engines must not pass over trestle.
- INTERLOCKING AND NON-INTERLOCKING**
MILEAGE 56.2—Canadian Pacific Railway, Interlocking (B.T.C. 86241). Operator may be contacted by telephone which is located 100 feet south of crossing on C.P.R. bungalow.
COLDWATER—Crossing of spur track with the Canadian Pacific Railway, Non-interlocking. Signals on Canadian Pacific Railway (No signals on Canadian National Railways). Derails interlocked. Normal position of signals "Clear" for Canadian Pacific Railway. Canadian Pacific Railway operate over crossing without stopping when signals clear. (B.T.C. 52401).

Mileage	MAXIMUM SPEED		
	Passenger	Freight	
42.7 to 75.9	40	40	
9 Permanent Slow Orders and Speed Restrictions			
Mileage	Passenger	Freight	
*42.8—Elgin St. (B.T.C. 72690)	10	10	
*43.0—Mississauga St. (B.T.C. 62352)	10	10	
*43.3—Tecumseh St. (B.T.C. 117153)	10	10	
*43.6—Jarvis St. (B.T.C. 117153)	10	10	
*43.8—North St. (B.T.C. 58003)	10	10	
*62.4—Willow St. (B.T.C. 57085)	10	10	
*75.2—Manley St. (B.T.C. 61768)	10	10	
75.4—King St.	10	10	
Entire Subdivision—CNR 200 and 250 ton Auxiliary Crane over all bridges	—	5	
*Restriction applies until crossing occupied.			
10 EQUIPMENT RESTRICTIONS			
Heaviest Auxiliary crane permitted.....C.N.R. 250 ton			
11 OTHER TRACKS			
	Car Capacity	Points Face	Mileage
Limestone Products Ltd.	100	W	50.9
Spur Track	50	W	58.4
Waubaushe Auxiliary Track	7	EW	62.4
Victoria Harbor Auxiliary Track	14	E	68.2

NORTHWARD TRAINS		Miles from Colwell	Symbols	PENETANG SUBDIVISION		Office Signals	Car Capacity		SOUTHWARD TRAINS	
				STATIONS			Stops	Other Tracks		
				0.0			COLWELL			
		0.0		Jct. with Menford Sub.						
		18.3		ELMVALE		21	24			
		33.6		PENETANG			103			
		Rules 41 and 44 applicable.								

PENETANG SUBDIVISION FOOTNOTES

- Special Instruction No. 2 applicable.
 - Penetang**—All movements over Robert St. Public Crossing at Grade Mileage 32.8 (B.T.C. 90133), and over Penetanguishene Road must be protected by a member of crew.
 - INTERLOCKING**
Mileage 2.4—Crossing Canadian Pacific Railway Automatic Interlocking. No train shall exceed a speed of fifteen (15) miles per hour at the approach signal. (B.T.C. 80291).
Regardless of signal indication, all train and engine movements over C.P.R. interlocking mileage two point four (2.4) must stop before passing signal and open knife switch. Movement may then proceed in accordance with Rule 672 except that knife switch must remain open until the entire train clears the crossing.
 - MAXIMUM SPEED**
All movements..... 15 miles per hour.
 - Permanent Slow Orders and Speed Restrictions**
Mileage Miles per hour
7.6 Public Crossing at Grade..... 10
 - EQUIPMENT RESTRICTIONS**
1700 series units with four axles, 2000 and 5000 series, also 6700 to 6705 and 6800 to 6805 are prohibited. All other diesel power may operate ten (10) miles per hour over bridges Mileages 7.2, 19.4, 21.0, 21.4, 22.0, 23.0, 31.0 and five (5) miles per hour over bridges between Mileage 31.2 and 32.1.
Heaviest auxiliary crane permitted.....C.N.R. 100 Ton
 - OTHER TRACKS**
- | | Car Capacity | Points Face | Mileage |
|-----------------------------------|--------------|-------------|---------|
| Ballast Pit | 75 | N | 1.3 |
| Hydro Electric Power Commission | 34 | N | 1.7 |
| Minessing Auxiliary Track | 15 | NS | 7.7 |
| Hendrie Auxiliary Track | 22 | NS | 11.3 |
| Phelpston Auxiliary Track | 11 | NS | 13.7 |
| Copeland Milling Co. (East Track) | 19 | N | 18.5 |
| (West Track) | 20 | N | 18.5 |
| Wyevale Auxiliary Track | 10 | NS | 23.9 |
| Spur Track | 4 | N | 28.3 |
- WAY FREIGHTS**
Nos. 519-520 will operate between Barrie and Penetang as required.

ALLISTON SPUR FOOTNOTES

(Mileage 61.1 Beeton Sub.)

- INTERLOCKING**
Mileage 4.3 Crossing Canadian Pacific Railway Automatic Interlocking. No train shall exceed a speed of fifteen (15) miles per hour when it is passing the approach signal. (B.T.C. 79962).
Regardless of signal indication all train movements over C.P.R. interlocking mileage four point three (4.3) must stop before passing signal and open knife switch. Movement may then proceed in accordance with Rule 672 except that knife switch must remain open until the entire train clears the crossing.
- MAXIMUM SPEED** Miles per hour
All movements.....Restricted speed with maximum of 15
- Permanent Slow Orders and Speed Restrictions**
Mileage Miles per hour
5.3 Alliston, King St. (Highway 89) (B.T.C. 66143) ..Until crossing occupied 10
- EQUIPMENT RESTRICTIONS**
Heaviest engine permitted—1200-1300 Class.
Heaviest auxiliary crane permitted—100 ton.

NORTHWARD TRAINS		Miles from Burlington Junction Switch	Symbols	BEETON SUBDIVISION		Office Signals	Car Capacity		SOUTHWARD TRAINS	
				STATIONS			Sidings	Other Tracks		
		25.6	PYZ	GEORGETOWN	TORONTO AREA	N R		N 3		
		25.6		Jct. with Halton Sub.						
		26.5								
		36.1		INGLEWOOD			13			
		59.5		BEETON			28	17		
		61.0		Jct. with Alliston Spur						
		84.2	CKP WZ	BARRIE		G O	Y A R D			
Rules 41 and 44 applicable. Territory between Georgetown and mileage 26.5 under the jurisdiction of the Toronto Area, but dispatched by Capreol dispatching office.										

BEETON SUBDIVISION FOOTNOTES

1 Special Instruction No. 2 applicable.

2 Mileage 36.2—County Road No. 12, protected by flashing lights (BTC 103835). Crossing protection is interconnected with interlocking signals and will operate twenty seconds before signal indication is received.

3 Alliston Spur footnotes shown on Page 11.

4 Barrie—Connection to Newmarket and Meaford Subdivisions is via Yard Tracks. Main Track ends at switch leading to yard, mileage 83.8.

INTERLOCKING

Mileage 36.2—Crossing Canadian Pacific Railway; interlocking. For movement through interlocking from main track train crew member will operate pushbutton marked "clear" which is located in small box near main track signals.

Southward movements out of sidings are governed by dwarf signal 362D. To obtain signal, siding switch must be reversed before operating pushbutton. Proceed signals will be received two (2) minutes after request if no conflicting movement. If clear signal is not accepted it must be cancelled by pressing "stop" pushbutton. Speed of all trains is limited to fifteen (15) miles per hour in interlocking limits. In the application of Rule 672 box marked "switches" is located on the side of metal bungalow southeast angle of diamond. (BTC 10141-101627).

6 **MAXIMUM SPEED** Miles per hour
All movements..... 30

Permanent Slow Orders and Speed Restrictions

Mileage		Miles per hour
25.6 to 25.9	Southward trains	15
37.4	Public Crossing at Grade Highway No. 10	25
54.8	Public Crossing at Grade (B.T.C. 57551) Until crossing occupied	5
79.2	Public Crossing at Grade (B.T.C. 124514)	5
	Entire subdivision over all bridges, C.N.R. 250 ton auxiliary crane	10

EQUIPMENT RESTRICTIONS

Heaviest auxiliary crane permitted—C.N.R. 250 ton.
Heaviest diesel unit permitted to operate at timetable speed—1200-1300 class.
Diesels heavier than 1200-1300 class restricted to 25 m.p.h. Georgetown to Barrie.
2000 and 5000 series, also 1700 series (4 axles) engines prohibited.

OTHER TRACKS

	Car Capacity	Points Face	Mileage
Cheltenham Auxiliary Track	22	SN	33.5
Caledon East Auxiliary Track	13	SN	42.6
Palgrave Auxiliary Track	20	SN	48.9
Tottenham Auxiliary Track	32	SN	54.8
Alliston Spur (5.5 miles)	—	S	61.1
Cookstown Auxiliary Track	23	SN	68.4
Thornton Auxiliary Track	27	SN	74.2

WAY FREIGHTS

Nos. 522-521 will operate between Barrie and Georgetown as required.

NORTHWARD TRAINS		Miles from Barrie	Symbols	MEAFORD SUBDIVISION		Office Signals	Car Capacity		SOUTHWARD TRAINS	
				STATIONS			Sidings	Other Tracks		
		0.0	CKP WZ	BARRIE	G O	Y A R D				
		5.5		COLWELL		36				
		5.6		Jct. with Penetang Sub.						
		10.3	Z	ANGUS			36			
		10.4		Jct. with Camp Borden Spur						
		22.8		STAYNER	A Y	11	35			
		31.4	Z	COLLINGWOOD		36	Yard			
		44.0		THORNHURST			27			
		52.2	RZ	MEAFORD	M R	Y A R D				
Rules 41 and 44 applicable.										

MEAFORD SUBDIVISION FOOTNOTES

1 Special Instruction No. 2 applicable.

2 Barrie—Connection from Newmarket and Beeton Subdivisions is via yard tracks. Meaford Subdivision main track begins at switch, mileage 0.1 just south of Essa Road Crossing.

Mileage 0.1—Essa Road, Public Crossing at Grade is protected by automatic gates.

All trains or engines required to move over Essa Road crossing, mileage 0.1 Meaford Subdivision, must ensure gates are down before proceeding over crossing.

3 Camp Borden Spur—Footnotes shown on Page 18.

4 Collingwood—Connection to Pretty River Spur is via yard tracks and switch, mileage 30.4.

All movements on shed tracks over Public Crossing at Grade Ontario Street, mileage 31.2, must be protected by a member of crew. (B.T.C. 98611).

Mileage 32.4, Highway No. 26 Public Crossing at Grade, protected by automatic crossing protection. Pushbuttons located in metal box south of crossing must be operated by train crew when switching has been performed in tracks immediately south of crossing and movement is to be made which will foul crossing.

5 Meaford—All movements over Bridge Street Public Crossing at Grade, mileage 52.1 just south of station must be protected by member of crew.

INTERLOCKING

MILEAGE 7.5—Crossing Canadian Pacific Railway; automatic interlocking. (B.T.C. 62815-90054).

Regardless of signal indication all train and engine movements over C.P.R. interlocking, mileage 7.5 must stop before passing signal and open knife switch. Movement may then proceed in accordance with Rule 672, except that knife switch must remain open until the entire train clears the crossing.

7 **MAXIMUM SPEED** Miles per hour
Barrie-Collingwood..... 30
Collingwood-Meaford..... 25

Permanent Slow Orders and Speed Restrictions

Mileage		Miles per hour
0.1-0.6	Essa Rd., Anne St. and Innisfil St. Public Crossings at Grade (B.T.C. 80564)	10
*10.4	Public Crossing at Grade (B.T.C. 63908)	10
*30.9	Hume St. Public Crossing at Grade (B.T.C. 56596)	25
*31.2	Ontario St. Public Crossing at Grade, approaching and within 600 feet of crossing (B.T.C. 98611)	20
*31.4	Huron St. Public Crossing at Grade (B.T.C. 61379)	10
*44.3	Bruce St. Public Crossing at Grade (B.T.C. 64278)	10
*52.0	Boucher St. Public Crossing at Grade (B.T.C. 74242)	10
52.1	Meaford Yard, Lake siding switch	5
	Pretty River Spur—All movements	10
	Entire Subdivision over all bridges, C.N.R. 250 ton auxiliary crane	10

*Restriction applies until crossing occupied.

EQUIPMENT RESTRICTIONS

All series diesel units may be operated with speed restriction of ten (10) miles per hour over bridges Mileages 9.7, 28.1, 29.8, 32.0, 42.6, 44.2.

Heaviest auxiliary crane permitted—C.N.R. 250 ton.
2000 and 5000 series, also 1700 series (4 axles) engines prohibited.

OTHER TRACKS

	Car Capacity	Points Face	Mileage
Camp Borden Spur (4.0 miles)	—	S	10.4
Reinhart Vinegar Co.	1	S	23.5
Pretty River Spur (0.9 miles)	—	N	30.4
Snetsinger	5	N	44.3

WAY FREIGHTS

Nos. 525-526 will operate between Barrie and Meaford as required.

NORTHWARD TRAINS							Miles from Toronto	Symbols	BALA SUBDIVISION	
FIRST CLASS									STATIONS	
	87 Passenger Daily	8 Passenger Daily	107 Passenger Daily							
	1900					0.0	CKPW	TORONTO	TORONTO AREA	
	8 1945					21.3	P	RICHMOND HILL		
						23.8		QUAKER		
						26.6	P	PINE ORCHARD		
						35.5	P	ZEPHYR		
						44.6	P	PEPPERLAW		
						55.5	P	BEAVERTON		
	8 2040					64.2	P	BRECHIN EAST		
		From Newmarket Sub.	From Newmarket Sub.			72.3	P	RATHBURN		
						81.4	P	Jct. with Newmarket Sub. WASHAGO		
	8 2110	8 1748	0245			88.7	PRY	SPARROW LAKE		
						93.4	P	WOODWARD		
						106.9	P	MEDORA		
	To Newmarket Sub.					118.2	P	DOCK SIDING		
						130.4	P	SOUTH PARRY		
		1925	0405			147.1	CKPWY	PARRY SOUND		
		8 1940	8 0430			150.0	P	NORTH PARRY		
						150.7	P	WAUBAMIK		
						158.6	P	ARDEG		
						172.1	P	BURTON		
						181.4	P	DROCOURT		
						190.0	P	MOWAT		
						198.5	P	KEY JUNCTION		
						214.0	PY	BAYSWATER		
						222.1	P	BURWASH		
						236.1	P	WATERFALL		
						242.8	P	HOTRUM		
						251.8	P	AUSTIN		
						256.6	P	CONISTON		
						257.2	P	SUDBURY		
		8 2230	0715 0730			262.1	PY	Jct. with Sudbury Term. Sub.		
						268.8		SUEZ		
						273.0	P	Jct. with Alderdale Sub.		
						275.9	P	CAPREOL		
		2300	0800			276.1	CKPWY			
	Daily	Daily	Daily							
	87	8	107							

Movements on Bala Sub. between mileage 28.5 and Toronto must be governed by Toronto Area Timetable and requirements. Times shown south of Quaker are for information only.

Bala Subdivision Footnotes on pages 16 and 17.

SOUTHWARD TRAINS							Miles from Toronto	Symbols	BALA SUBDIVISION	
FIRST CLASS									STATIONS	
	108 Passenger Daily	88 Passenger Daily	4 Passenger Daily							
						0.0	CKPW	TORONTO	TORONTO AREA	
		0640				21.3	P	RICHMOND HILL		
		0555				23.8		QUAKER		
						26.6	P	PINE ORCHARD		
						35.5	P	ZEPHYR		
						44.6	P	PEPPERLAW		
						55.5	P	BEAVERTON		
						64.2	P	BRECHIN EAST		
		8 0452				72.3	P	RATHBURN		
						81.4	P	Jct. with Newmarket Sub. WASHAGO		
						88.7	PRY	SPARROW LAKE		
						93.4	P	WOODWARD		
						106.9	P	MEDORA		
						118.2	P	DOCK SIDING		
						130.4	P	SOUTH PARRY		
						147.1	CKPWY	PARRY SOUND		
						150.0	P	NORTH PARRY		
						150.7	P	WAUBAMIK		
						158.6	P	ARDEG		
						172.1	P	BURTON		
						181.4	P	DROCOURT		
						190.0	P	MOWAT		
						198.5	P	KEY JUNCTION		
						214.0	PY	BAYSWATER		
						222.1	P	BURWASH		
						236.1	P	WATERFALL		
						242.8	P	HOTRUM		
						251.8	P	AUSTIN		
						256.6	P	CONISTON		
						257.2	P	SUDBURY		
						262.1	PY	Jct. with Sudbury Term. Sub.		
						268.8		SUEZ		
						273.0	P	Jct. with Alderdale Sub.		
						275.9	P	CAPREOL		
						276.1	CKPWY			
	Daily	Daily	Daily							
	108	88	4							

Movements on Bala Sub. between mileage 28.5 and Toronto must be governed by Toronto Area Timetable and requirements. Times shown south of Quaker are for information only.

Bala Subdivision Footnotes on pages 16 and 17.

BALA SUBDIVISION FOOTNOTES

1 Mileage 22.5 to Capreol—No train or engine shall clear the Main Track at the following locations (B.T.C. 108085, 112088, 102922 and 114139):

Table with 2 columns: Mileage and description of tracks (Auxiliary Track, Spur, etc.)

2 Mileage 35.1—Northward trains switching in the vicinity of this protected grade crossing must leave the circuit occupied within 300 ft. short of timing circuit sign located 200 ft. south of crossing.

3 Sutton Spur Mileage 3.36—Public Crossing Highway No. 48 protected by flashing lights, signals and bells. All railway movements must be brought to a stop and said protection placed in operation by the use of pushbuttons before the crossing is occupied.

4 Washago—All trains entering or leaving Train Order Territory at Washago must register and obtain clearance and may register by register ticket.

Quetton Street crossing, mileage 88.9 protected by automatic short arm gates, flashing light signals and bell. Timing circuit signs are located 300 feet north and south of crossing.

5 Mileage 146.1—Detour turnout to C.P.R. main track is a hand throw switch which is spiked. Points face North. Permission must be secured from train dispatcher before removing spike and opening switch in event of detour.

6 South Parry—All trains must obtain clearance. Clearance obtained by trains operating beyond Quaker must be okayed by train dispatchers at Capreol and Toronto Yard.

Through trains may register by register ticket. First track east of main track is siding. Switch leading to Depot Harbor Spur located at South end of South Parry Yard is normal when lined for movement to Bala Sub-division.

7 Parry Sound Industrial Spur—C.N.R. engines have right on this track from 2359 until 0600 and from 1200 until 1800.

C.P.R. engines have right on this track from 0600 until 1200 and from 1800 until 2359, but verbal permission to use same must be obtained from C.P.R. Agent or Operator on duty at Parry Sound.

When either company desires to use this joint section during hours assigned to the other Company, permission must be obtained from Agent or Operator on duty.

Special instruction No. 5 applies at Bowes Street Public Crossing at Grade, mileage 0.46 and Great North Road Public Crossing at Grade, mileage 0.65. Both crossings are protected by flashing light signals actuated by a short track circuit.

8 Ardbeg—Southward movements from Spur track over Highway 520, mileage 172.2 must STOP not more than 25 feet from crossing and not proceed onto crossing until protection has been operating for seven (7) seconds.

9 Mileage 256.8—Southward trains delayed between mileage 259.3 and Signal 2568, mileage 256.8 must approach this signal at restricted speed.

10 Sudbury—All trains originating must obtain Clearance. Connection between Garson Section and Bala Subdivision is via crossover mileage 262.3 and siding.

11 Capreol—All trains must obtain Clearance. When the word "GO" is illuminated on mast at mileage 275.5 immediately south of Yonge Street, it will be the authority for Northward trains to proceed to Signal 2759.

First track in front of station is the main track. Train 3 will arrive on, and train 4 will leave from main track, unless otherwise instructed.

Westward passenger trains on main track will stop clear of first crossover west of station when making station stop.

Passenger trains will be released for departure by one bell for first track, two bells for second track, etc. Subsequent moves will be under the direction of the conductor in charge.

When switching movements are being made under field control at east or west ends of yard, movements on main track between east and west ends must proceed at restricted speed. (B.T.C. 104770).

Table with 4 columns: Mileage, MAXIMUM SPEED, Miles per hour (Passenger, Freight & Mixed)

Sutton Spur—All movements restricted speed with maximum of 20 mph. C.N.R. 250 ton auxiliary crane—over all bridges.

Table with 4 columns: Mileage, Permanent Slow Orders and Speed Restrictions, Miles per hour (Passenger, Freight & Mixed)

(Continued on page 17)

BALA SUBDIVISION FOOTNOTES—Concluded

Permanent Slow Orders and Speed Restrictions—Continued:

Table with 4 columns: Mileage, Miles per hour (Passenger, Freight & Mixed), Restricted speed

14 INTERLOCKING

Mileage 89.9—Drawbridge, Trent Canal (B.T.C. 71038)

Mileage 247.5—Crossing Canadian Pacific Railway automatic interlocking. (B.T.C. 92528). If signals indicate "STOP" Rule 672 must be observed after which movement may proceed at restricted speed to the next signal.

Mileage 256.8—Crossing Canadian Pacific Railway, automatic interlocking. (B.T.C. 58612). If signals indicate "STOP" Rule 672 must be observed after which movement may proceed at restricted speed to the next signal.

15 EQUIPMENT RESTRICTIONS

Heaviest Auxiliary crane permitted—C.N.R. 250-ton.

Heaviest Auxiliary crane permitted on Sutton Spur—C.N.R. 100-ton.

Engines must not operate beyond 200 feet west of west switch wye track Key Jct. on tail track and speed is restricted on wye and tail track to 15 miles per hour.

Table with 4 columns: OTHER TRACKS, Car Capacity, Points Face, Mileage

17 OTHER AND CONDITIONAL STOPS

Train 107 may stop on advance permission at points between Ardbeg and Burwash.

(a) To detrain revenue passengers from Parry Sound and beyond.

(b) To entrain revenue passengers for Sudbury and beyond.

Train 108 may stop on advance permission at points between Burwash and Ardbeg.

(a) To detrain revenue passengers from Sudbury and beyond.

(b) To entrain revenue passengers for Parry Sound and beyond.

*Train 88 stops at Richmond Hill to detrain revenue passengers only.

18 WAY FREIGHTS

No. 571 leave Toronto Yard 0630 daily except Sunday to Washago and/or Sutton as required. Southward movement as No. 570.

EXPRESS TRAIN TIMES SHOWN BELOW FOR INFORMATION ONLY

- 203 leave Toronto Yard 2235 daily — Capreol 0655
204 leave Capreol 2110 daily — Toronto Yard 0520
223 leave Toronto Yard 2145 — daily ex. Sat. — North Bay 0325
224 leave North Bay 0200 daily ex. Mon. — Toronto Yard 0930

CAMP BORDEN SPUR FOOTNOTES
(Mileage 10.4 Meaford Sub.)

- Mileage 0.4—Mill St. Jct.
" 2.3—Camp Borden Station
" 3.8—C.P.R. Camp Borden
" 4.0—C.P.R. West Wye Switch

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

3 **EQUIPMENT RESTRICTIONS**
Heaviest auxiliary crane permitted—C.N.R. 250 ton.

4	MAXIMUM SPEED	Miles per hour
All movements	Restricted Speed with maximum of	20
C.N.R. 250 ton auxiliary crane—over all bridges		10

DEPOT HARBOR SPUR FOOTNOTES

- Mileage 1.6—James Bay
" 4.8—Rose Point
" 7.6—Depot Harbor

2 Mileage 0.1—Switch leading to Depot Harbor Spur located at South end of South Parry Yard is normal when lined for movement to Bala Subdivision. When Signal 1465 displays Restricting Signal (Rule 290), train dispatcher must be contacted before Depot Harbor spur switch is reversed, to avoid putting signal to stop indication.

3 James Bay—Track extends 2,000 feet east from switch.

4 **NON-INTERLOCKED DRAWBRIDGE**
Inside channel (B.T.C. 22166) Mileage 4.9

This bridge is also used by vehicular traffic. To avoid collision between a rail movement and an automobile, all rail movements must stop before crossing over and ascertain that no vehicular traffic is on the approach to or on the bridge before proceeding. (B.T.C. 92637 and 77251).

5	MAXIMUM SPEED	Miles per hour
All movements	Restricted Speed with maximum of	30

6	<i>Permanent Slow Orders and Speed Restrictions</i>	
	Mileage	Miles per hour
4.9	Drawbridge	5
	Auxiliary cranes over timber trestles, mileages 1.3, 2.2, 3.1, 3.3, 3.7 and 4.0	10

7 **EQUIPMENT RESTRICTIONS**
Heaviest auxiliary crane permitted 160 ton.
Heaviest loaded car permitted 105 gross tons, ore cars 24 feet and 28 feet long.

WESTWARD TRAINS

EASTWARD TRAINS

Miles from Sudbury Junction Switch	Symbols	STATIONS	Car Capacity	
			Sidings	Other Tracks
6.6	*Z	FALCONBRIDGE		
3.9	*Z	GARSON MINE		34
0.1	*Z	SAND PIT		77
0.0	*Z	END OF GARSON SECTION		
0.0	.....	Jct. with Bala Sub.		
0.2	PY*Z	SUDBURY	J N	119 95
4.2	K*Z	ALGO		YARD
5.5	Y*Z	Jct. with Copper Cliff Section		YARD
		END OF STEEL		
4.2	K*Z	ALGO		
6.8	*Z	C.N. JUNCTION		
		Jct. with Joint Section		
8.6	*Z	CLARABELLE		176
		I.N. Co. Connection to Copper Cliff		

Rules 41 and 44 applicable.
Movements between C.N. Junction and Clarabelle must be governed by Canadian Pacific Timetable and requirements.

SUDBURY TERMINAL SUBDIVISION FOOTNOTES

1 *Entire Sudbury Terminal Subdivision is operated under yard limits.

Movement of trains and engines on Sudbury Terminal Subdivision will be co-ordinated through radio communication with yardmasters when possible, or by direct communication between crews at other times.

Special instruction No. 5 applies at all public crossings at grade within the limits of the City of Sudbury (B.T.C. 67145). Limits of city extend between mileage 5.0 and 6.6 on Copper Cliff section and between Mileage 4.3 and end of steel Mileage 5.5, Sudbury Section.

2 Sudbury—Connection between Garson Section and Bala Subdivision is via siding and crossover at Mileage 262.3 Bala Subdivision. Permission must be obtained from Train Dispatcher, Capreol, before entering siding from Garson Section.

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

3 Copper Cliff Section.
All switching movements over Wilma St. Public Crossing, Mileage 4.9 on both main and side tracks must be protected by a member of crew. (B.T.C. 68683).

When westward movements on the Copper Cliff Section stall, circuits for protected crossings must be cleared before a westward movement is again started.

4 Clarabelle—C.N.R. operating rights end at west switch of Interchange Yard Clarabelle. Permission must be obtained from INCO Dispatcher prior to movement beyond this point. INCO Dispatcher's telephone is located on a post adjacent to west switch of interchange yard.

No C.N.R. movements are permitted on C.P.R. Nickel Subdivision beyond the end of joint section.

5	MAXIMUM SPEED	Miles per hour
All movements	Restricted Speed with maximum of	20

6	<i>Permanent Slow Orders and Speed Restrictions</i>	
	Mileage	Miles per hour
3.0	Team track switch—Garson Section	10
0.6	Turnout Sudbury Section	10

<i>Permanent Slow Orders and Speed Restrictions—Continued:</i>		
	Mileage	Miles per hour
0.7 to 3.9	Sudbury Section	15
4.2	Junction switch Algo	10
4.8	Public Crossing at Grade (Highway 69) Copper Cliff Section Eastward Trains when approaching and when within 500 feet of the said crossing (B.T.C. 76438-80122)	10
4.0 to 1.0	Garson Section—Westward trains handling loaded ore cars	10

7 **EQUIPMENT RESTRICTIONS**
Heaviest auxiliary crane permitted 160 ton.
Operation of 1700 series diesels with 4 axles prohibited.

8	OTHER TRACKS		
		Car Capacity	Points Face Mileage
Garson Section			
	Inco	100	E 4.27
	Storage Siding	21	EW 3.95
	Team Track	13	W 3.03
	Inco Kirkwood Mine	12	EW 1.67
Sudbury Section			
	Lasalle Lumber & Chaudane	9	E 0.96
	Liquifuels	6	E 1.39
	Shell Oil	9	E 1.41
	Canadian Petrofina	5	E 1.45
	Rainbow Ready-Mix	5	E 2.00
	Joint Industrial Spur	27	E 2.28
	B.A. Oil	10	E 2.44
	Geo. Taylor	7	W 2.68
Copper Cliff Section			
	Storage Track	45	EW 4.54
	Laberge Lumber	21	E 4.97
	T. Dellece	3	W 5.95

BEACHBURG SUBDIVISION FOOTNOTES	WESTWARD TRAINS				Miles from Huronian	Symbols	STATIONS
	FIRST CLASS			BEACHBURG SUBDIVISION			
	201	1	105				
1 Special Instruction No. 3 applies between mileage 14.4 and 163.0.	Express Daily ex. Sat.	Passenger Daily	Passenger Daily			..... OTTAWA
	2320	1835	0035		WKP	..... WALKLEY
2 Ottawa—Westward trains to Beachburg Subdivision beyond Nepean must obtain Clearance okayed by Capreol dispatcher only.	2340	1855	0055	14.4	PZ	..... NEPEAN
	2342	1858	0058	17.3	P	..... STRATHBARN
3 Walkley—Westward trains to Beachburg Subdivision beyond Nepean must obtain Clearance okayed by Capreol dispatcher only.	2347	1904	0104	22.6	P	..... MALWOOD
	2351	1909	0108	27.7	P	..... WOODLAWN
4 Nepean—Westward trains may leave without obtaining Clearance. Eastward trains unable to arrive at Nepean at least twenty (20) minutes before westward superior train due must clear at a siding west of Nepean. Trains originating at Walkley Yard may obtain information as required by Rule 83A from Train Dispatcher at Capreol by telephone. Such information must be repeated to Train Dispatcher and recorded in train order book.	2356	1915	0113	33.5	P	..... FITZROY
	0002	1922	0120	40.2	P	..... PONTIAC
5 Portage du Fort—Crossover switch at mileage 59.3 is west entrance to siding. Switch leading from siding to extension is normal when set for movement from siding to main track. When in this position yellow target will so indicate.	0009	1929	0128	47.9	P	..... BRISTOL
	0014	1935	0133	54.2	P	..... CLARENDON
6 Pembroke—Register station for trains originating and terminating only. Emergency diesel watering facilities located in station.	0019	1941	0140	59.2	P	..... PORTAGE DU FORT
	0026	1948	0148	66.4	P	..... FORESTERS FALLS
7 Brent—First track north of main track is siding. Emergency fueling only. Through trains may register by register ticket.	0033	1954	0156	72.7	P	..... BEACHBURG
	0040	2001	0203	79.7	P	..... FINCHLEY
8 MAXIMUM SPEED	0050	2012	2015	86.9	KP WYZ	..... PEMBROKE
	0055	2019	0222	91.6	P	..... HIAM
9 Permanent Slow Orders and Speed Restrictions	0101	2025	0228	97.0	P	..... ALICE
	0110	2034	0237	105.4	P	..... INDIAN
10 EQUIPMENT RESTRICTIONS	0117	2040	0246	111.2	P	..... DALLIA
	0123	2045	0251	116.0	P	..... KATHMORE
11 OTHER AND CONDITIONAL STOPS	0133	2052	0259	123.1	P	..... ACHRAY
	0148	2107	0313	133.4	P	..... BRAUNY
12 OTHER TRACKS	0159	*2120	20325	140.8	P	..... LAKE TRAVERSE
	0217	2130	0340	151.3	P	..... RADIANT
EXPRESS TRAIN TIMES SHOWN BELOW FOR INFORMATION ONLY	0222	2135	20348	153.9	P	..... ODENBACK
	0232	2145	0359	160.0	P	..... ACANTHUS
202 leave Capreol 2250 daily ex. Sun. — Ottawa 0630	0240	2155	0405	163.9	CKW PZ	..... BRENT
	Daily ex. Sun.	Daily	Daily			Movements East of Nepean must be governed by Rideau Area Ottawa Terminals Timetable and Requirements. Times shown East of Nepean are for information only. C.T.C. limits are from Mileage 14.8 Beachburg Sub.	
	201	1	105				

Mileage	Miles per hour	
	Passenger	Freight & Mixed
14.4 to 34.9	75	65
34.9 to 92.0	65	60
92.0 to 110.0	55	55
110.0 to 141.6	60	60
141.6 to 163.9	50	50
Consolidated Bathurst Ltd. spur	15	15

Mileage	Miles per hour	
	Passenger	Freight & Mixed
*105.0 to 108.5	35	35
121.9 to 125.9	45	45
127.0 to 128.9	45	45
127.4 C.N.R.—250 ton auxiliary crane	—	5
130.6 to 133.5	45	45
141.0 to 141.6	40	40
146.8 to 147.2	40	40
148.5 to 149.1	40	40
154.7 to 156.9	40	40
161.5 to 162.7	40	40
Entire subdivision over all bridges C.N.R.—250 ton Auxiliary Crane except mileage 127.4..	—	10

BEACHBURG SUBDIVISION	STATIONS	Office Signals	Siding	Other Tracks	Car Capacity	EASTWARD TRAINS																					
						FIRST CLASS		FOURTH CLASS																			
						106	2	956	950	952	954																
..... OTTAWA .....	..... WALKLEY .....	..... NEPEAN .....	..... STRATHBARN .....	..... MALWOOD .....	..... WOODLAWN .....	..... FITZROY .....	..... PONTIAC .....	..... BRISTOL .....	..... CLARENDON .....	..... PORTAGE DU FORT .....	..... FORESTERS FALLS .....	..... BEACHBURG .....	..... FINCHLEY .....	..... PEMBROKE .....	..... HIAM .....	..... ALICE .....	..... INDIAN .....	..... DALLIA .....	..... KATHMORE .....	..... ACHRAY .....	..... BRAUNY .....	..... LAKE TRAVERSE .....	..... RADIANT .....	..... ODENBACK .....	..... ACANTHUS .....	..... BRENT	
						0535	1730			0445	1145	1435	0055														
						0515	1710			0415	1120	1410	0025														
						0457	1700			0403	1107	1357	0012														
						0450	1650			0355	1100	1350	0005														
						0443	1642			0345	1054	1344	2356														
						0436	1634			0336	1045	1335	2343														
						0429	1627			0326	1036	1326	2331														
						0423	1622			0318	1028	1318	2323														
						0417	1616			0310	1020	1310	2315														
						0409	1609			0300	1010	1300	2305														
						0402	1602			0252	1000	1250	2255														
						0355	1552			0243	0950	1240	2245														
						0348	1545			0232	0940	1230	2235														
						0338	1538			0222	0932	1222	2227														
						0332	1532			0212	0925	1215	2220														
						0322	1523			0200	0915	1205	2210														
						0314	1515			0151	0903	1153	2203														
						0309	1510			0145	0855	1145	2155														
						*0259	1502			0133	0843	1133	2143														
						0245	1448			0110	0830	1120	2130														
						*0235	*1440			0100	0820	1110	2120														
						*0217	1427			0042	0805	1045	1945														
						0155	1416			0028	0750	1030	1925														
						0145	1410			0020	0740	1020	1915														
						Daily	Daily			Daily	Daily	Daily	Daily														
						106	2			956	950	952	954														

BEACHBURG SUBDIVISION FOOTNOTES—Concluded			
10	EQUIPMENT RESTRICTIONS	12	OTHER TRACKS
	Heaviest auxiliary crane permitted—C.N.R. 250 ton.		
11	OTHER AND CONDITIONAL STOPS		
	Achray.....		Consolidated Bathurst Ltd. (Pontiac Division) Spur (1.9 miles).....
	Lake Traverse.....		Pembroke Salvage.....
	Radiant.....		Interchange.....
			Alice Pit.....
			Pitnew.....
			Stuart Spur.....
			Pembroke Lumber Co.....
			Hogan Lake Lumber Co.....
			Gillies Bros Co. Ltd.....

WESTWARD TRAINS							Miles from Brent	Symbol	ALDERDALE SUBDIVISION STATIONS
FIRST CLASS									
	85 Passenger FRIDAY ONLY	673 Passenger Daily	87 Passenger Daily	1 Passenger Daily	105 Passenger Daily	201 Express Daily Ex. Sunday			
				2200	0415	0250	0.0	CKP	
				2206	*0422	0256	4.0	WZ	
				2214	*0433	0305	10.4	P	
				2225	0444	0316	18.0	P	
				2230	80451	0321	21.7	P	
				2232	0453	0322	22.3	P	
				2243	0504	0333	30.8	P	
				2259	0521	0350	45.6	P	
				2307	0529	0402	52.5	P	
				2315	0535	0413	56.3	PRZ	
	2140	1406	2355	2318	0540	0417	59.2	PYZ	
	2145	1410	0005	82330	80600	0423	61.4	KP	
	2155	1419	0020			0445	61.6	WZ	
				2340	0613	0500	67.4	P	
				2348	0622	0511	75.8	P	
				2354	0628	0519	81.6	P	
				0008	0642	0535	92.3	P	
				0010	80646	0538	93.7	P	
				0015	0653	0543	98.2	P	
				0025	0704	0556	107.1	P	
				0035	0714	0610	114.2	P	
				0045	0725	0625	122.0	P*	
				0105	0745	0645	138.0	P	
							144.8	CTC	
							144.6	WZ	
				0120	0805	0700		CKP	
								WZ	
	FRIDAY ONLY	Daily	Daily	Daily	Daily	Daily Ex. Sunday			
	85	673	87	1	105	201			

ALDERDALE SUBDIVISION FOOTNOTES

1 Special Instruction No. 3 applies between mileage 1.0 and 144.0.

2 Brent—First track north of main track is siding. Through trains may register by register ticket.

3 Kiosk—Movement on "other tracks" over crossing mileage 21.7 must be protected by a member of crew.

4 Nipissing—All trains may register by register ticket. Operator Nipissing is in charge of junction switch connecting the Alderdale and Newmarket Subdivision main tracks located 577 feet west of train order signal. Signals located 1,470 feet east and 1,290 feet west of junction switch govern approach to junction switch only. They confer no authority for movement beyond this switch and provide no rear protection. Train order signal governs movements on Alderdale Sub. only. When westward train order signal is in "Stop" indication, westward trains must stop before fouling junction switch with Newmarket Subdivision.

5 Nipissing-Transfer Yard—Conductors in charge of yard movements must contact the Dispatcher Capreol before leaving Transfer Yard for Nipissing and again before leaving Nipissing for Transfer Yard.

6 Transfer Yard and Mileage 56.6 (Dupont Spur Switch)—Information as required by Rule 83A may be obtained from train

dispatcher. Such information must be repeated and recorded in dispatcher's train order book.

7 North Bay—All trains must obtain clearance. Clearance obtained by trains at North Bay Station operating to Newmarket Subdivision must be okayed by both Alderdale and Newmarket Subdivision train dispatchers. All trains except trains originating and terminating may register by register ticket. First track in front of North Bay station is O.N.R. main track. The second track in front of North Bay station is Alderdale Subdivision main track. The Junction Switch (first main track switch west of North Bay station) is normal when set for Alderdale Subdivision main track.

Operation on O.N.R. main track: Movement on O.N.R. main track between the stop board at North Bay Station and Staffend (O.N.R.) is by signal indication, Rules 263-273. Interlocking zone extends from first signal bridge east of North Bay station to Staffend. Junction switch at Staffend is a dual control switch. All other switches are operated by hand. Switches at second crossover east of North Bay station and crossover at John Street, mileage 60.7 have block indicators which can only be released by Operator North Bay. (Continued on page 23)

ALDERDALE SUBDIVISION STATIONS	Office Signals	Car Capacity		EASTWARD TRAINS					FOURTH CLASS			
		Sidings	Other Tracks	FIRST CLASS					FOURTH CLASS			
				88 Passenger Daily	2 Passenger Daily	106 Passenger Daily	674 Passenger Daily	86 Passenger SATURDAY ONLY	950 Freight Daily	952 Freight Daily	954 Freight Daily	956 Freight Daily
BRENT	B R	105	Yard		1405	0135			0730	1010	1815	0010
GOVERNMENT PARK		43			1355	*0126			0715	0955	1801	2359
DAVENTRY		46	W 5		1345	*0116			0704	0947	1753	2350
ASCALON		99			1335	0104			0650	0935	1745	2340
KIOSK	K I	15		To Newmarket Sub.	*1331	*0059	To Newmarket Sub.	To Newmarket Sub.				
CORISTINE		39			1330	0055			0642	0927	1737	2330
KILRUSH		100	W 5		1320	0045			0630	0915	1725	2320
GRAHAMVALE		99			1302	0028			0605	0850	1700	2259
DERLAND		39			1255	0015			0555	0840	1650	2235
NIPISSING	J C			0148	1250	0010	1623	0707	0550	0835	1645	2230
TRANSFER YARD		114	Yard	0144	1245	0005	1619	0703	0540	0825	1635	2225
NORTH BAY	N H	70		0140	\$1240	2359	1615	0700	0520	0815	1625	2220
YELLIK		42			1225	2340			0500	0802	1608	2200
MEADOWSIDE		99	E 13	From O.N.R. Rly. of	0125	1209	2319		0442	0752	1556	2150
HARFORD		46			1209	2319			0435	0742	1548	2140
ASHBURTON		105			1158	2307			0420	0727	1532	2125
FIELD	F D		E 4		*1156	*2305			0418	0723	1529	2121
DESAULNIERS		44	15		1150	2258			0413	0717	1524	2115
AZEN		103	E 9		1139	2248			0359	0704	1510	2102
CHUDLEIGH		42			1129	2239			0350	0640	1500	2050
CRERAR	C R	105	E 4		1119	*2230			0340	0625	1450	2040
HAGARTY		101			1059	2210			0318	0550	1425	2015
CTC Jct. with Bala Sub.												
CAPREOL	C A	YARD			1045	2155			0300	0530	1410	2000
				Daily	Daily	Daily	Daily	SATURDAY ONLY	Daily	Daily	Daily	Daily
				88	2	106	674	86	950	952	954	956

ALDERDALE SUBDIVISION FOOTNOTES—Continued

When signals are in service, flag protection as per Rule 99 is not required on the O.N.R. main track between stop board at North Bay Station and Staffend. Normal routing for trains 85-86, 87-88, and 673-674 is to and from O.N.R. main track via second crossover east of station. Crossover switches for these movements will be handled by yard crew except if yard crew not available, train crews will handle their own switches.

8 Mileage 62.4—Eastward Signal 624 is an automatic block signal displaying aspects as per Rule 281 or Rule 292 and may also be manually controlled by Operator at North Bay to display "Stop" indication. Automatic Protection extends only to "Block End" sign located 275 feet east of Algonquin Ave. subway, at Mileage 61.9. Manually Controlled Protection will be provided as required for yard and train movements against all eastward trains, and such protection extends from Signal 624 to the signal bridge at Wyld Street, mileage 61.2. To arrange this protection, the Operator must:

- Assure himself that no eastward first or second class trains are within the approach circuit, or between Signal 624 and North Bay Station.
- Set signal at "Stop" position.
- Apply lever block.

Upon receipt of verbal advice from the Operator that protection is provided the main track may be occupied between Signal 624 and the Wyld Street signal Bridge without further protection against eastward trains. The operator must not remove lever block until the yard movement is reported clear of the main track by the Conductor. Trains stopped by Signal 624 will communicate with the Operator North Bay for instructions. Telephone located at signal for this purpose. When a proceed signal is received all movements between Signal 624 and North Bay station must be made at restricted speed regardless of signal indication.

Timmins Street—Trains held at Signal 624, or having switched the spur west of the crossing, must not exceed a speed of five (5) miles per hour when proceeding eastward until the crossing is occupied.

Johns-Manville Corp.—Before commencing switching operations, train crews must comply with instructions posted at entrance to plant.

9 Crerar—*Mail catch post.

10 Capreol—Signal 1433 at mileage 143.2 will display a yellow over flashing red aspect when a westbound movement is required to enter the yard via the east switch immediately west of Dennie Street crossing. (Continued on page 24)

ALDERDALE SUBDIVISION FOOTNOTES—Concluded

C.T.C. applies between Signal 1443, mileage 144.3 and Junction Switch with Bala Subdivision.

Dennie Street Public Crossing at Grade, mileage 144.3 protected by automatic protection. Westward trains stopped at Signal 1443 and unable to clear crossing must stop behind the "Timing Circuit" sign located 200 feet east of crossing on south side of tracks. When ready to proceed a speed of five (5) miles per hour must not be exceeded until crossing occupied.

First track in front of station is main track.

Train 105 will arrive on, and train 106 will depart from main track, unless otherwise instructed. Train 1 will arrive on, and train 2 will depart from second track in front of station, unless otherwise instructed.

Passenger trains will be released for departure by one bell for first track, two bells for second track, etc. Subsequent moves will be under the direction of the conductor in charge.

When switching movements are being made under Field Control at east or west ends of Capreol Yard, movements on main track between east and west ends must proceed at restricted speed. (B.T.C. 104770).

11 INTERLOCKING

MILEAGE 60.5—Crossing Ontario Northland Rly.; interlocking. (B.T.C. 88494). Interlocking signals governing movement over railway crossing at grade with Ontario Northland Railway, mileage 60.5 are controlled by operator at C.N.R. station, North Bay.

If signals display stop indication, communication must be made with the Operator by phone for instructions and on receipt of his authority, movement over the crossing may be made in accordance with Rule 672. In event of failure of communications with Operator, movement may be made by compliance with Rule 672. The knife switch is located in box on north-east side of bungalow at crossing.

12 EQUIPMENT RESTRICTIONS

Heaviest auxiliary crane permitted—C.N.R. 250 ton.

13 MAXIMUM SPEED

Mileage	Miles per hour	
	Passenger	Freight & Mixed
0.0 to 29.8	45	45
29.8 to 39.5	60	60
39.5 to 47.1	75	65
47.1 to 73.1	55	55
73.1 to 101.9	75	65
101.9 to 108.0	55	55
108.0 to 118.5	75	65
118.5 to 134.0	55	55
134.0 to 144.6	45	45

14 Permanent Slow Orders and Speed Restrictions

Mileage		Miles per hour	
		Passenger	Freight & Mixed
3.4	C.N.R. 250-ton auxiliary crane..	—	5
8.1	C.N.R. 250-ton auxiliary crane..	—	5
12.7 to 13.3		35	35
31.2 to 31.9		50	50
41.7 to 42.1		50	50
56.4	Eastward trains	25	15
60.5 to 61.4	Restricted speed with maximum of	—	15
60.7	John Street public crossing at grade eastward trains	30	30
61.2	Through second crossover switch east of North Bay	10	10

Permanent Slow Orders and Speed Restrictions—Continued

Mileage		Miles per hour	
		Passenger	Freight & Mixed
61.4 to 62.5	All movements on O.N.R. main track between junction switch Alderdale Subdivision at North Bay and first signal bridge east of North Bay station. Restricted speed with maximum of	15	15
64.0	Restricted speed with maximum of	15	15
64.7 to 68.6	C.N.R. 250-ton auxiliary crane..	—	5
71.0 to 71.3		50	50
81.9 to 82.5		50	50
84.3 to 85.1		45	45
84.7	C.N.R. 250-ton auxiliary crane..	—	5
88.0 to 88.6		50	50
91.6 to 94.2		55	55
93.5	C.N.R. 250-ton auxiliary crane..	—	5
106.4	C.N.R. 250-ton auxiliary crane..	—	5
110.8 to 111.1		55	55
118.6 to 119.6		45	45
128.6 to 129.8		45	45
144.3 to 144.6	Restricted speed with maximum of	15	15

15 OTHER TRACKS

	Car Capacity	Points Face	Mileage
Staniforth Lumber Company No. 2	5	E	21.7
Staniforth Lumber Company No. 3	4	W	21.8
Alderdale Auxiliary Track	16	EW	42.7
Dupont Spur (Restricted Entry)	50	W	56.6
Johns-Manville Corp.	43	W	64.0
Great Northern Woods Co. Ltd.	14	W	64.6
Team Track No. 1	11	E	77.0
Millfield	22	E	93.1
Team Track No. 2	8	EW	94.2
River Valley Auxiliary Track	10	EW	102.7
Industrial Garnet Company Ltd.	2	E	104.2
J. Roy	7	E	116.6
Spaidal Auxiliary Track	12	EW	131.0
McLennan Mine	{Storage Track 16 Loading Track 10}	EW W	135.0

16 CONDITIONAL STOPS

Government Park	No. 106 will stop Saturday.
	No. 105 may stop on advance permission:
	(a)—To entrain revenue passengers for North Bay and beyond.
	(b)—To detrain revenue passengers from Ottawa and beyond.
Government Park	No. 106 may stop on advance permission.
Davenport	(a)—To detrain revenue passengers from North Bay and beyond.
	(b)—To entrain revenue passengers for Ottawa and beyond.
Field	No. 2 will stop on Monday, Wednesday and Saturday on advance request.
	No. 106 may stop on advance permission.
Kiosk	No. 2 will stop Tuesday, Thursday and Friday on advance request.
	No. 106 may stop on advance permission.
Crerar	No. 106 will reduce speed to 25 m.p.h. to receive and discharge mail each Tuesday and Saturday.

EXPRESS TRAIN TIMES SHOWN BELOW FOR INFORMATION ONLY

202 leave Capreol 2250 daily ex. Sun. — Ottawa 0630

WESTWARD TRAINS		Miles from Hearst	Symbols	PAGWA SUBDIVISION STATIONS	Office Signals	Car Capacity		EASTWARD TRAINS	
FOURTH CLASS						Siding	Other Tracks	FOURTH CLASS	
	273							272	
	Mixed							Mixed	
	WEDNESDAY AND SATURDAY ONLY							SUNDAY AND THURSDAY ONLY	
	0900	0.0	KP WZ	HEARST	W H	YARD		1830	
		1.1	VZ	HEARST JUNCTION Jct. with A.C. Railway					
	0955	22.4		CALESTOCK		63		1730	
	1055	43.2	P	AMBERSON		63		1645	
	1155	63.9	P	SAVOFF		61		1600	
	1230	76.0		PAGWA RIVER				1525	
	1255	78.6	P	PAGWA		63		1510	
	1350	104.6	P	OGAWALLA		62		1410	
	1450	125.1	P	GRANT		72		1320	
	1550	143.0 144.1	CKP WYZ	Jct. with Carleton Sub. NAKINA	N C		Yard	1230	
	WEDNESDAY AND SATURDAY ONLY			Rules 41 and 44 applicable.				SUNDAY AND THURSDAY ONLY	272
	273								

PAGWA SUBDIVISION FOOTNOTES

1 Special Instruction No. 2 applicable.

2 Hearst Jct.—All movements of trains or engines over the Algoma Central Railway Company wye, must be made under train orders issued by A.C. Railway dispatchers.

3 MAXIMUM SPEED

	Miles per hour	
	Passenger Trains	Mixed and Freight Trains
Hearst to Nakina	35	30
Hearst to Nakina—auxiliary crane	—	20

4 OTHER TRACKS

	Car Capacity	Points Face	Mileage
Gosselin Bros.	33	E	21.8
Lecour Bros. Lbr. Co.	45	W	22.6
C. Lecour, Planer	14	E	22.7
National Defence	20	W	77.8

5 EQUIPMENT RESTRICTIONS

Heaviest auxiliary crane permitted—160 ton. 2000 and 5000 series, also 1700 series (4 axle) engines prohibited.

6 OTHER AND CONDITIONAL STOPS

Nos. 272 and 273 will stop on flag at any point to entrain or detrain passengers.

WESTWARD TRAINS							Miles from Capreol	Symbols	RUEL SUBDIVISION	
THIRD CLASS			FIRST CLASS			STATIONS				
275 Mixed SATURDAY ONLY	267 Mixed MONDAY AND THURSDAY ONLY	195 Passenger SATURDAY AND SUNDAY ONLY	3 Passenger Daily	105 Passenger Daily	1 Passenger Daily					
	1055 F1110	0925 F0935		2330	0905	0205	0.0 8.9	CK PWY P	CAPREOL MILNET	
	1125 F1145	0950 F1000					19.5 30.3	P	RAPHON LAFORREST	
	1205	1020					39.9	P	THORLAKE	
	S1225 F1235	S1035 F1050					51.6 59.3	P	RUEL STUPART	
	S1245 F1255	S1105 F1120			81030		64.3 68.6	P	WESTREE OSTROM	
	F1310	F1130					76.9	P	MAKWA	
	S1325 F1340	S1140 F1150			81100		86.6 95.5	PWY P	GOGAMA BETHNAL	
	F1410	F1200					105.4	P	STACKPOOL	
	F1420	F1215					115.6	P	GLADWICK	
	F1440	F1235					125.8	P	TIONAGA	
	S1500	S1255					133.2	P	KUKATUBH	
	1513	1310		0310 0315	1300 1305	0800 0805	141.4 148.3	P CKP WY	SINGLAKH POLNYET	
	F1415						158.2	P	SHAWMERE	
	F1430				*1330		167.0	P	MISSONGA	
	F1445				*1355		176.4	P	OATLAND	
	S1455						183.2	P*	ELIAS	
	F1505						186.4	P	AGATE	
	F1515						194.6	P	DUNRANKIN	
	F1535						205.6	P	PETERBELL	
	F1545						213.3	P	ARGOLIS	
	F1600						223.6	P	FIRE RIVER	
	F1615						232.0	P	DISHNISH	
	F1630						239.4	P	MINNIPUKA	
	F1645						249.4	P	NESWABIN	
	1700 1725			80535	81540	80805	257.7	PWY	ORA ALBANY FORKS	
	F1735						263.0	P	MACDUFF	
	F1750						271.2	P	PENHURST	
	F1805						278.9	P	SHEKAK	
	F1815						284.9	P	ORRE	
	F1825						291.7	P	HORNEPAYNE	
	1840			0635	1640	0905	296.2	CK PW		
	SATURDAY ONLY	MONDAY AND THURSDAY ONLY	SATURDAY AND SUNDAY ONLY		Daily	Daily	Daily			
	275	267	195		3	105	1			

Ruel Subdivision Footnotes on pages 28 and 29.

EASTWARD TRAINS							Office Signals	Car Capacity		RUEL SUBDIVISION					
FIRST CLASS			THIRD CLASS			Stations		Siding	Other Tracks						
4 Passenger Daily	2 Passenger Daily	106 Passenger Daily	274 Mixed FRIDAY ONLY	266 Mixed TUESDAY AND FRIDAY ONLY	194 Passenger SATURDAY AND SUNDAY ONLY										
							C A	YARD	0905	1000	2055			1730	1930
														F1710	F1915
											2015			F1650	F1900
														F1630	F1850
														F1610	F1835
									0735	0820				F1550	F1820
														F1535	F1805
											*1905			S1520	S1750
														F1455	F1735
														F1430	F1725
											81825			S1420	S1710
														F1335	F1655
									0620	0710				F1310	F1645
														F1250	F1635
														F1230	F1615
											*1725			S1215	S1600
														1145	1542
									0515 0510	0805 0800	1655 1645			1500	1130
														F1445	
											*1620			F1430	
														F1415	
											*1550			S1405	
														F1400	
														F1345	
														F1320	
														F1305	
														F1250	
											1450			F1240	
														F1230	
														F1215	
											81410			1200 1130	
														F1120	
														F1055	
														F1040	
														F1025	
														F1010	
									0200	0245	1320			1000	
									Daily	Daily	Daily			FRIDAY ONLY	TUESDAY AND FRIDAY ONLY
									4	2	106			274	266

Ruel Subdivision Footnotes on pages 28 and 29.

RUEL SUBDIVISION FOOTNOTES

1 Entire Subdivision—No train or engine shall clear the main track at the following spurs—mileages 16.4, 36.1, 48.4, 76.5, 86.8, 128.6, 133.0, 135.4, 136.0, 137.5 (B.T.C. 98430), 143.7 (B.T.C. R-12) 254.6 (B.T.C. 115389), 270.2 (B.T.C. 109686), and 290.6 (B.T.C. 114204).

No train or engine shall clear the main track at the following locations—mileages 183.3 and 290.5 (Both ends).

2 Capreol—All trains must obtain Clearance.

First track in front of station is main track.

Trains 2 and 106, will arrive on, and trains 1 and 105 will depart from main track, unless otherwise instructed.

Permission must be obtained from the train dispatcher before opening any main track switch or crossover switch leading to main track between Signal 09, mileage 1.0, Ruel Subdivision and Signal 2759, mileage 275.9 Bala Subdivision.

Trains leaving Capreol from main track for Ruel Subdivision must obtain clear signal indication at Signal 09 as per Rule 281.

Trains leaving Capreol Yard for Ruel Subdivision must obtain proceed slow clear signal at Signal 09D as per Rule 287.

Passenger trains will be released for departure by one bell for first track, two bells for second track, etc. Subsequent moves will be under the direction of the conductor in charge.

When switching movements are being made under field control at the east or west ends of Capreol Yard movements on the main track between east and west ends must proceed at restricted speed (B.T.C. 104770).

3 Gogama—Emergency diesel watering facilities located 2 pole lengths east of east switch on the south side.

Miller Street—Public crossing at grade, mileage 86.5, protected by automatic crossing protection. Eastward trains stopped on main track between shed track switch and push buttons located on post just east of station must operate "Stop" button and before proceeding, must operate "Start" button.

4 Foleyet—All trains must obtain Clearance.

Through trains may register by register ticket.

First track in front of station is main track.

First track north of main track is siding.

Emergency fueling only. Engineman will contact Operator when units require fuel. Fueling facilities operated by bunkhouse attendant. Keys for panel box and main valve are located in station.

5 Elsas—*Mail catch post.

6 Oba—First track north of main track is siding.

Time of Train 106 applies at station.

Emergency diesel watering facilities located at west end of station platform. Hose is in baggage room.

7 Hornepayne—All trains must obtain Clearance.

8 INTERLOCKING

MILEAGE 257.4—Crossing Algoma Central Railway; interlocking. (B.T.C. 77678). Signals governing movements over railway crossing at grade are controlled by the Train Dispatcher at Hornepayne. If these signals indicate "STOP", communicate with the Train Dispatcher for instructions and on receipt of his authority, movement over the crossing may be made in accordance with Rule 672; or, in the failure of communications, movements over this crossing may be made as outlined in Rule 672, when protected beyond as prescribed in Rule 265. Knife switch is located at the telephone box.

Mileage	MAXIMUM SPEED	
	Passenger	Miles per hour Freight & Mixed
0.0 to 10.2	60	60
10.2 to 23.2	40	40
23.2 to 26.5	55	55
26.5 to 44.5	40	40
44.5 to 49.4	55	55
49.4 to 70.6	65	60
70.6 to 107.6	55	55
107.6 to 125.2	45	45
125.2 to 142.7	50	50
142.7 to 148.3	65	60
148.3 to 155.3	75	65
155.3 to 160.7	50	50
160.7 to 169.5	60	60
169.5 to 178.5	45	45
178.5 to 185.0	55	55
185.0 to 226.5	75	60
226.5 to 232.7	60	60
232.7 to 237.5	75	60
237.5 to 245.4	45	45
245.4 to 264.6	75	60
264.6 to 268.0	45	45
268.0 to 290.2	75	60
290.2 to 296.2	50	50
Lowphos Spur—All movement restricted speed with maximum of	15 mph	

RUEL SUBDIVISION FOOTNOTES—Concluded

10 Permanent Slow Orders and Speed Restrictions

Mileage	Miles per hour	
	Passenger	Freight & Mixed
0.0 to 1.5	20	20
5.2 to 5.7	50	50
8.2 to 10.2	50	50
58.4 to 58.8	50	50
63.2 to 64.1	45	45
70.6 to 74.3	40	40
81.1 to 81.7	45	45
85.4 to 85.7	45	45
98.1 to 102.2	40	40
116.2	C.N.R. 250-ton Auxiliary Crane.	5
123.6	C.N.R. 250-ton Auxiliary Crane.	5
124.6 to 125.2	40	40
136.1 to 136.7	40	40
139.8 to 142.7	45	45
147.3 to 148.5	20	20
151.9 to 152.3	55	55
157.7 to 158.8	45	45
166.2 to 167.2	50	50
168.3 to 168.6	45	45
182.8	C.N.R. 250-ton Auxiliary Crane.	5
189.7 to 190.1	55	55
198.5 to 198.7	60	60
200.6 to 201.8	60	60
213.7 to 214.9	45	45
218.9 to 220.0	50	50
223.6 to 224.2	60	60
231.3 to 232.7	50	50
245.9 to 246.6	50	50
248.0 to 248.2	60	60
249.9 to 250.1	50	50
252.0 to 252.1	50	50
273.5 to 274.8	60	60
287.4 to 288.5	60	60
295.6 to 296.2	20	20
Entire Subdivision over all bridges except mileages 116.2, 123.6 and 182.8. C.N.R.—250-ton Auxiliary Crane.	—	10

11 EQUIPMENT RESTRICTIONS

Heaviest auxiliary crane permitted—C.N.R. 250 ton.

12 OTHER TRACKS

	Car Capacity	Points Face	Mileage
Lowphos Spur (4.8 miles)	..	E	9.1
Anstice Spur	11	E	16.4
Thor Spur	20	E	36.1
P. Veilleux	4	E	48.4
K.V.P. Co. No. 2	32	W	76.5
Horwood Lake	18	E	128.6
Spruce Falls Power & Paper Co.	7	E	133.0
Joburke Gold Mines Ltd.	2	W	136.0
Rudolph McChesney Lumber	5		
Joint Malette Lumber Limited	11	E	137.4
Track Ontario Paper Company	19		
Unassigned	3		
Mainville Spur	14	E	143.7
Spruce Falls Power and Paper Co.	3	W	183.3
Ontario Paper Co. Ltd.	30	E	254.6
Ontario Paper Co. Ltd.	14	E	270.2
Becker	131	EW	290.5
Haavaldsrud and Sons Timber Co.	39	W	290.6

13 OTHER AND CONDITIONAL STOPS

Camp Kenda	Mileage 101.7	No. 106 may stop Tuesday, Thursday, Saturday, on advance permission from Chief Dispatcher placed prior to 1600.
Camp Ketchini	Mileage 104.5	
Camp Kenogaming	Mileage 112.0	
Horwood Lake	Mileage 128.6	
Kukatush	Mileage 133.2	No. 106 may stop Sunday, Monday, Wednesday, on advance permission from Chief Dispatcher placed prior to 1600.
McKees Camp	Mileage 35.8	No. 105 may stop on advance permission from Chief Dispatcher placed prior to 1200.
Felix	Mileage 46.9	
Westree	Mileage 64.3	No. 106 may stop on advance permission from Chief Dispatcher placed prior to 1200.
Ground Hog River	Mileage 134.4	
Missonga	Mileage 173	No. 105 must not exceed 25 m.p.h. daily to receive and discharge mail.
Elsas		
Nos. 194, 195, 266 and 267 will stop on flag at any station and at the following points:		
Anstice		Mileage 16.4
Old Raphoe		24.7
McKees Camp		35.8
Old Thor Lake		36.2
Felix		46.9
Lapalmes		48.4
Camp Kenda		101.7
Camp Ketchini		104.5
Camp Kenogaming		112.0
Horwood Lake		128.6
Groundhog River		134.4
Jobourke		136.0
Palomar		137.5
Nos. 274 and 275 will stop on flag at any station.		

EXPRESS TRAIN TIMES SHOWN BELOW FOR INFORMATION ONLY

201 leave Capreol 0800 daily — Armstrong 2120
202 leave Armstrong 0700 daily — Capreol 2010

WESTWARD TRAINS							Miles from Hornepayne	Symbols	CARAMAT SUBDIVISION	
FIRST CLASS									STATIONS	CTC
	105	1	3							
	Passenger Daily	Passenger Daily	Passenger Daily							
	1700	0925	0705	0.0	CK PW	HORNEPAYNE				
				5.7	P	LENNON				
				12.8	P	TONDERN				
				25.2	P	LEIGH				
				35.4	P	OSAWIN				
	\$1750	1015	0755	42.3	P	HILLSPORT				
				51.4	P	OTTERDALE				
	\$1825			59.8	P	STEVENS				
				62.6	P	GAMBY				
				69.8	P	ARMS				
	\$1850	1055	0835	77.6	P	CARAMAT				
				91.8	P	SEACHAM				
				99.7	P	CALONG				
				101.1	P	Jct. with Kinghorn Sub.				
	\$1925	\$1130	\$0910	101.3	PWY	LONGLAC				
				108.3	P	ISIS				
				115.4	P	BAWK				
				122.2	P	POILU				
				180.8	P	Jct. with Pagwa Sub.				
	2020	1215	0855	131.6	CKP WY	NAKINA				
	2030		1000	135.9	P	EXTON				
				146.7	P	CAVELL				
				155.4	P	KOWKASH				
				170.3	P	REDMOND				
				182.3	P	PENEQUANI				
	*2125			187.1	P	AUDEN				
				195.6	P	MINATAREE				
		1335	1110	205.0	P	LAMAUNE				
				213.7	P	FERLAND				
				226.0	P	GREEN				
				233.5	P	WAGAMING				
	2255	1435	1220	243.8	CKP WY	ARMSTRONG				
	Daily	Daily	Daily							
	105	1	3							

Caramat Subdivision Footnotes on page 32

CARAMAT SUBDIVISION				Office Signals	Car Capacity	EASTWARD TRAINS								
STATIONS						Stalls	Other Tracts	FIRST CLASS						
								106	4	2				
								Passenger Daily	Passenger Daily	Passenger Daily				
	HORNEPAYNE	H N	YA RD					1300	0130	0225				
	LENNON			101										
	TONDERN			99	14									
	LEIGH			101	26									
	OSAWIN			101										
	HILLSPORT	S P		116	127			\$1200						
	OTTERDALE			99										
	STEVENS							\$1130						
	GAMBY			101	15									
	ARMS			100										
	CARAMAT			101	15			\$1055						
	SEACHAM			100										
	CALONG			101	54									
	Jct. with Kinghorn Sub.													
	LONGLAC	G U			27			\$1025	\$2315	\$0010				
	ISIS				102									
	BAWK			99	25									
	POILU			101										
	Jct. with Pagwa Sub.													
	NAKINA	N C		125	Yard			0930	2235	2330				
	EXTON			118				0920	2230	2325				
	CAVELL			99										
	KOWKASH			102	21									
	REDMOND			100	21									
	PENEQUANI			101										
	AUDEN							*0820						
	MINATAREE			99										
	LAMAUNE			103	W-1									
	FERLAND			99	23									
	GREEN			101	19									
	WAGAMING			103										
	ARMSTRONG	R A		150	Yard			0710	2015	2115				
								Daily	Daily	Daily				
								106	4	2				

Caramat Subdivision Footnotes on page 32

CARAMAT SUBDIVISION FOOTNOTES

1 Entire Subdivision—No train or engine shall clear the main track at the following locations: mileages 42.1, 59.5, 100.6 (both switches) 101.2, 101.6, 131.3, 187.2 and 237.0 (B.T.C. 100103, 102418 and 123012).

2 Hornepayne—All trains must obtain Clearance.

3 Hillsport—Trains originating must obtain Clearance. First track south of main track is siding.

4 Calong—Crossover switch at mileage 100.1 is west entrance to siding.

Switch leading from siding to extension is normal when set for movement from siding to main track. When in this position yellow target will so indicate.

5 Longlac—Trains originating must obtain Clearance. Emergency diesel watering facilities are located in pumphouse. Hose is located in station.

6 Nakina—All trains must obtain Clearance. First track south of main track is siding. Through trains may register by register ticket.

7 Armstrong—All trains must obtain clearance. First track south of main track is siding.

In the application of Rule 268 permission for exclusive track occupancy between Signal 2432 at east switch and Signal 07 at West switch must be secured from Train Dispatcher at Hornepayne.

8 MAXIMUM SPEED Miles per hour

Mileage	Miles per hour	
	Passenger	Freight and Mixed
0.0 to 8.2	75	65
8.2 to 16.1	55	55
16.1 to 21.9	75	65
21.9 to 25.6	60	60
25.6 to 29.9	75	65
29.9 to 38.6	60	60
38.6 to 48.2	75	65
48.2 to 58.8	55	55
58.8 to 62.4	65	60
62.4 to 71.1	55	55
71.1 to 112.5	75	65
112.5 to 116.4	60	60
116.4 to 130.5	75	65
130.5 to 136.5	55	55
136.5 to 163.2	80	65
163.2 to 166.5	75	65
166.5 to 173.2	65	60
173.2 to 187.6	75	65
187.6 to 198.6	55	55
198.6 to 210.6	75	65
210.6 to 217.1	60	60
217.1 to 238.8	75	65
238.8 to 243.8	55	55

9 Permanent Slow Orders and Speed Restrictions

Mileage	Miles per hour	
	Passenger	Freight and Mixed
0.0 to 1.0	20	20
4.7 to 5.1	60	60
30.5 to 30.7	45	45
46.0 to 46.8	45	45
54.9 to 55.5	50	50
58.2 to 58.8	50	50
66.1 to 66.8	45	45

EXPRESS TRAIN TIMES SHOWN BELOW FOR INFORMATION ONLY

201 leave Capreol 0800 daily — Armstrong 2120
202 leave Armstrong 0700 daily — Capreol 2010

Permanent Slow Orders and Speed Restrictions—Continued

Mileage		Miles per hour	
		Passenger	Freight and Mixed
68.1	C.N.R. 250-ton auxiliary crane..	—	5
70.5 to 70.9		50	50
74.4 to 74.9		55	55
76.8 to 77.5		50	50
80.4 to 80.7		50	50
85.7 to 87.0		50	50
90.9 to 91.1		60	60
99.1	Siding—Until crossing occupied.	10	10
100.6 to 101.7		20	20
112.2 to 112.5		55	55
124.4 to 126.8		50	50
129.7 to 130.1		60	60
130.5 to 132.0		40	40
138.6 to 140.3		60	60
160.8 to 161.0		60	60
172.2 to 173.3		55	55
180.2 to 181.1		60	60
185.3 to 185.5		60	60
189.5 to 191.7		50	50
201.5 to 201.7		50	50
203.0 to 203.6		60	60
207.6 to 208.5		60	60
214.3 to 215.2		45	45
239.9 to 241.1		45	45
243.1 to 243.8		20	20

Mileages 0.0 to 131.6 over all bridges, except mileage 68.1—C.N.R. 250-ton auxiliary crane

10 EQUIPMENT RESTRICTIONS

Mileage 0.0 to 131.6..... Heaviest auxiliary crane permitted C.N.R. 250-ton.
Mileage 131.6 to 243.8..... Heaviest auxiliary crane permitted C.N.R. 200-ton.

11 OTHER TRACKS

	Car capacity	Points face	Mileage
Marathon Corporation of Canada.....	24	E	42.1
Marathon Corporation of Canada.....	13	E	59.6
Marathon Corporation of Canada.....	73	E	77.1
Kimberly Clark Corp.....	28	E W	99.8
Imperial Oil Co. Ltd.....	3	W	100.4
Husky Oil Refining Ltd. & Northern Propane Gas Ltd..	10	W	100.6
Express Spur.....	3	W	101.6
Imperial Oil Company Limited.	3	W	131.3
Cavell Pit.....	120	E	146.4
Abitibi Power & Paper Co. No. 7.....	10	W	187.2
Dept. National Defence.....	5	W	237.0
Armstrong Pit.....	200	E	242.7

12 CONDITIONAL STOPS

Nos. 105 and 106 may stop Sundays and Mondays on advance permission at stations between Longlac and Armstrong for revenue passengers.

Auden..... { No. 105 will stop Wednesday, Friday and Sunday on advance request.
No. 106 will stop Tuesday, Thursday and Sunday on advance request.
Mud River... { Nos. 105 and 106 will stop Saturday on advance request.

13 MIXED TRAINS

No. 269 leave Hornepayne 0700 Tuesday, Thursday and Saturday for Hillsport, thence, to Manitowadge as No. 268 arriving 1000.

No. 271 leave Manitowadge 1030 Tuesday, Thursday and Saturday to Hillsport, thence, to Hornepayne as No. 270 arriving 1500.

Above Trains stop on flag at any point.

NORTHWARD TRAINS		Miles from Hillsport	Symbol	MANITOUWADGE SUBDIVISION	Office Signals	Car Capacity		SOUTHWARD TRAINS	
THIRD CLASS						Sidings	Other Tracks	THIRD CLASS	
	271 Mixed TUESDAY THURSDAY AND SATURDAY ONLY			STATIONS				268 Mixed TUESDAY THURSDAY AND SATURDAY ONLY	
	1030	28.1	PR*Z		Joint Section ...MANITOUWADGE... 4.9	MW	YARD	1000	
	8 1115	23.2	PY*Z	.....GECO..... 23.2		YARD	8 0920		
	1230	0.0	PR	.....HILLSPORT.....	SP	116 127	0830		
	TUESDAY THURSDAY AND SATURDAY ONLY 271						Rules 41 and 44 applicable.	TUESDAY THURSDAY AND SATURDAY ONLY 268	

MANITOUWADGE SUBDIVISION FOOTNOTES

1 Special Instruction No. 2 applicable.

2 Hillsport—Connection between Caramat and Manitowadge Subdivisions is via yard tracks. Manitowadge Subdivision commences at mileage 0.0.

3 Geco-Manitowadge—Northward trains must secure Clearance at Manitowadge and may leave Geco without obtaining clearance.

Movements between Manitowadge and Geco must be governed by Canadian Pacific Timetable and requirements.

Crew members must have in their possession current CPR Eastern Region, Schreiber Division, Timetable.

Restriction signs reading "Engines must not pass this board before obtaining permission from C.P.R. Agent at Manitowadge" are erected 100 yards south of south wye switch Geco, and 300 yards north of north switch Manitowadge. C.N.R. crews proceeding to Manitowadge will obtain permission, using C.P.R. Dispatchers' telephone. For return trip, permission must be obtained at Manitowadge Station. When returning to Geco, C.N.R. crews must report their arrival to Agent at Manitowadge.

Permission for crews to use joint track does not relieve them of observance of Operating Rule No. 93.

4 MAXIMUM SPEED Miles per hour

All trains..... 25

5 Permanent Slow Orders and Speed Restrictions

Mileage	Miles per hour	
	Passenger	Freight & Mixed
Entire Subdivision—4 axle cars over 220,000 lbs.	—	15

6 EQUIPMENT RESTRICTIONS

Heaviest Auxiliary Crane Permitted..... 160 tons.
2000 and 5000 series, also 1700 series (4 axle) engines prohibited.
Four axle cars in excess of 220,000 lbs. restricted to 15 miles per hour.

7 OTHER TRACKS

	Car Capacity	Points Face	Mileage
Ontario Pulp and Paper....	78	N	16.6

WESTWARD TRAINS		Miles from Cochrane	Symbols	KAPUSKASING SUBDIVISION	Office Signals	Siding	Other Tracks	EASTWARD TRAINS	
FIRST CLASS								88	500
Passenger Daily	87							Passenger Daily	Way Freight Daily Ex. Sunday
0720				COCHRANE O.N.R.				1830	1010
	0721	0.0	CKP WYZ P	COCHRANE	F	YARD		1827	0955
	0730	0.3		COCHRANE JUNCTION				F1820	0947
	0733	6.3		FREDERICK		22		1816	0941
	0738	8.4	P	BUSKEGAU		84		1811	0931
	0745	11.8	P	HUNTA		16		1804	0911
	0758	17.3	P	DRIFTWOOD		60		1753	0850
	80805	26.4	P	PULLEN				81748	0841
	80809	30.3	PZ	SMOOTH ROCK	S R	73	Yard	1745	0839
	F0823	31.7	P	JACKSONBORO				F1733	0823
	80833	41.6	P	STRICKLAND		57		81720	0809
	80842	49.7	P	FAUCUEN				81710	0800
	0852	55.8	P	MOONBAM	M B	58		1658	0743
	0900	63.5	P	KITIGAN				1650	0730
		69.4	PRVZ	KAPUSKASING	M C	78	Yard		0600
		75.4	P	VALETTA					0549
		82.3	P	HARTY					0536
		91.3	P	OPAPATIKA	U O	63			0518
		98.8	P	LOWTHER					0504
		106.1		PAPPIA		63			0447
		110.0	P	MATTICE	M Q	12			0440
		112.8		FRYATT					0435
		119.8		GLENOMO		62			0423
		121.8		HALLEBOURG					0418
		129.1	KPWZ	HEARST	W H		YARD		0400
	Daily			Rules 41 and 44 applicable between mileage 93.7 and Hearst Times at Cochrane O.N.R. for trains 87, 88 and 500 are for information only. All movements East of Cochrane Junction on O.N.R. Main Track will be governed by Rule 98, Ontario Northland Railway Timetable and requirements.				Daily	Daily Ex. Sunday
	87							88	500

KAPUSKASING SUBDIVISION FOOTNOTES

1 Special Instruction No. 2 applicable between mileage 93.7 and Hearst.

2 Special Instruction No. 3 applies between mileage 0.0 and 93.7.

3 Cochrane -- West switch yard lead is located 965 feet west of station.

Trains and engines passing station must move at restricted speed not exceeding 10 miles per hour.

Rule 105 is applicable on the first track north of Cochrane Station between mileage 0.0 and 0.3.

4 *Smooth Rock--Time of No. 87 applies at station.

5 Kapuskasing--All trains must obtain Clearance. First track south of main track in front of station is siding. Cars may be left in siding. Lead switches normal when set for lead. Only single unit operation permitted on tracks in Spruce Falls private yard. Authority for entry must be first secured from the industry.

Spruce Falls Power and Paper Co. Railway movement must secure information as required by Rule 83A from Train Register at Kapuskasing, or from Train Dispatcher at Hornepayne before entering or fouling the main track. When using Train Register to obtain this information, Rule 83B must be complied with and when information is obtained from Train Dispatcher it must be repeated and recorded in Dispatcher's train order book.

6 Mileage 69.5--Public crossing protected by automatic protection. Westward trains having stopped within 300 feet east of crossing or having used first switch east of station must not exceed five (5) m.p.h. until crossing occupied. Eastward trains having stopped within 3,000 feet west of crossing must not exceed ten (10) m.p.h. until crossing occupied.

7 Hearst--First three tracks immediately north of main track in front of station are designated as shop tracks.

MAXIMUM SPEED Miles per hour

	Passenger Trains	Mixed and Freight Trains
Cochrane to Mileage 93.7	50	45
Mileage 93.7 to Hearst	35	25

EQUIPMENT RESTRICTIONS

9 Heaviest auxiliary crane permitted..... C.N.R. 160 ton Operation of 2000 and 5000 series, also 1700 series (4 axle) engines prohibited between mileage 93.7 and Hearst.

OTHER TRACKS

	Car Capacity	Points Face	Mileage
Buskegau Pit	50	W	9.6
Spruce Falls No. 10	67	E	50.3
R.C.A.F. No. 2	11	W	71.8
Spruce Falls No. 1	50	E	89.8
Spruce Falls No. 2	19	E	101.2
Spruce Falls No. 9	13	EW	103.1
Spruce Falls No. 15	20	EW	107.0
Auxiliary Track	5	EW	109.2
Spruce Falls No. 7	30	EW	116.9

WAY FREIGHTS

No. 501	Leave Cochrane	0900	Daily except Sunday.
	Arrive Hearst	1800	

LOCATION OF SPRING SWITCHES

BALA SUBDIVISION			
Station	Location	Station	Location
Quaker	South End	Waubamik	South End
Pine Orchard	North End	Ardbeg	North End
Zephyr	North End	Burton	North End
Pefferlaw	South End	Drocourt	South End
Brechin East	South End	Mowat	North End
Rathburn	South End	Key Jct.	South End
Washago	North End	Baywater	North End
Sparrow Lake	South End	Burwash	South End
Woodward	North End	Waterfall	North End
Medora	South End	Hotrum	South End
Dock Siding	South End	Suez	South End
North Parry	North End		

NEWMARKET SUBDIVISION

Station	Location	Station	Location
Washago	North End	Gravenhurst	South End

RUEL SUBDIVISION

Station	Location	Station	Location
Milnet	West End	Missonga	East End
Raphoe	East End	Oatland	West End
Laforest	West End	Agate	West End
Thorlake	East End	Dunrankin	East End
Ruel	West End	Peterbell	West End
Stupart	West End	Argolis	West End
Ostrom	East End	Dishniah	East End
Makwa	West End	Minnipuka	West End
Gogama	West End	Newabun	East End
Bethnal	East End	Oba South Siding	West End
Stackpool	West End	Albany Forks	West End
Gladwick	East End	MacDuff	East End
Tionaga	West End	Penhurst	West End
Kukatash	East End	Shekak	East End
Singelake	West End	Cree	West End
Shawmere	East End		

CARAMAT SUBDIVISION

Station	Location	Station	Location
Lennon	West End	Poilu	East End
Tondern	East End	Exton	West End
Leigh	West End	Cavell	East End
Osawin	East End	Kowkash	West End
Otterdale	East End	Redmond	East End
Gamsby	West End	Penequani	East End
Arms	East End	Minataree	West End
Caramat	East End	Lamaune	West End
Seagram	East End	Ferland	East End
Calong	West End	Green	West End
Isis	West End	Wagaming	East End
Bawk	West End		

LOCATION OF YARD LIMIT SIGNS

NEWMARKET SUBDIVISION	
Barrie	18,785 ft. South of Station
	5,464 ft. North of Station
Orillia	8,875 ft. South of Station
	6,400 ft. North of Station
	Opposite Signal 987.
Washago	8,604 ft. South of Signal 987.
	(Opposite Signal 1123
Gravenhurst	3,184 ft. North of Signal 1123
Huntsville	7,426 ft. South of Station
	7,096 ft. North of Station
Nipissing	3,600 ft. South of Station

MIDLAND SUBDIVISION	
Orillia	West Wye Switch to 4,400 ft. West of Station
Unthoff	8,000 ft. East of Station
	10,560 ft. West of Station
McMillan--Midland	300 ft. East of McMillan to End of track Midland.

BEETON SUBDIVISION	
Georgetown	Junction switch Halton Sub. Yard limits extend from Junction switch Halton Sub. to a point 4,750 ft. North of Junction switch.
Barrie	5,687 ft. South of Station

MEAFORD SUBDIVISION	
Barrie	7,920 ft. North of Station
Angus	2,841 ft. North of Station
	3,340 ft. South of Station
Collingwood	6,282 ft. South of Station
Meaford	5,817 ft. North of Station
	3,825 ft. South of Station

BEACHBURG SUBDIVISION	
Nepean	6,000 ft. West of Station
Pembroke	8,923 ft. East of Station
	12,155 ft. West of Station
Brent	6,300 ft. East of Station

ALDERDALE SUBDIVISION	
Brent	5,280 ft. West of Station
Nipissing	4,604 ft. East of Station
North Bay	9,998 ft. West of Station
	Yard limits extends from East of Nipissing Station to West of North Bay Station.
Capreol	Signal 1443 to 5,280 ft. East

PAGWA SUBDIVISION	
Hearst	Yard limits includes Hearst Jct. and located 11,959 ft. West of Hearst Station.
Nakina	Junction Switch to 6,150 ft. East

MANTOUWADGE SUBDIVISION	
Geco	3,750 ft. North of wye switch. Includes all main tracks between Yard Limit sign located 3,750 feet North of north wye switch on C.N.R. main track to Yard Limit sign located 1,000 feet South of Manitouwadge Station, C.P.R.

KAPUSKASING SUBDIVISION	
Cochrane	6,001 ft. West of Station
Smooth Rock	10,219 ft. East of Station
	2,864 ft. West of Station
Kapuskasing	9,421 ft. East of Station
	8,861 ft. West of Station
Hearst	13,600 ft. East of Station

EQUATED TONNAGE RATINGS FOR SINGLE UNIT DIESEL

See General Instructions (Form 696)

WEST AND NORTH									BETWEEN
DIESEL ENGINE NUMBER SERIES									
Car Factor	1000-1099 1600-1629 *1700-1734 1800-1803 1904-1917	1630-1639 3150-3155 4100-4199 4539-4546 4900-4901 4907-4922 4930-4962 6500-6699	1200-1399 1500-1619 1640-1659 1900-1903	6700-6899	3100-3129 3600-3614 3800-3899 4200-4399 9000-9102 9400-9499 N & W 3600's O.N.R. 1300-1319	3000-3093 3615-3745 3900-3901 4400-4537 4647-4824 4902-4906 4923-4929 9104-9142 O.N.R. 1400-1805	3200-3240 4000-4011	2000-2043 5000-5075	
7	1400	1650	1750	1700	2150	2400	2500	3750	..... Toronto Yard—Washago.....
7	1400	1650	1750	1700	2150	2400	2500	3750	..... Don—Washago.....
7	1800	2200	2600	2600	2950	3150	3300	4950	..... Washago—South Parry.....
7	1650	1950	2300	2300	2600	2700	2850	4250	..... Parry Sound—Hotrum.....
7	1700	2050	2550	2450	2600	2900	2950	4400	..... Hotrum—Capreol.....
10	2300	2700	2900	2900	3600	3800	4000	6000	..... Capreol—Hornepayne.....
10	2000	2550	2950	2800	3100	3350	3600	5250	..... Hornepayne—Longlac.....
10	2900	3550	3850	3850	4050	4350	4550	6800	..... Longlac—Nakina.....
10	2000	2550	2950	2900	3100	3350	3500	5250	..... Nakina—Armstrong.....
5	1150	1450	1800	1600	1900	2100	2200	3300	..... Hillsport—Geco.....
9	2000	2500	3050	3000	3400	3550	3750	5600	..... Cochrane—Hearst.....
9	2000	2500	2950	2900	3050	3300	3450	5150	..... Hearst—Nakina.....
10	2300	2700	2900	2900	3600	3800	4000	6000	..... Walkley Yd.—Capreol.....
5	1100	1350	1600	1550	1700	1850	1950	2900	..... Newmarket—Barrie.....
5	1600	2100	2400	2400	2550	2750	2900	4350	..... Barrie—Washago.....
5	1150	1500	1850	1650	1750	1900	2000	3000	..... Washago—Gravenhurst.....
5	1200	1550	1900	1750	2050	2200	2300	3450	..... Gravenhurst—South River.....
5	1450	1800	2150	2150	3100	3100	3300	4800	..... South River—North Bay.....
6	1350	1650	1950	1900	2600	2700	2850	4250	..... Orillia—Midland.....
5	1200	1500	1950	1700	2000	2200	2300	3450	..... Georgetown—Barrie.....

EQUATED TONNAGE RATINGS FOR MULTIPLE DIESEL UNITS AND OTHER REGULATIONS

Under certain circumstances units may be operated with one or two traction motors cut out, in which case the tonnage rating for the affected unit will be reduced by 50%. This does not apply to 2000 and 5000 series units.

Notes: Rating for 2-unit engine is twice rating for a single unit. Rating for 3-unit locomotive is three times single unit rating, etc.

If an engine is made up of units with different tonnage ratings operating in multiple, the tonnage rating for the engine is calculated by multiplying the number of units by the rating of the lowest rated unit. EXCEPTION: Rating for 2000, 3200, 4000 and 5000 series high horsepower units may be added to the rating for 1750 and 1800 horsepower units, Series 3100-3129, 3600, 3700, 3830-3893, 4200-4537, 4547-4799, 4902-4906.

Units Nos. 1500-1619 may handle the same tonnage as 3000-3093 etc., series units if required and provided that manual backward transistion is made on grades and as otherwise required.

UNITS SERIES—2000-2043 also 5000-5075 (six axle 3000 H.P.)

Limitation—These units are to operate at a speed not exceeding 12 m.p.h. through all sidings.

If necessary 2000 series units may be operated with traction motors in one truck cut out, in which case the tonnage rating for the affected unit will be reduced by 50%. These units shall not be operated on an ascending grade at a speed below 12 m.p.h.

If necessary 5000 series units may be operated with one pair of traction motors cut out, in which case the tonnage rating for the affected unit will be reduced by one-third. These units shall not be operated on an ascending grade at a speed below 12 m.p.h.

EQUATED TONNAGE RATINGS FOR SINGLE UNIT DIESEL

See General Instructions (Form 696)

EAST AND SOUTH									
DIESEL ENGINE NUMBER SERIES									
BETWEEN					EAST AND SOUTH				
Car Factor	2000-2043 5000-5075	3200-3240 4000-4011	3000-3093 3615-3745 3900-3901 4400-4537 4547-4824 4902-4906 4923-4929 9104-9142 O.N.R. 1400-1605	3100-3129 3600-3614 3800-3899 4200-4399 9000-9102 9400-9499 N & W 3600's O.N.R. 1300-1319	6700-6899	1200-1399 1500-1619 1640-1659 1900-1903	1630-1639 3150-3155 4100-4199 4539-4546 4900-4901 4907-4922 4930-4962 6500-6699	1000-1099 1600-1629 *1700-1734 1800-1803 1904-1917	Car Factor
.....	4250	2850	2600	2450	2250	2350	1900	1650	7
.....	4800	3200	3050	2850	2400	2600	2100	1800	8
.....	4350	2900	2750	2550	2300	2350	1950	1650	8
.....	3050	2050	1950	1825	1600	1650	1350	1200	5
.....	5100	3400	3250	3050	2700	2900	2400	1900	8
.....	7050	4700	4500	4200	4000	4000	3700	3000	12
.....	7050	4700	4500	4200	4000	4000	3700	3000	12
.....	5100	3400	3250	3050	2600	2800	2400	2000	5
.....	6500	4400	4200	3900	3800	3800	3500	2900	12
.....	7050	4700	4500	4200	4000	4000	3700	3000	12
.....	6200	4150	3950	3550	3500	3500	3150	2600	12
.....	7050	4700	4500	4200	4000	4000	3700	3000	12
.....	3350	2250	2150	2000	1750	1800	1550	1350	6
.....	2900	1950**	1850**	1700**	1450	1650	1350	1000	6
.....	4950	3300	3150	2950	2800	2800	2350	1800	6
.....	3300	2200	2100	1950	1700	1850	1500	1150	5
.....	3600	2400	2300	2150	1800	2050	1600	1300	5
.....	3050	2050	1950	1850	1650	1700	1400	1150	5
.....	3950	2650	2500	2250	2100	2100	1900	1500	5
.....	2450	1650	1550	1450	1250	1400	1100	850	4

*Montreal Locomotive units series 1700-1734 are being modified from 6 axles to 4 axles by removing idler axles. Tonnage rating of these units modified to 4 axles will be the same rating as 1630-1639 series units.

**Rating for 2 units 1500-3000 H.P. southward Washago to Barrie is 3900 tons, 3 units 6000 tons and 4 units 9000 tons.

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

NOTE: See General Instructions (Form 696)

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	
NEWMARKET	Bradford	North Service Track	Overhead wires		Wires	
		Barrie	No. 9 Track New Yard	Overhead wires		Wires
	"	"	No. 9 Track Old Yard	Freight Shed	West	
			No. 6 Track	Scale Shanty	West	
	"	Orillia	Lang and Lang Spur	Building	Both	
			Freight Shed Track	Overhead wires		Wires
	"	"	Dominion Lumber Co. Spur	Overhead wires		Wires
			Canada Wood Specialty Spur	Overhead wires		Wires
	"	Washago	Otaco Spur	Doorway		Wires
			Gravenhurst	Sidings and Main Line	Signal Bridge		Signal Bridge
				Siding and Main Line	Cantilever Signal	
	"	Bracebridge	Shier's Siding	Trees		Trees
Scotia			Algonquin Spur	Overhead Bridge		O.H. Bridge
"	South River	Loading Spur	Gin pole and guy wire		Pole and wire	
			Freight Shed Spur	Overhead wires		Wires
MIDLAND	Midland	Tiffin Elevator Siding	Overhead pipes		Pipes	
			Midland Planing Mills Spur	Overhead wires		Wires
"	"		Overhead wires		Wires	
			Shed Track	Overhead wires		Wires
PENETANG	Penetang	Service Track	Overhead gantry		Gantry	
			Beck Planing Mill Spur	Overhead pipe		Pipe
MEAFORD	Collingwood	Elevator Tracks	Overhead buildings		Buildings	
BALA	Mileage 36.2	John Bosworth Ltd. Spur	Overhead wires		Wires	
		Washago	Sidings and Main Line	Signal bridge		Signal Bridge
	"	South Parry	Boarding Car Spur	Overhead wires		Wires
				Main Track	Diesel Watering stn'ds	East
	"	"	No. 1 Track	Diesel Watering stn'ds	West	
				Stores Spur	Loading ramp	East
	"	Parry Sound	Industrial Spur	Overhead wires		Wires
				Interchange Track	Overhead wires		Wires
	"	Austin	Interchange Track	Overhead trolley wires		Wires
			Depot Harbor Spur	Lowphos Ore Spur	Overhead Conveyor		Conveyor
SUDBURY TERMINAL	*Sudbury	Rainbow Cement Spur	Building	North		
			Laberge Lumber Co. Spur	Building	North	
	"	"	Davy Coal Co. Spur	Building	North	
				Taylor Hardware Siding	Overhead wires		Wires
"	Clarabelle	Algo Connection	Eva St. Overhead bridge		Bridge	
			Interchange Track	Overhead trolley wires		Wires
BEACHBURG	Pembroke	Mary Street Crossing	Overhead wires		Wires	
			Forest Valley Lumber Tracks	Overhead wires & other	Both	Wires
	"	"	Steel Equipment Track	Overhead wires		Wires
				Canada Veneers	Lumber and Other	Both
	"	"	Freight Transfer Track	Platform	North	
			Oil Siding	Fence	North	
ALDERDALE	North Bay	Johns - Manville Spur	Overhead wires and doorway	Both	Wires	
			Terminal Warehouse Track	Building	South	
	"	"	Sherbrooke Street Track	Loading Ramp	North	
				Desrocher Lumber Co. Spur	Overhead wires		Wires
	"	"	All Tracks Wyld Street	Signal Bridge		Signal Bridge
			Dupont Spur	Loading structures	Both	
RUEL	Capreol	No. 5 Old Rip	Loading Ramp	North		
			Hart Car Track	Overhead wires and Bldg.	North	Wires
	"	"	Stores Track	Platform	North	
				Shop Material Track	Building	North
	"	"	Shop Scrap Track	Overhead wires		Wires
				Freight Shed Track	Building	South
	"	Lowphos Spur	Stock Pen Track	Platform	North	
				K.V.P. Siding	Loading Chute		Chute
	"	"	Mill Load Out Track	Overhead hoppers		Hoppers
				Mill Track	Overhead doorway		Doorway
"	Westree	Ramp Spur	Overhead wires		Wires	
			Planer Spur	Overhead wires		Wires
"	Foleyet	Paul Lahaie Lumber Spur	Loading chute	Both		
GARAMAT	Hornepayne	Stores Track	Overhead wires		Wires	

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

NOTE: See General Instructions (Form 696)

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	
CARAMAT	Hornepayne	Stock Pen Track	Platform	North		
			Boiler Track	Buildings	South	
	"	"	Ice House Track	Buildings	North	
				Freight Shed Track	Platform	South
"	Nakina	Shed Track	Building	North		
			West Leg of Wye	Material platform	South	
"	Armstrong	Shed Track	Building	North		
MANITOU-WADGE	Geco	Mill Tracks	Building	Both	Building	
			Wye Track	Pipe line		Pipes
KAPUSKASING	Cochrane	No. 2 Steam Track	Steam line		Pipes	
			Cochrane Enterprises	Building	South	
	"	"	Icing Track	Building	North	
				Spruce Falls Spur No. 10	Cars in other tracks	Both
	"	Mileage 50.3 Kapuskasing	Imperial Oil Spur	Fence	North	
				Husky Oil Spur	Fence	North
	"	"	Shell Oil Spur	Fence	North	
				Shed Track	Platform	North
	"	Hearst	F. & J. Lumber Co. South Track	Loading chute & winch	Both	Chute & wires
				Fontaine New Spur	Overhead wires		Wires
	"	"	Levesque Planer Spur	Lumber Chute & ramp	South	Wires & pipe
				Selin Planer Spur	Lumber chute	South
"	"	Fontaine Old Spur	Lumber chute	North		
			J. D. Levesque	Loading Chute	South	Chute
"	"	Levesque Plywood Spur	Building	West		
			Gosselin Bros. Spur	Overhead wires		Wires
PAGWA	Calstock	Siding	Overhead wires		Wires	
"	"	Lecour Chip Spur	Overhead wires		Wires	
				Wires and pipe	North	Scaffold, wires and pipe
"	"		Wires		Wires	
				Wire		Wires
"	Pagwa	Lecour Planer Spur	Wires		Wires	
			National Defence Track	Wire		Wires

*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 a car or engine.

TELEPHONES

(Unless otherwise described, these 'phones are for direct communication with train dispatcher.)

ALDERDALE SUBDIVISION

Brent	Mi. 0.5 Section Toolhouse.
Brent	Mi. 0.5 Toolhouse Wall.
Government Park	In Shelter.
Davertry	Booth opposite Section House.
Ascalon	Booth East Switch.
Ascalon	Booth West Switch.
Coristine	Mi. 22.3 in Booth.
Kilrush	Booth East Switch.
Kilrush	Booth West Switch.
Wasing	Mi. 37.2 in Booth.
Alderdale	Front of Section House.
Alderdale	Section Toolhouse.
Grahamvale	Booth East Switch.
Grahamvale	Booth West Switch.
Astorville	Mi. 48.7 Section Toolhouse.
Derland	Mi. 52.8 in Booth.
Mileage 56.6	Dupont Spur.
Transfer Yard	On Pole at East Switch.
	(Alderdale Sub. Dispatcher only).
Transfer Yard	59.1 in Shelter.
O.N.R. Yard	Operator.
North Bay	Mi. 61.0 Section Toolhouse.
North Bay	Mi. 62.4 at Signal.
North Bay	Mi. 62.9 Section Toolhouse.
Mileage 64.0	Johns-Manville Spur.
Mileage 64.6	Great Northern Woods Spur.
Yellek	Mi. 67.5 Lunch Shelter.
Meadowside	Mi. 76.2 in Booth.
Harfred	Mi. 81.6 in Booth.
Crystal Falls	Mi. 86.0 in Booth Back of Station.
Ashburton	Booth East Switch.
Ashburton	Booth West Switch.
Desaulniers	Mi. 97.9 in Booth.
Azen	Booth East Switch.
Azen	Booth West Switch.
Chudleigh	Mi. 114.4 in Booth.
Washagami	Mi. 116.8 in Shelter.
Crerar	Mi. 122.3 in Booth.
Mileage 135.0	McLennan Mine Spur.
Hagarty	Booth East Switch.
Hagarty	Booth West Switch.
Capreol	Mi. 144.3 Booth East of Dennie St.

BALA SUBDIVISION

Gormley	
Vandorf	Section House.
Vandorf	Spur Track.
Pine Orchard	John Bosworth Spur.
Mount Albert	In Station.
Mount Albert	Signal Maintainer's Toolhouse.
Mount Albert	Box South Switch.
Mount Albert	Box North Switch.
Cedarbrae	Mi. 49.2 Section Toolhouse.
Pefferlaw	Section Toolhouse.
Cedarhurst	Mi. 61.7 HEPC Spur.
Beaverton	Section Toolhouse.
Gamebridge	Mi. 69.0 Section Toolhouse.
Udney	Booth South Switch.
Udney	Booth North Switch.
Udney	Section Toolhouse.
Washago	Booth South Leg of Wye.
Washago	Signal Maintainer's Toolhouse.
Mileage 89.9	On Drawbridge.
Mileage 89.9	In Shelter at Drawbridge.
Sparrow Lake	Section House.
Hydro Glen	Mi. 100.3 in Shelter.
Southwood	Mi. 104.2 Section Toolhouse.
Torrance	Mi. 111.9 Box on Pole.
Torrance	Section House.
Medora	Section House.
Footes Bay	Box South Switch.
Footes Bay	Box North Switch.
Falding	141.2 Section Toolhouse.
Mileage 146.0	Crossover to C.P.R.
Parry Sound	Mi. 149.1 Section Toolhouse.
Parry Sound	Mi. 149.2 Industrial Spur.
Parry Sound	Mi. 150.0 Box on Station.
Parry Sound	Mi. 150.1 Signal Maintainer's Toolhouse.
Waubamik	Section House.
Ardbeg	Section House.

BALA SUBDIVISION--Continued

Burton	Section House.
Cranberry Lake	Signal Maintainer's House & Toolhouse.
Cranberry Lake	Both Section Houses.
Hartley Bay	Mi. 218.2 Roadmaster's Bunkhouse.
Hartley Bay	Mi. 218.2 Section House.
Burwash	Section House.
Burwash	Signal Maintainer's House & Toolhouse.
St. Cloud	Booth at Diamond with C.P.R.
St. Cloud	Mi. 248.5 Box on Pole.
St. Cloud	Section House.
Austin	Mi. 256.7 Lunch Shelter.
Coniston	Section Toolhouse.
Coniston	Booth North Switch.
Sudbury	Box South Storage Switch.
Sudbury	Box North Storage Switch.
Sudbury	Booth on Platform.
Sudbury	Booth at Crossover.
Sudbury	Signal Maintainer's Toolhouse.
Mileage 263.3	HEPC Spur.
Mileage 269.7	HEPC Spur.
Hanmer	Booth South Switch.
Hanmer	Booth North Switch.
Capreol	Mi. 275.8 Section Toolhouse.
Capreol	Booth South Leg of Wye.
Capreol	275.9 at Signal.

BEACHBURG SUBDIVISION

Nepean	In Signal Bungalow.
Malwood	In Shelter.
Woodlawn	In Shelter.
Bristol	Box West Switch.
Clarendon	Mi. 54.2 on Pole.
Forrester's Falls	Section House.
Forrester's Falls	Mi. 66.4 on Pole.
Beachburg	In Waiting Room.
Mileage 88.7	In Interchange Shelter.
Hiam	In Shelter.
Alice	Outside Section Toolhouse.
Pitnew	Mi. 99.4 on Pole.
Indian	Box West Switch.
Dahlia	Mi. 111.2 on Pole.
Dahlia	Section House.
Kathmore	Mi. 116.1 on Pole.
Achray	Outside Station.
Achray	Section House.
Brawny	Mi. 133.3 on Pole.
Brawny	Section Toolhouse.
Lake Traverse	Section House.
Radiant	In Shelter.
Odenback	Section House.
Odenback	In Shelter.
Acanthus	Shelter at West Switch.

CARAMAT SUBDIVISION

Leigh	Section House.
Hillsport	Marathon Corporation Spur.
Hillsport	Roadmaster's Bunkhouse.
Hillsport	Signal Maintainer's & Helper's House & Toolhouse.
Hillsport	Both Section Houses.
Stevens	Marathon Corporation Spur.
Stevens	Both Section Houses.
Caramat	Marathon Corporation Spur.
Caramat	Section House.
Caramat	Signal Maintainer's House & Toolhouse.
Calong	Roadmaster's Bunkhouse.
Calong	Section House.
Calong	Husky Oil & Northern Propane Spur.
Calong	Signal Maintainer's & Helper's House & Toolhouse.
Longlac	Storage Track.
Longlac	Section House.
Longlac	West Wye Track.
Nakina	Crossover.
Nakina	Signal Maintainer's Toolhouse.
Nakina	In Signal Bungalow.
Aroland	Mi. 144.1 in Booth.
Mileage 146.4	Cavell Pit Track.
Cavell	Section House.
Kowkash	Roadmaster's Bunkhouse.

Northern Ontario Area

TELEPHONES

(Unless otherwise described these 'phones are for direct communication with train dispatcher.)

CARAMAT SUBDIVISION--Continued

Kowkash	Section House.
Kowkash	Signal Maintainer's House & Toolhouse.
Redmond	Section House.
Redmond	Roadmaster's Bunkhouse.
Auden	Both Section Houses.
Auden	Signal Maintainer's House & Toolhouse.
Auden	Abitibi Spur.
Lamaune	Section House.
Ferland	Section House.
Mud River	Mi. 219.0 in Shelter.
Mileage 231.9	Section House.
Mileage 237.0	Dept. National Defence Spur.
Mileage 242.7	Armstrong Pit Track.
Armstrong	Crossover.
Armstrong	Signal Maintainer's Toolhouse.

KAPUSKASING SUBDIVISION

Cochrane	Mi. 0.39 Section Toolhouse.
Hunta	Lunch Shelter.
Driftwood	Section House.
Fullen	In Shelter.
Strickland	On Pole opposite Shelter.
Fauquier	Section House.
Moonbeam	Porch of Section House.
Kitigan	In Shelter.
Kapusksing	Spruce Falls Yard Office.
Kapusksing	Mi. 68.6 on Pole.
Kapusksing	Mi. 70.3 on Pole.
Vahita	Lunch Shelter.
Harty	Lunch Shelter.
Opasatika	Porch of Section House.
Lowther	On Pole.
Mattice	Porch of Section House.
Hearst	East Section Toolhouse.

MANITOUWADGE SUBDIVISION

Geco	Junction to CPR.
Geco	In Warehouse.

NEWMARKET SUBDIVISION

Bradford	Box on Station.
Lefroy	Box on Pole.
Bramley	In Booth.
Stroud	Box on Pole.
Shanty Bay	Section Toolhouse.
Carthew	In Booth.
Atherley	Mi. 88.3 at Swing Bridge.
Atherley	Mi. 88.5 in Shelter.
Longford	Section Toolhouse.
Mileage 100.2	In Booth.
Kashe	Mi. 104.4 in Booth.
Gravenhurst	Booth South Switch.
Gravenhurst	Booth South Leg of Wye.
Gravenhurst	Booth North Leg of Wye.
Gravenhurst	Section Toolhouse.
Gravenhurst	Crossover.
Gravenhurst	Booth North Switch.
South Falls	In Booth.
Falkenburg	In Booth.
Utterson	In Waiting Room.
Martins	In Booth.
Novar	Section Toolhouse.
Novar	Roadmaster's Bunkhouse.
Scotia	Section Toolhouse.
Scotia	Algonquin Spur.
Mileage 167.4	Lunch Shelter.
Katrine	Mi. 168.7 in Booth.
Burks Falls	Roadmaster's Bunkhouse.
Burks Falls	Section Toolhouse.
Kennedys	In Booth.
Sundridge	Section Toolhouse.
South River	Booth South Switch.
South River	In Waiting Room.
Deans	In Booth.
Mileage 195.1	In Booth.
Trout Creek	Box on Platform.
Mileage 204.5	In Shelter.

Northern Ontario Area

NEWMARKET SUBDIVISION--Continued

Powassan	Box on Platform.
Hills	In Booth.
Callander	Section Toolhouse.
Transfer Yard	Mi. 59.1 Ald. Sub in Shelter.
ONR Yard	Operator.
North Bay	Section Toolhouse.

PAGWA SUBDIVISION

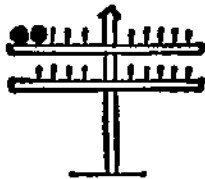
Hearst	Mi. 0.8 Section Toolhouse.
Ryland	Mi. 5.9 Section Toolhouse.
Calstock	Section House.
Mileage 35.5	Bunkhouse.
Ameson	Mi. 41.0 Section House.
Savoff	Section House.
Pagwa	Section House.
Ogahalla	Section House.
Mileage 134.7	Lunch Shelter.
Nakina	Section Toolhouse.

RUEL SUBDIVISION

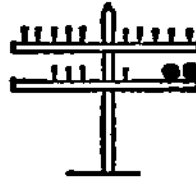
Capreol	Steam Track Switch.
Capreol	Mi. 0.4 Section Toolhouse.
Capreol	Mi. 0.4 Signal Maintainer's Toolhouse.
Mileage 2.0	Box at Signal.
Mileage 9.1	Box at Lowphos Spur.
Anstice	Mi. 16.4 in Booth.
Anstice	Section House.
Laforest	Section House.
Old Thor Lake	Mi. 36.1 in Booth.
Felix	Mi. 46.6 Section House.
Lapalmes	Mi. 48.4 P. Veilleux Spur.
Westree	Roadmaster's Bunkhouse.
Westree	Signal Maintainer's House & Toolhouse.
Westree	Section House.
Gogama	Box on Station.
Gogama	Signal Maintainer's House & Toolhouse.
Gogama	Section House.
Gogama	Roadmaster's Bunkhouse.
Camp Ketchin	Mi. 104.5 in Shelter.
Stackpool	Section House.
Gladwick	Section House.
Horwood Lake	Mi. 128.6 in Shelter.
Kukatash	Spruce Falls Spur.
Kukatash	Signal Maintainer's House.
Kukatash	Section House.
Jobourke	Mi. 136.0 at Spur.
Mileage 137.4	Joint Spur Track.
Foleyet	Signal Maintainer's Toolhouse.
Foleyet	Section Toolhouse.
Foleyet	Box Shed Track.
Foleyet	Across Yard Opposite Station.
Foleyet	Roadmaster's House.
Missonga	Section House.
Elsas	Section House.
Elsas	Signal Maintainer's & Helper's House & Toolhouse.
Elsas	Spruce Falls Spur.
Dunrankin	Section House.
Mileage 199.3	Lunch Shelter.
Peterbell	Section House.
Argolis	Section House.
Fire River	Roadmaster's Bunkhouse.
Fire River	Section House.
Fire River	Signal Maintainer's House & Toolhouse.
Minnipuka	Section House.
Mileage 254.6	Ontario Paper Spur.
Oba	West Wye Switch ACR.
Oba	In Waiting Room.
Oba	Both Section Houses.
Oba	Signal Maintainer's & Helper's House & Toolhouse.
Mileage 270.2	Ontario Paper Spur.
Penhurst	Section House.
Mileage 290.5	Becker Spur.
Mileage 290.6	Haavaldsrud & Sons Spur.
Hornepayne	Signal Maintainer's Toolhouse.
Hornepayne	East Section Toolhouse.
Hornepayne	Section House.
Hornepayne	Shed Track.

DISPATCHERS' PHONE WIRES

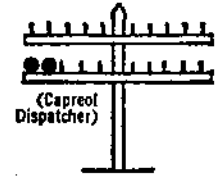
FACE DIRECTION NAMED: COUNT CROSS ARMS FROM TOP DOWN



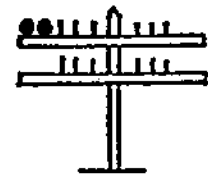
LOOK NORTH
St. Clair Ave. to Downsview
Newmarket Subdivision



LOOK NORTH
Downsview to Washago
Newmarket Subdivision



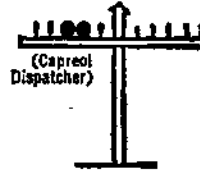
(Capreol
Dispatcher)
LOOK NORTH
Washago to Gravenhurst
Newmarket Subdivision



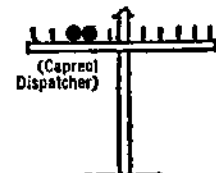
LOOK NORTH
Gravenhurst to Nipissing
Newmarket Subdivision



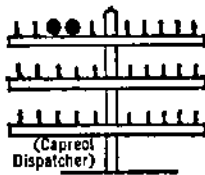
(Toronto
Yard
Dispatcher)
LOOK NORTH
Don to Richmond Hill
Bala Subdivision



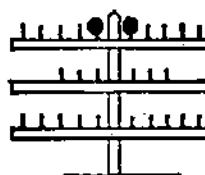
(Capreol
Dispatcher)
LOOK NORTH
Richmond Hill to South Parry
Bala Subdivision



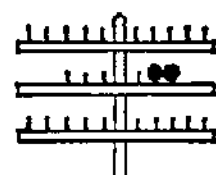
(Capreol
Dispatcher)
LOOK NORTH
South Parry to Sudbury
Bala Subdivision



(Capreol
Dispatcher)
LOOK NORTH
Sudbury to Capreol
Bala Subdivision



LOOK WEST
Ottawa to Federal
Ottawa Subdivision



LOOK WEST
Federal to Nepean
Ottawa Subdivision

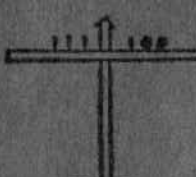
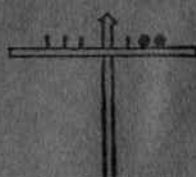
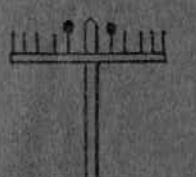
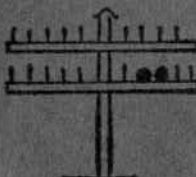
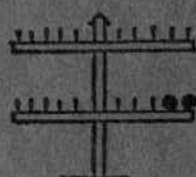
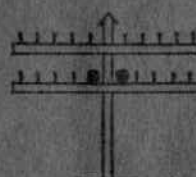
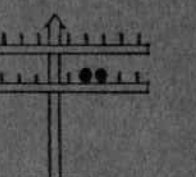
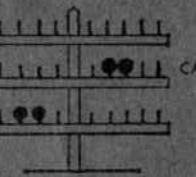
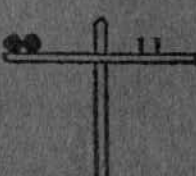
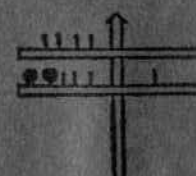
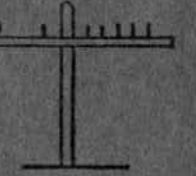
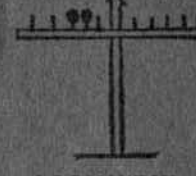
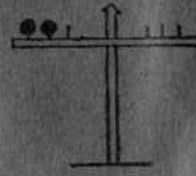
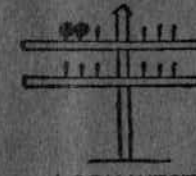
TRAIN PHONE WIRES MARKED ● ●

ALSO LETTER "D" ON EACH SIDE APPROPRIATE CROSSARM EVERY FIFTH POLE

NOTE—Emergency telephone wires must be hooked up as close as possible to the pole, first scraping any corrosion off the pole line wire in order to establish contact with the train dispatcher.

DISPATCHERS' PHONE WIRES

FACE DIRECTION NAMED: COUNT CROSS ARMS FROM TOP DOWN

 <p>LOOK WEST Nepean to Brent Beachburg Subdivision</p>	 <p>LOOK WEST Brent to North Bay Alderdale Subdivision</p>	 <p>LOOK WEST North Bay to Capreol Alderdale Subdivision</p>	 <p>LOOK WEST Capreol to Foleyet Ruel Subdivision</p>
 <p>LOOK WEST Foleyet to Hornepayne Ruel Subdivision</p>	 <p>LOOK WEST Hornepayne to Langlac Caramat Subdivision</p>	 <p>LOOK WEST Langlac to MP 130.5 Caramat Subdivision</p>	 <p>PAGWA SUB</p> <p>LOOK WEST Mlg. 130.5 to Nakina CARAMAT SUB</p>
 <p>LOOK SOUTH Mlg. 0.0 to Geco Manitouwadge Subdivision</p>	 <p>LOOK WEST Nakina to Armstrong Caramat Subdivision</p>	 <p>LOOK WEST Hearst to Mile 78.6 Pagwa Subdivision</p>	 <p>LOOK WEST Mile 78.6 to Mile 143.0 Pagwa Subdivision</p>
 <p>LOOK WEST Smooth Rock to Kapuskasing Mile 72.0 to Hearst Kapuskasing Subdivision</p>		 <p>LOOK WEST Cochrane to Smooth Rock Kapuskasing to Mile 72.0 Kapuskasing Subdivision</p>	

TRAIN PHONE WIRES MARKED ● ●

ALSO LETTER "D" ON EACH SIDE APPROPRIATE CROSSARM EVERY FIFTH POLE

NOTE—Emergency telephone wires must be hooked up as close as possible to the pole, first scraping any corrosion off the pole line wire in order to establish contact with the train dispatcher.

C A N A D A

O N T A R I O

QUEBEC

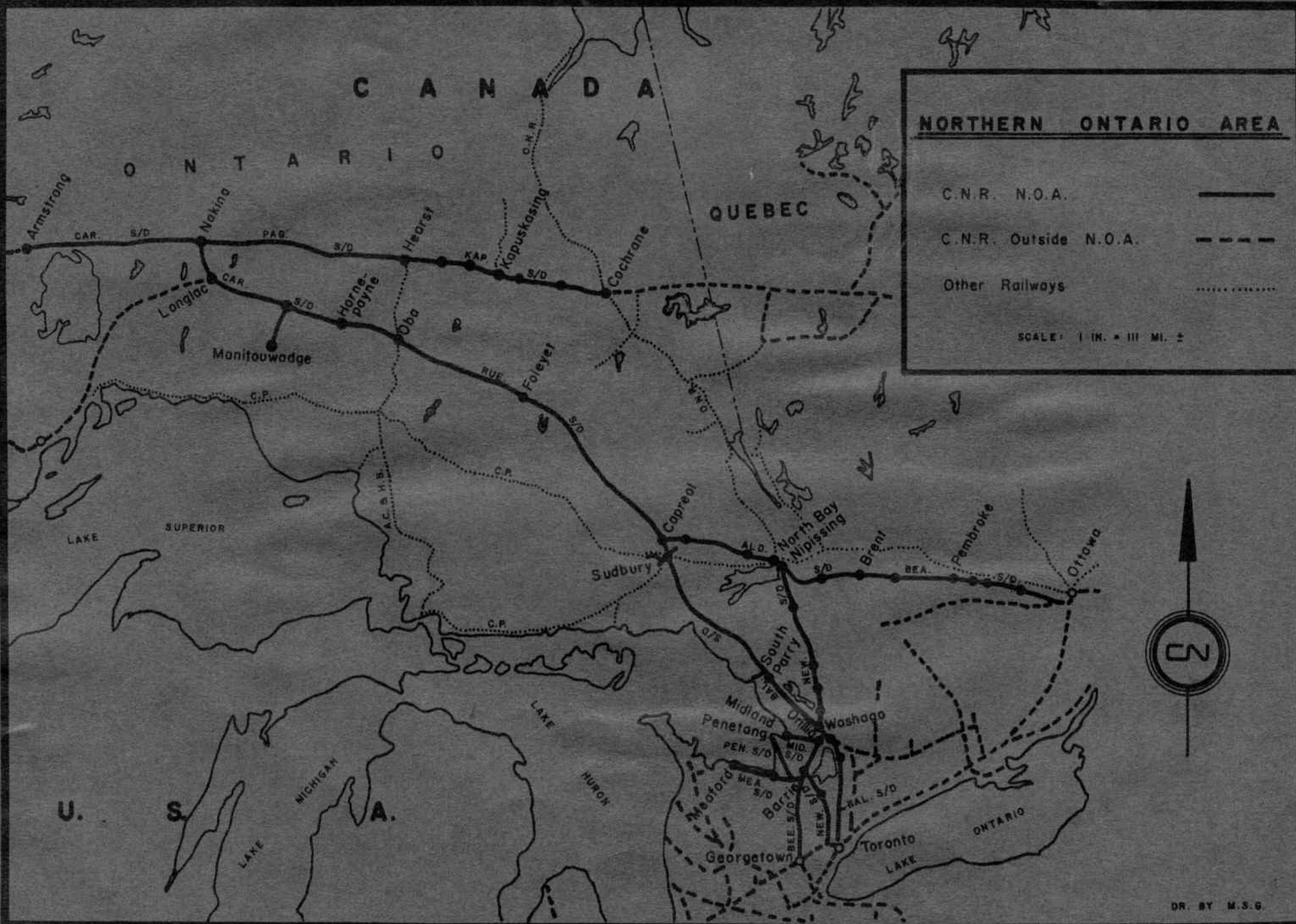
NORTHERN ONTARIO AREA

C.N.R. N.O.A. —————

C.N.R. Outside N.O.A. - - - - -

Other Railways
.....

SCALE: 1 IN. = 111 MI. ±



DR. BY M.S.G.