

99087 #800

SAFETY FIRST

CANADIAN NATIONAL RAILWAYS

CENTRAL REGION

NORTHERN-ONTARIO DISTRICT

TIME **3** TABLE



Taking Effect at 12.01 A.M., Sunday,

GOVERNED BY EASTERN STANDARDS

(Form 225)
CANADIAN NATIONAL EXPRESS COMPANY



FROM
TORONTO, Ont.

COLLECT
CHARGES AT DESTINATION

Pieces..... Weight.....

THE DAYS OF THE WEEK WITH CARRIAGES
AND GOVERNMENT OFFICIALS

INSTRUCTIONS CAREFULLY, IMPORTANT
AND TRAINS ARE SUPERIOR TO TRAMWAYS

ALL FORMER TIME TABLES

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTY
MUST HAVE A COPY OF THEM AND OF THE CURRENT TIME TABLE ACCURATE

C. G. BOWKER,
GENERAL MANAGER,
TORONTO

W. A. KINGSLAND,
ASST. GENERAL MANAGER,
TORONTO

W. R. DEVENISH,
GENERAL SUPERVISOR

From
Southam Press

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Railway and Commercial Printers

F. L. Lamplough
Supt. C.N. Rys
Ottawa
Ont.

No. *250*

Copies

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

OTTAWA DIVISION

Dispatching Office—Ottawa—Telegraph Call "F".

PAGE	SUB-DIVISION	FROM	TO	MILES
5	Bessemer Branch	Bessemer Jct.	Bessemer	7.3
4	Cataraqui	Harrowsmith	Kingston	18.6
5	Coe Hill Branch	Ormsby Jct.	Coe Hill	7.2
10	Depot Harbor	Madawaska	Depot Harbor	133.5
8	Deseronto	Napanee	Brighton	45.1
6	Hurdman	Rideau Jct.	Ottawa (Union) and Hurdman	8.0
3	Irondale	York River	Howland	51.0
9	Locksley	Golden Lake	Pembroke	21.9
5	Marmora Branch	Belmar	Cordova	9.6
5	Maynooth	Trenton	Wallace	117.6
8	Orono	Todmorden	Cobourg	73.0
8	Oshawa Branch	Oshawa	Oshawa Town	2.4
4	Picton	Trenton	Picton	30.6
9	Renfrew	Ottawa	Madawaska	128.2
7	Smith's Falls	Napanee	Rideau Jct.	104.5
3	Tweed	Yarker	Bannockburn	54.5
3	Westport	Brockville	Westport	40.3
TOTAL				853.3

F. L. LAMPLOUGH,
Superintendent,
Ottawa.

H. E. LANDON,

Chief Dispatcher.

P. H. FOX,
Asst. Superintendent,
Ottawa.

M. McKEOWN,
J. E. CATHER,
E. V. TANSLEY,

J. CORBETT,
G. R. BLOW,
W. F. HALL,

Dispatchers.

G. A. HOAG,
Asst. Superintendent,
Trenton.

F. W. GARVIN

H. C. SMITH
S. N. MILLIGAN

Relieving Dispatchers.

NIPISSING DIVISION

Dispatching Office—Capreol—Telegraph Call "K".

PAGE	SUB-DIVISION	FROM	TO	MILES
12	Alderdale	Brent	Capreol	144.8
15	Algoma Eastern Conn.	Algo	C.N. Junction	2.4
13	Bala	Todmorden	Parry Sound	143.5
11	Beachburg	Rideau Jct.	Brent	157.8
14	Garson Branch	Garson Jct.	Garson	3.7
14	Key Harbor	Key Jct.	Key Harbor	6.2
13	Leaside Terminals	Oriole	Dovercourt Road	9.3
16	Ruel	Capreol	Foleyet (not including Foleyet)	148.3
16	Sellwood	Milnet	Sellwood	3.9
14	Sudbury	Parry Sound	Capreol	127.0
15	Sudbury Terminal	Sudbury Jct.	Sudbury	5.2
TOTAL				752.1

G. N. GOAD,
Superintendent,
Capreol.

W. F. HEFLIN,

Chief Dispatcher.

A. H. CAVANAGH,
Asst. Superintendent,
Capreol.

J. G. TAGGART,
H. A. PATTERSON,
E. G. MAYHEW
J. H. HEALEY,
A. E. McCULLOUGH,
F. A. HAWKSHAW,
W. W. COOK.

Dispatchers.

L. W. BULLER,
Asst. Superintendent,
Toronto.

S. M. FOLSTER,
C. B. YOUNG,
J. H. SPIERS,
W. C. BURCH.

Relieving Dispatchers.

NIPIGON DIVISION

Dispatching Office—Hornepayne—Telegraph Call "S."

PAGE	SUB-DIVISION	FROM	TO	MILES
17	Dorion	Jellicoe	Port Arthur (not including Port Arthur)	147.9
17	Longlac	Hornepayne	Jellicoe	150.5
16	Oba	Foleyet	Hornepayne	148.1
TOTAL				446.5

J. J. NAPIER,
Superintendent,
Hornepayne.

J. M. MILLS,

Chief Dispatcher.

Asst. Superintendent,
Hornepayne.

H. M. WARD,
W. C. QUINN,
W. W. COOK.

Dispatchers.

R. H. ADAMS,
H. GOURLAY,
C. M. McINTYRE.

Relieving Dispatchers.

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

NORTHBOUND TRAINS INFERIOR DIRECTION				WESTPORT SUBDIVISION				SOUTHBOUND TRAINS SUPERIOR DIRECTION				NORTHBOUND TRAINS INFERIOR DIRECTION				TWEED SUBDIVISION				SOUTHBOUND TRAINS SUPERIOR DIRECTION					
SECOND CLASS		FIRST CLASS		Miles from Brockville	Cool, Water, Wye, Telephone	Station Numbers	STATIONS	Telegraph Office	Telegraph Calls	Car Capacity		FIRST CLASS		SECOND CLASS	Miles from Yorker	Cool, Water, Wye, Telephone	Station Numbers	STATIONS	Telegraph Office	Telegraph Calls	Car Capacity		SECOND CLASS		
275 Mixed Daily ex. Sunday	313 Daily ex. Sunday	311 Daily ex. Sunday	312 Daily ex. Sunday							314 Daily ex. Sunday	276 Mixed Daily ex. Sunday	69 Passenger Daily ex. Sunday	271 Mixed Monday Wednesday Friday	70 Passenger Daily ex. Sunday							272 Mixed Monday Wednesday Friday				
P.M. 2.15		A.M. 9.40	0.0	CW Y	500	Via Gananoque Subdivision	BROCKVILLE.	DN	R	Ya	rd		P.M. 5.55	A.M. 10.30			630		DKR	Ya	rd	A.M. 8.40			
2.25		9.55	4.1				4.1	...LYN JCT...	D	HN			s	5.40	s	10.15		514			18	10	f	8.27	
2.40							1.1											515			25	8	s	8.15	
s	2.50		s	10.05	5.2			LYN	D	NY	13	30		s	5.36	s	10.05								
f	3.00		f	10.12	7.8			SEELEYS						f	5.29	f	9.40								
f	3.15		f	10.22	12.7			FORTHTON			5			f	5.17	f	9.25								
f	3.20		f	10.26	14.5			GLEN ELBE						f	5.13	f	9.10								
s	3.45		s	10.33	17.4			ATHENS	D	HS	20			s	5.05	s	9.00								
f	4.05		f	10.47	23.8			SOPERTON						f	4.50	f	8.40								
s	4.25		s	10.53	26.3			LYNDHURST	D	ND	10			s	4.46	s	8.30								
s	4.40		s	10.57	27.9		DELTA	D	DY	15			s	4.40	s	8.20									
s	5.00		s	11.10	33.0		PHILLIPSVILLE			10			s	4.25	s	8.05									
		P.M.			35.0		SMITH'S FALLS SUB. CROSSING						P.M.												
5.05	s	3.05	s	11.15	35.0		FORFAR	DN	CK	Ya	rd	s	2.30	4.17	s	7.55									
5.30																									
f	5.40	f	3.10	f	11.18	36.5	CROSBY			S	5	f	2.23	f	4.12	f	7.30								
s	6.00	f	3.20	s	11.28	39.8	NEWBORO	D	NW	10		s	2.13	s	4.02	s	7.15								
6.15		3.35		11.40	44.4		WESTPORT	D	WR	16			2.00	3.50	7.00										
a Daily ex. Sunday	a Daily ex. Sunday	a Daily ex. Sunday										1 Daily ex. Sunday	1 Daily ex. Sunday	1 Daily ex. Sunday								1 Daily ex. Sunday	1 Monday Wednesday Friday		
275	313	311										312	314	276								70	272		

Denotes no passing track.

Denotes no passing track.

WESTPORT SUBDIVISION FOOTNOTES

REGISTER STATIONS—Brockville, Westport.
 COMPARISON CLOCK—Brockville, Westport.
 BULLETIN STATION—Westport.
 FLAG STOPS—Fairs. Mileage 16.4. All Trains.
 No. 314 waits at Westport for No. 313.

NON-INTERLOCKED RAILWAY CROSSING

With Smith's Falls S.D. Mileage 35.0

1. FORFAR. When Operator at Forfar is not on duty, a Trainman must take charge of Railway Crossing and operate semaphore signal. Semaphore arm at right angles to track, and additional red light at night indicates stop, and semaphore arm parallel to track, and additional green light at night indicates proceed.

2. Trains operating over Gananoque Subdivision between Lyn Junction and Brockville must obtain orders from Train Dispatcher at Belleville, and all Trainmen in charge of trains running over Gananoque Subdivision tracks will be governed by their time table and rules. Trainmen and Enginemen in charge of trains between Lyn Junction and Brockville must have in their possession copies of current time table covering this track.

TWEED SUBDIVISION FOOTNOTES

SIDE TRACKS

	Car Capacity	Points Face	Mileage
Cement Works	2	S	22.4

REGISTER STATIONS—Yarker, Tweed, Bannockburn.
 COMPARISON CLOCK—Tweed.
 BULLETIN STATION—Tweed.

1. Yarker. For full instructions covering Yarker, see Smith's Falls Subdivision footnotes, page 6.

2. Speed of ten (10) miles per hour must not be exceeded by any train over White Lake Road Crossing, mile 18. All Northbound Trains must come to full stop 100 feet south of this crossing, sound whistle signal 14L and ring bell before moving, and keep bell ringing until crossing is passed.

3. Tweed. Speed of ten (10) miles per hour must not be exceeded over Victoria Street road crossing, and all switching movements over this crossing must be flagged.

4. Bannockburn. For full instructions covering Bannockburn see Maynooth Subdivision footnotes, page 4.

WAY FREIGHTS—No. 508 operates Mon., Wed. and Fri.—Trenton and Tweed.

No. 509 operates Tue., Thur. and Sat.—Tweed and Trenton.

IRONDALE SUBDIVISION FOOTNOTES

REGISTER STATIONS—York River, Howland.
 BULLETIN STATION—Bancroft.
 COMPARISON CLOCK—Bancroft.

All trains may leave York River and Howland without Terminal Clearance.

No. 268 waits at Howland for No. 267.

SIDE TRACKS

Station No.	Car Capacity	Points Face	Mileage
Jenning	583	5 E W	4.9
Ford	585	5 E W	7.0
Crystal	2	W	6.4
Doubling	4	W	8.4
Oser	34	W	16.9
Ironsides	589	4 W	18.5
Ward	591	5 E W	23.5
Shier	593	4 E	31.7

Westbound Trains
Inferior Direction

SECOND CLASS

	267 Mixed Monday Wednesday Friday	Miles from York River	Cool, Water, Wye, Telephone	Station Numbers
	A.M. 9.45	0.0	Y	574
	s	10.00		
	s	10.15	T	584
	s	10.35	T	586
	s	10.50	T	587
	s	11.30	T	590
	f	11.40		
	s	12.01	T	592
	s	12.35	T	594
	f	12.55		595
	s	1.05	T	596
	f	1.20		597
	2.00 P.M.	51.0	T	599
	a Monday Wednesday Friday			267

IRONDALE
SUBDIVISION

SECOND CLASS

STATIONS

	268 Mixed Monday Wednesday Friday	Miles from York River	Cool, Water, Wye, Telephone	Station Numbers	STATIONS	Telegraph Office	Telegraph Calls	Passing Tracks	Other Tracks	Car Capacity
	P.M. 6.45	0.0	Y	574	YORK RIVER					
	s	6.25			HUGHES			12		
	s	6.10			BAPTISTE			3		
	s	5.45			HIGHLAND GROVE			9		
	s	5.25			MUMFORD			W3		
	s	5.10			WILBERFORCE			27		
	f	4.45			MONMOUTH ROAD					
	s	4.35			TORY HILL			9		
	s	4.10			GOODERHAM			13		
	f	3.40			MAXWELLS					
	s	3.30			IRONDALE			E4		
	f	3.15			FURNACE FALLS					
	2.55 P.M.				HOWLAND			14		

Denotes no passing track.

1 Monday
Wednesday
Friday
268

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

NORTHBOUND TRAINS—INFERIOR DIRECTION						Miles from Picton	Coal, Water, Wye	Station Numbers	PICTON SUBDIVISION STATIONS	Telegraph Offices	Telegraph Calls	Car Capacity	SOUTHBOUND TRAINS—SUPERIOR DIRECTION						
SECOND CLASS		FIRST CLASS											FIRST CLASS			SECOND CLASS			
55 Passenger Daily ex. Sunday	53 Passenger Daily ex. Sunday	319 Passenger Saturday only	309 Passenger Daily ex. Sunday	305 Passenger Daily ex. Sunday	301 Passenger Daily ex. Sunday								304 Passenger Daily ex. Sunday	308 Passenger Daily ex. Sunday	310 Passenger Daily ex. Sunday	52 Passenger Daily ex. Sunday	54 Passenger Daily ex. Sunday	Passing Tracks	Other Tracks	304 Passenger Daily ex. Sunday	308 Passenger Daily ex. Sunday	310 Passenger Daily ex. Sunday	52 Passenger Daily ex. Sunday	54 Passenger Daily ex. Sunday
P.M. 3.00	A.M. 10.10	P.M. 10.50	P.M. 7.40	P.M. 12.55	A.M. 6.25	0.0	W Y	525	.....	D C N	Yard			A.M. 11.59	P.M. 7.30	P.M. 10.40	.....	A.M. 9.45	P.M. 1.55
s 3.10	s 10.20	s 11.00	s 7.50	s 1.05	s 6.35	4.2		526	.....	D F D	25 14	s	s	s 11.50	s 7.20	s 10.30	.....	s 9.30	s 1.41
f 3.18	f 10.28	f 11.08	f 7.58	f 1.12	f 6.43	7.6		527	.....			f	f	f 11.40	f 7.12	f 10.22	.....	f 9.22	f 1.30
s 3.27	s 10.37	s 11.17	s 8.07	s 1.20	s 6.52	11.0		528	.....	D W O	30	s	s	s 11.30	s 7.03	s 10.13	.....	s 9.13	s 1.20
f 3.36	f 10.46	f 11.26	f 8.16	f 1.28	f 7.01	14.9		529	.....			f	f	f 11.21	f 6.54	f 10.03	.....	f 9.04	f 1.03
s 3.40	s 10.50	f 11.30	f 8.20	f 1.33	f 7.05	16.5		530	.....			f	f	f 11.17	f 6.50	f 9.59	.....	s 9.00	s 1.00
s 3.51	s 11.05	s 11.41	s 8.31	s 1.44	s 7.16	21.3		531	.....	D N S	25	s	s	s 11.05	s 6.39	s 9.49	.....	s 8.49	s 12.49
f 3.59	f 11.13	f 11.49	f 8.39	f 1.51	f 7.24	24.9		532	.....			f	f	f 10.57	f 6.31	f 9.41	.....	f 8.41	f 12.41
f 4.01	f 11.15	f 11.51	f 8.41	f 1.53	f 7.26	25.6		533	.....		N 13	f	f	f 10.55	f 6.29	f 9.39	.....	f 8.39	f 12.39
4.05	f 11.19	f 11.55	f 8.45	f 1.57	f 7.30	27.0			.....			f	f	f 10.52	f 6.25	f 9.35	.....	f 8.35	f 12.35
4.15	11.25	A.M. 12.05	8.55	2.10	7.40	30.6	C W Y	650	.....	D N R N	Yard			10.45	6.15	9.25	.....	8.25	12.25
a Daily ex. Sunday 55	a Daily ex. Sunday 53	a Sunday only 319	a Daily ex. Sunday 309	a Daily ex. Sunday 305	a Daily ex. Sunday 301									1 Daily ex. Sunday 304	1 Daily ex. Sunday 308	1 Daily ex. Sunday 310		1 Daily ex. Sunday 52	1 Daily ex. Sunday 54

◆ Denotes no passing track.

PICTON SUBDIVISION FOOTNOTES

REGISTER STATIONS—Trenton, Picton.
COMPARISON CLOCK—Trenton.
BULLETIN STATION—Trenton.

NON-INTERLOCKED DRAWBRIDGE

Murray Canal..... Mileage 27.0
No. 310 waits at Trenton for No. 309.

SIDE TRACKS

Station	Car No.	Capacity	Points Face	Mileage
Hart's.....	3		N	1.4

WAY FREIGHTS

Nos. 502 and 503 operate Monday, Wednesday and Friday—Trenton and Picton.

1 (a) Trenton Yard extends from yard limit board Picton Subdivision to yard limit board north of Trenton Jct., and from yard limit board west of Trenton West Yard, to yard limit board east of Trenton Station. In this station yard, Deseronto Subdivision trains will use centre track of the three tracks passing station, with necessary crossover switches, providing a continuous route from standpipe to east switch of wye at Trenton drawbridge, and normal position of all switches will be for this route; but all trains must approach junction switches at these points under control prepared to move to Trenton Station by other routes if directed or signalled by switchman in charge, and must, in making any movements within these limits, use such caution as will ensure absolute safety. All trains must approach and pass under control over that portion of track in Trenton Yard between standpipe and east switch of wye.

CATARAQUI SUBDIVISION (via C.P.R.) 18.6 miles

No. 74 vs. Harrowsmith 4.30 p.m., arr. Kingston 5.15 p.m. No. 73 vs. Kingston 3.15 p.m., arr. Harrowsmith 4.05 p.m.

1. All trains between Harrowsmith and Kingston will be governed by Canadian Pacific Ry. Time Table and Train Rules. Trainmen and enginemen running over this Subdivision must have in their possession copy of C.P.R. Rules and C.P.R. current Time Table. Times shown are for convenience only.

2. For full instructions covering movements at Harrowsmith, see Smith's Falls Subdivision footnotes, page 7.

MAYNOOTH SUBDIVISION FOOTNOTES

REGISTER STATIONS

Trenton, Trenton Jct., Bannockburn, Ormsby Jct., Bancroft, York River, Maynooth, Wallace, Coe Hill.

BULLETIN STATIONS

Trenton, Bancroft, Maynooth.

COMPARISON CLOCK

Trenton, Bancroft.

NON-INTERLOCKED RAILWAY CROSSINGS AT GRADE

With Campbellford Subdivision..... Mileage 15.4
With C.P.R..... " 25.0

NON-INTERLOCKED DRAWBRIDGE

Trent Canal..... Mileage 13.1

FLAG STOPS (ALL TRAINS)

Glen Miller..... Mileage 4.8
Turiff..... " 74.6
Graphite..... " 99.0

No. 54 waits at Trenton Jct. for No. 53.
No. 56 waits at Trenton Jct. for No. 55.
No. 306 waits at Trenton Jct. for No. 305.
No. 308 waits at Trenton Jct. for No. 307.

1. Trenton Yard. For full instructions covering this yard see Smith's Falls Subdivision footnotes, page 6.

2. Trains meeting at Trenton Junction will use the Oshawa Subdivision connection.

3. Anson Jct. When Signalman not on duty at this point, Trainmen must take charge of Railway Crossing, and operate signals in connection therewith, to protect movement their trains over this Crossing.

4. Bonarlaw. On semaphore at Bonarlaw the upper arm governs C.P.R. trains and the lower arm governs C.N.R. trains.

5. Belmar. Trains must not move over Marmora Branch without verbal permission from the Agent at Marmora or instructions from the Train Dispatcher on duty.

6. Bannockburn. (a) No. 271 off Tweed Subdivision will pull through north leg of wye and back train to station on Maynooth Subdivision Main Track; No. 272 to Tweed Subdivision will back train to north switch and pull through north leg of Wye.

(b) Position of east wye switch is normal when set for North leg of wye.

7. Bessemer Jct. Trains must not move over Bessemer Branch without instructions from Train Dispatcher on duty.

7A. Engines must not go more than fifty (50) feet past heel of frog Hambly's spur.

8. Bancroft. Speed of ten (10) miles per hour must not be exceeded over Bridge Street road crossing.

9. York River. Trains from Irondale Subdivision may leave York River without terminal clearance.

10. All trains may leave Wallace without terminal clearance, but must obtain terminal clearance before leaving Maynooth which is to be considered an initial station for all trains.

SIDE TRACKS

Station Number	Car Capacity	Points Face	Mileage
Glen Miller.....	535	66 N	4.8
Box Board.....	54	N	8.8
Kinsman.....	3	S	36.0
Ray.....	551	4 S	48.4
Thompson.....	553	6 S	51.1
Snow Road.....	555	5 S	53.6
Nobb.....	567	18 S	76.4
Marble Quarry.....	571	86 S	82.9
Hastings Road.....	572	4 S	84.4
Hydro.....		26	89.0
Casselman.....	576	13 NS	92.5
Molybdenite.....		3 S	93.9
Graphite.....	578	2 NS	99.0
Coe Hill Branch—Creosote.....	561	S	70.4

MARMORA BRANCH

Cooperage.....	4	S	3.0
Lynch & Ryan.....	8	NS	7.5

BESSEMER BRANCH

Bessemer Jct.....	7	N	0.1
Bessemer.....	14	NS	5.0
Hambly.....	20	N	6.5

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

NORTHBOUND TRAINS—INFERIOR DIRECTION							MAYNOOTH SUBDIVISION				SOUTHBOUND TRAINS—SUPERIOR DIRECTION														
SECOND CLASS			FIRST CLASS				Miles from Trenton	Coal, Water, Wye, Telephone	Station Numbers	STATIONS	Telegraph Offices		Car Capacity		FIRST CLASS			SECOND CLASS							
55 Passenger Daily ex. Sun.	265 Mixed Tuesday, Thursday, Saturday	271 Mixed Monday Wednesday Friday	53 Passenger Daily ex. Sun.	263 Mixed Tuesday, Thursday, Saturday	267 Mixed Monday, Wednesday, Friday	307 Passenger Daily ex. Sunday					305 Passenger Daily ex. Sunday	61 Passenger Monday Wednesday, Friday	62 Passenger Monday, Wed., Fri.	306 Passenger Daily ex. Sunday	308 Passenger Daily ex. Sunday	266 Mixed Tuesday, Thursday, Saturday	272 Mixed Monday, Wednesday, Friday	264 Mixed Tuesday, Thursday, Saturday	54 Passenger Daily ex. Sun.	56 Passenger Daily ex. Sunday	268 Mixed Monday, Wednesday, Friday				
P.M. 4.25	P.M. 3.00		A.M. 11.30	A.M. 9.00		P.M. 5.30	P.M. 2.25	P.M. 12.30	0.0	CW	Y	650	TRENTON	DNRN	Yard	A.M. 11.15	P.M. 3.15	P.M. 6.00	A.M. 11.15			P.M. 4.25	P.M. 12.20	P.M. 5.15	
4.30 P.M.	3.10		11.35 A.M.	9.10		5.40 P.M.	2.30 P.M.	12.40	1.6	T		650	TRENTON JCT.	DNRE		11.05	3.10 P.M.	5.55 P.M.	11.05			4.18	12.10 P.M.	5.05 P.M.	
	3.30			9.35				12.55	7.9			536	FRANKFORD	DFA	44	10.51			10.45			4.00			
	3.45			9.53					13.1			536	TRENT CANAL D'WB'DGE												
	4.00			10.05					15.4			538	CAMPBELLFORD SUBD. CROSSING												
	4.15			10.15					19.9			539	ANSON JCT.	D DJ	14	10.32			10.15			3.30			
	4.25			10.30					22.8			540	WELLMAN		22	10.20			9.53			3.10			
	4.40			10.37					25.0			540	SPRINGBROOK		13	10.13			9.43			3.00			
	4.46			10.58					25.0			541	C.P.R. CROSSING	D CG	19	10.07			9.35			2.52			
	5.00			11.10					27.2	Y		542	BELMAR			9.59			9.25			2.40			
	5.20			11.25					30.5	W		546	MARMORA	D AN	25	9.52			9.15			2.30			
	5.35			11.40					36.4			548	MALONE		26	9.36			8.55		To Tweed Subdivision	2.10			
	5.55			11.55					40.7			549	ELDORADO	D ED	40	9.26			8.40			1.55			
	6.10			12.08					45.7	WY		550	BANNOCKBURN	D B'A	27	9.13			8.20		A.M. 8.50	1.40			
	6.30			12.20					50.1			552	MILLBRIDGE	D BG	34	9.02			8.02			8.32	1.25		
	6.50			12.32					55.2			556	McDONALDS		16	8.49			7.46			8.16	1.10		
	7.10			12.45					59.7	W		557	GILMOUR	D GM	36	8.37			7.32			8.02	12.55		
	7.25			1.00					62.6			558	ST. OLA		14	8.30			7.22			7.52	12.45		
	7.35								66.4	Y		559	ORMSBY JCT.	OY		8.22			7.10			7.40	12.30		
	7.55								68.9			560	ORMSBY		10				7.00			7.30			
	8.15								73.6	CWY		562	COE HILL	D CO					6.45			7.15			
	8.35								67.9			563	BRINKLOW		18	8.18			A.M.			A.M.	12.25		
	8.55								73.2			565	EGAN CREEK		30	8.06							12.05 P.M.		
	9.15								78.1			568	BESSEMER JCT.												
	9.35								78.8			569	DETJOR.	D MA	19	7.53							11.45		
	9.55								82.2			570	BRONSON		17	7.44							11.31		
	10.15								85.9	CW		573	BANCROFT	D BF	22	7.35						11.20			P.M. 7.00
	10.35								88.4	Y		574	YORK RIVER			7.22						10.50			
	10.55								89.7			575	Jct. with Irondale Subdivision									10.40			6.50 P.M.
	11.15								95.8			577	BIRD'S CREEK		19	7.18						10.35			
	11.35								101.7	WY		579	MAYNOOTH	D MY	20	6.45						9.45			
	11.55								109.7			580	LAKE ST. PETER		19	A.M.						A.M.			
	12.15								113.2			581	McCONNELL		13										
	12.35								117.6	Y		582	WALLACE		18										

Denotes no passing track
See Footnotes opposite page.

WAY FREIGHTS:—Nos. 504 and 505 operates Tues., Thur. and Sat.—Trenton and Marmora. No. 507 operates Tues., Thur. and Sat.—Trenton and Bancroft. No. 506 operates Mon., Wed. and Fri.—Bancroft and Trenton.

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

SMITHS FALLS SUBDIVISION FOOTNOTES

REGISTER STATIONS

Napanee Yarker Harrowsmith Rideau Jct.

BULLETIN STATION

Napanee

COMPARISON CLOCK

Napanee

NON-INTERLOCKED RAILWAY CROSSINGS AT GRADE AND DRAWBRIDGES
C.P. Ry., Mile 84.9—Westport Sub., Mile 55.4—Rideau Canal, Mile 35.5.

FLAG STOPS

Nos. 5 and 8 will stop on flag at Twin Elm (mileage 10.1.)

"b" denotes flag stop for passengers to and from Harrowsmith or beyond.

"g" denotes flag stop for Toronto passengers.

"v" denotes flag stop for Ottawa passengers.

1. (a) Napanee. Smiths Falls Subdivision trains must stop before fouling Gananoque Subdivision main tracks and not proceed until movement has been protected by semaphore signals which are bolt-locked with Gananoque Subdivision main track switches connecting these subdivisions.

(b) Trains as scheduled use Gananoque Subdivision main tracks, and must be governed by Gananoque Subdivision instructions covering the movement, as also must any other trains using Gananoque Subdivision main tracks at this point.

(c) Napanee Siding, mileage 103.9 is the abandoned portion of the Smiths Falls Subdivision at this point and will be used for the purpose of meeting and passing trains. The end of this track is not provided with a stop block.

2. Yarker. All engines and trains must use caution in moving around Yarker wye expecting to find trains turning thereon.

3. Harrowsmith. C.N. Ry. trains must not occupy Main track of C.P. Ry. at Harrowsmith until permission has been obtained from Operator on duty, or until such movement has been protected. Trains will be governed by indications of the two fixed signals located between C.P. Ry. and C.N. Ry. Main tracks 500 feet east and 500 feet west of Crossover Switches. Signals displayed at "Proceed" indicate that switches are set and track is clear for C.P. Ry. trains. Signals displayed at stop indicate that C.P. Ry. Main track is clear and switches set for C.N. Ry. trains. Unless otherwise instructed C.N. Ry. trains will use C.N. Ry. track through Harrowsmith Yard. The position of C.P. Ry. Main track switches in Harrowsmith Yard is normal when set for C.P. Ry. Main Track.

4. Forfar. When Operator at Forfar is not on duty, a Trainman must take charge of Railway Crossing and operate semaphore signal. Semaphore arm at right angles to track, and additional red light at night indicates stop, and semaphore arm parallel to track, and additional green light at night indicates proceed.

5. Smith's Falls. Rideau Canal Drawbridge. Movements over this drawbridge will be governed strictly in accordance with indication of semaphore signals and trains must not exceed speed of fifteen (15) miles per hour when passing over.

6. Rideau Junction—(a) Position of the Junction switch at Rideau Jct., is normal when set for Main track Trenton to Ottawa.

7. Operators at Rideau Jct. also operators at Harrowsmith and Forfar when on duty, must register all trains except those terminating at these stations and those displaying green signals; trains terminating at these stations and trains displaying green signals must be registered by their Conductors. (See Special Rule B.)

SIDE TRACKS—Smiths Falls Subdivision

	Station No.	Car Capacity	Points face.	Mileage.
Houpt.....	631	75	E	95.7
Mica .....	.....	2	W	77.7
Merkleys.....	.....	4	E	23.5
Twin Elm.....	612	5	E	10.1

WAY FREIGHTS:

No. 508 operates Mon., Wed. and Fri.—Trenton and Tweed.
No. 509 operates Tues., Thurs. and Sat.—Tweed and Trenton.
No. 510 operates Tues., Thurs. and Sat.—Yarker and Bank St. Yard.

No. 511 operates Mon., Wed. and Fri.—Bank St. Yard and Yarker.
No. 408 due to leave Belleville (Gananoque Subdivision), 8.30 a.m.
No. 407 due to arrive Belleville (Gananoque Subdivision), 6.00 p.m.

WESTBOUND TRAINS INFERIOR DIRECTION										EASTBOUND TRAINS SUPERIOR DIRECTION									
THIRD CLASS		SECOND CLASS	FIRST CLASS		Miles from Rideau Jct.	Water, Coal, Wye.	Station Numbers	SMITH'S FALLS SUBDIVISION	Telephone and Telegraph Offices.	Telegraph Calls	Car Capacity		FIRST CLASS		SECOND CLASS	THIRD CLASS			
407 Fast Freight Daily		171 Passenger Daily ex. Sun.	7 Passenger Daily	5 Passenger Daily ex. Sun.							8 Passenger Daily	6 Passenger Daily ex. Sun.	170 Passenger Daily ex. Sun.	408 Fast Freight Daily	Passing Tracks	Other Tracks	8 Passenger Daily	6 Passenger Daily ex. Sun.	170 Passenger Daily ex. Sun.		408 Fast Freight Daily
A.M.										P.M.									
A.M.										P.M.									
9.50					0.0		605	RIDEAU JCT.	D N R J	Ya	rd	7.20	6.55				4.40		
10.00					3.5		610	MERIVALE			50	f 7.10	6.49				4.25		
10.10					6.9		611	FALLOWFIELD			47	f 7.00	6.43				4.15		
10.25					12.6	W	613	RICHMOND	D H D	50	20 s 6.50	s 6.34					3.55		
10.45					20.7		614	DWYER HILL			60	f 6.30	6.22				3.25		
11.05					27.8		615	NOLANS			65	f 6.15	6.11				3.00		
11.35					35.1	W	616	SMITH'S FALLS	D N SF	48	50 s 5.57	s 6.00					2.25		
					35.5			RIDEAU CANAL D'WB'DGE											
11.55					42.0		617	LOMBARDY			46	5.45	f 5.46				2.00		
12.18					51.4		619	PORTLAND	D O D	48	12 f 5.27	s 5.30					1.35		
12.33					55.4	Y	620	FORFAR	D N CK	50	30 s 5.17	s 5.21					1.20		
					55.4			WESTPORT SUB. CRSG											
12.40					57.3	W	621	ELGIN		G I	36	12 5.07	f 5.15				1.10		
12.55					62.5		622	CHAFFEYS LOCKS		C F	46	f 4.57	f 5.05				12.55		
1.25					71.1		624	BUCK LAKE			50	4.42	4.49				12.25		
1.35					74.0		625	PERTH ROAD			44	4.35	f 4.43				12.15		
2.05					80.8	W	627	SYDENHAM	D S Y	63	14 f 4.22	s 4.31					P.M. 11.55		
					84.9			C.P.R. CROSSING											
2.35					85.1	Y	628	HARROWSMITH	D H A	17	10 f 4.09	s 4.20			To Tweed Subdivision P.M. 7.05		11.35		
3.10					91.4	CW Y	630	YARKER	D N K R	45	125 s 3.57	s 4.07					11.15		
3.25					95.3		631	CAMDEN EAST			45	6 g 3.45	4.01				10.45		
3.57					97.8		632	NEWBURGH	D N U	50	10 g v 3.40	b 3.57			s 6.55		10.35		
4.10					99.8		634	STRATHCONA	D R A	34	g 3.35	3.53			s 6.50		10.25		
					103.9		636	NAPANEE SIDING			44		3.45				10.05		
4.25					104.5	W Y	636	NAPANEE	D N N E	Ya	rd	3.25	3.43			6.40	10.00		
								(Jct. with Gananoque Sub.)				A.M.	P.M.		P.M.		A.M.		
a Daily		a Daily ex. Sun.		a Daily				Denotes no passing track				i Daily	i Daily ex. Sun.		i Daily ex. Sun.		i Daily		
407		171		7								8	6		170		408		

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

WESTBOUND TRAINS INFERIOR DIRECTION				ORONO SUBDIVISION				EASTBOUND TRAINS SUPERIOR DIRECTION			
Second Class	First Class	Miles from Todmorden	Coal, Water, Wye	Station Numbers	Telephone and Telegraph Offices	Telephone Calls	Passing Tracks	Other Tracks	Car Capacity	First Class	Second Class
211 Mixed / Tues., Thur., Sat.	31 Psgr. / Mon., Wed., Fri.									32 Psgr. / Mon., Wed., Fri.	212 Mixed / Tues., Thur., Sat.
STATIONS											
A.M. 6.00	A.M. 7.15	73.0	CW Y	660	DN RU					P.M. 7.40	P.M. 6.10
6.05	7.20	72.8		660	CB	60	11			7.35	6.05
		72.5									
s6.25	s7.30	66.5		662	HO	50	12			s7.25	s5.50
f6.40	f7.38	62.5								f7.15	f5.40
f7.00	f7.48	56.9		663	D AC	48	8			f7.04	f5.25
s7.15	s7.55	53.4		664	D SI	43	8			s6.56	s5.10
s7.45	s8.05	47.7	W	666	D ON	50	45			s6.45	s4.45
s8.10	s8.15	42.4		668	D BO	54	12			s6.34	s4.10
s8.22	s8.22	39.3		669	NK		8			s6.27	s3.52
s8.40	s8.35	33.5		670	OA	48	11			s6.15	s3.34
		30.2									
f8.52	f8.43	29.6	W	672			50	15		f6.07	f3.22
f9.05	f8.48	27.0		673				E3		f6.02	f3.12
s9.25	s8.55	23.7		675	D GN	48	6			s5.55	s3.00
f9.35	f9.00	21.6		676				4		f5.50	f2.42
		18.0									
s9.50	s9.11	17.0		678	D CH	50	8			s5.41	s2.25
s10.10	s9.23	10.7	W	680	D MV	50	7			s5.30	s2.05
10.23	9.30	6.2		682			16			5.20	1.50
10.35	9.41	0.0		686	D ND N	19				5.09	1.30
11.10	10.10				DN					4.45	1.00
A.M. 211	A.M. 31									P.M. 32	P.M. 212

ORONO SUBDIVISION FOOTNOTES

REGISTER STATIONS..... Cobourg (Oshawa Sub.) Todmorden.
 COMPARISON CLOCKS..... Cobourg (Oshawa Sub.)
 BULLETIN STATIONS..... Cobourg (Oshawa Sub.)

- (a) All trains between Todmorden and Toronto (Union) are governed by Toronto Terminals Time Table and Train Rules.
- (b) Position of switch at Todmorden is normal when set for main track, Toronto to Parry Sound.
2. Cobourg. (a) Movement of trains between Cobourg Stations will be governed by Rule 93. Transfer track must be kept clear.
- (b) When signalman not on duty, Trainmen must take charge of railway crossing and operate semaphore signals, to protect movement their trains over this crossing.
3. Oshawa. Trains must not move between Oshawa and Oshawa Town without instructions from Train Despatcher on duty.
4. Brinlook. When Signalman not on duty, Trainmen must take charge of Railway Crossing, and operate semaphore signals, to protect movement their trains over this crossing.

SIDE TRACKS

Station No.	Car Capacity	Points face	Mileage
Dawes Road..... 684	15	E	2.8
Harris.....	5	W	5.0
Brock Road.....	4	W	21.6
Godson..... 674	59	E	24.5

WESTBOUND TRAINS INFERIOR DIRECTION										DESERONTO SUBDIVISION										EASTBOUND TRAINS SUPERIOR DIRECTION									
FIRST CLASS										STATIONS										FIRST CLASS									
9 Passenger / Daily ex. Sun.	303 Passenger / Daily ex. Sun.	29 Passenger / Daily ex. Sun.	7 Passenger / Daily	Miles from Hurdman	Coal, Water, Wye	Station Numbers	8 Passenger / Daily	302 Passenger / Daily ex. Sun.	10 Passenger / Daily ex. Sun.	30 Passenger / Daily ex. Sun.																			
P.M. 5.02	A.M. 9.16	A.M. 7.01	A.M. 2.46	104.5	Y W	636	A.M. 3.24	A.M. 9.10	A.M. 11.51	P.M. 10.33																			
s 5.15	s 9.35	s 7.15	s 3.10	110.8	W	638	s 3.10	s 8.47	s 11.35	s 10.18																			
s 5.31	f 9.51	f 7.30	3.30	120.0	W	642	f 2.55	f 8.29	s 11.17	f 9.57																			
f 5.38	f 9.58	f 7.37	3.37	123.6		643	f 2.45	f 8.21	f 11.11	f 9.50																			
s 5.50	s 10.10	s 7.45	3.45	128.3	Y	645	s 2.35	s 8.10	s 11.02	s 9.40																			
f 5.59	f 10.22	f 7.57	3.55	134.0		648	f 2.25	f 7.57	f 10.50	f 9.30																			
s 6.10	10.35 A.M.	s 8.10	s 4.05	139.7	CW Y	650	s 2.15	7.45 A.M.	10.40	9.20																			
6.25		8.20	4.15	139.2			s 2.05		10.35	9.10																			
6.27		8.22	4.18	140.4		650	2.01		10.33	9.07																			
f 6.37	TO PICTON SUB-DIVISION	f 8.31		145.9					FROM PICTON SUB-DIVISION	f 10.23	f 8.55																		
6.47		8.40	4.35	149.6		653	1.43		10.14	8.48																			
P.M. 9		A.M. 29	A.M. 7				A.M. 8		A.M. 10	P.M. 30																			

DESERONTO SUBDIVISION FOOTNOTES

REGISTER STATIONS..... Brighton (Oshawa Sub.), Trenton, Napanee.
 BULLETIN STATIONS..... Trenton, Napanee.
 COMPARISON CLOCKS..... Trenton, Napanee.

NON-INTERLOCKED RAILWAY CROSSINGS AT GRADE AND DRAWBRIDGES

Pinnacle Street..... Mile 128.4
 Drawbridge at mileage 139.2 and crossing with C.P.R. at mileage 139.0 are controlled by one interlocking plant. There is no distant semaphore governing eastbound trains, and operator at Trenton Station must before clearing eastbound trains receive instructions from tower man by telephone.

FLAG STOPS

Nos. 302 and 303 will stop on flag at Quinte Golf Club (mileage 132.0)
 "h" denotes flag stop for passengers to and from Harrowsmith or beyond.
 "g" denotes flag stop for Toronto passengers.
 "v" denotes flag stop for Ottawa passengers.

1. Brighton. Deseronto Subdivision trains must approach the Oshawa Subdivision junction switch under control and must know, before fouling the westbound Oshawa Subdivision main track, that the switches are right and movement protected.
2. (a) Trenton is an initial station for all trains.
 (b) Trenton Yard extends from yard limit board Picton Subdivision to yard limit board north of Trenton Jct., and from yard limit board west of Trenton West Yard, to yard limit board east of Trenton Station. In this yard, Deseronto Subdivision trains will use centre track of the three tracks passing station, with necessary crossover switches, providing a continuous route from standpipe to east switch of wye at Trenton drawbridge, and normal position of all switches will be for this route; but all trains must approach junction switches at these points under control prepared to move to Trenton Station by other routes if directed or signalled by switchman in charge, and must, in making any movements within these limits, use such caution as will ensure absolute safety. All trains must approach and pass under control over that portion of track in Trenton Yard between stand pipe and east switch of wye.
 (c) Trenton West Yard Passing Track extends from switch ten (10) poles west of mileage 104.0 to switch ten (10) poles east of mileage 104.0.
 (d) Trainmen must not ride on top of cars while passing under Oshawa Sub. Bridge at Trenton Junction.

(e) Speed of all trains passing Marmora Street crossing, Trenton, must be restricted to ten miles per hour; crossing whistle sounded twice, first at the whistle post a quarter of a mile from the crossing, and again at a point one-eighth of a mile from the crossing, the engine bell to be kept ringing continuously until the crossing is passed.

3. Belleville. (a) Normal indication of cross-over switches is for movement of Canadian National Railway trains to reach and leave station platform track, and this most northerly or platform track between cross-overs is known as the "Joint Section." This Joint Section is also used by Canadian Pacific Railway trains, which will stop clear of cross-over switches used by C.N. Ry. trains in reaching Joint Section until Conductor has ascertained from Operators that no C.N. Ry. trains are due, when they may upon hand signal pass over Joint Section. All C.P. Ry. trains are required to keep clear of C.N. Ry. trains.

(b) All C.N. Ry. trains must approach cross-over switches under control, not exceeding ten (10) miles per hour, and not pass into Joint Section until it is seen or known to be clear.

(c) The most northerly track both west of west cross-over switch and east of east cross-over switch is C.P. Ry. exclusive track.

(d) C.P. Ry. engines or trains must not enter or occupy any of the tracks except Joint Section.

(e) The single semaphore on the north side of track governs movements of trains over Pinnacle street, at Belleville (Mileage 128.4). The arm of this semaphore is displayed to left of pole as seen from eastbound trains.

4. Thurlow. C.N. Ry. Trains and Engines must at all times be protected against Thurlow Ry. Co. Engines while standing or during switching operations on Thurlow Ry. Co. tracks at Thurlow, or on passing track at Thurlow.

5. (a) Napanee. Deseronto Subdivision trains must stop before fouling Gananoque Subdivision main tracks and not proceed until movement has been protected by semaphore signals which are bolt-locked with Gananoque Subdivision main track switches connecting these subdivisions.

(b) Trains as scheduled use Gananoque Subdivision main tracks, and must be governed by Gananoque Subdivision instructions covering the movement, as also must any other trains using Gananoque Subdivision main tracks at this point.

SIDE TRACKS—Deseronto Subdivision

Station No.	Car Capacity	Points face.	Miles
Waterworks..... 647	7	E	129

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

WESTBOUND TRAINS INFERIOR DIRECTION				Miles from Alburgh Jct.	Water, Coal, Wye.	Station Numbers.	DEPOT HARBOR SUBDIVISION	Telegraph Offices.	Telegraph Calls.	Car Capacity		EASTBOUND TRAINS SUPERIOR DIRECTION			
THIRD CLASS		FIRST CLASS								Passing Tracks.	Other Tracks.	FIRST CLASS		THIRD CLASS	
261 Mixed and Freight Daily ex. Sun.		89 Passenger Daily ex. Sun.										90 Passenger Daily ex. Sun.		262 Mixed and Freight Daily ex. Sun.	
A.M. 8.00		P.M. 1.25		263.1	W C		MADAWASKA	D N M D	Yar d...			P.M. 1.20		P.M. 5.00	
f 8.15		f 1.34		266.7			EGAN ESTATE		14			f 1.10		f 4.50	
8.30		f 1.45		271.2			L'AMABLE		30	6		f 1.00		4.35	
s 9.20		s 2.02		278.9			WHITNEY	D W N	45	38		s 12.37		s 4.15	
		f 2.05		280.2			BELLWOOD					f 12.30			
s 10.00		s 2.30		289.7	W		ROCK LAKE		UF	60	9	s 12.01		s 3.40	
s 10.50		s 3.00		301.7	W		ALGONQUIN PARK	D C H	50	8		11.30		s 3.00	
11.10		3.15		308.7			SIMS PIT			23		11.10		s 2.33	
		f 3.20		309.4			JOE LAKE					f 11.08			
s 11.15		f 3.22		309.7			CANOE LAKE					f 11.05		s 2.05	
s 11.40		s 3.39		316.2			BRULE LAKE	D B U	25	31		s 10.48		s 1.45	
P.M. 12.15		s 4.00		324.1	W C		RAINY LAKE		RY	42	10	s 10.27		s 1.15	
s 12.40		s 4.24		333.5			RAVENSWORTH	D R W	30	30		s 10.00		s 12.40	
s 1.15		s 4.41		340.7			KEARNEY	D K N	45	18		s 9.38		s 12.01	
s 1.40		s 4.55		346.1	W Y		SCOTIA JUNCTION	D N N S	51			9.20		P.M. 11.30	
2.55		5.10		346.2			HUNTSVILLE SUB. CROSSING					s 9.05		s 10.40	
3.20		5.23		351.6			MUD LAKE			33		8.50		10.20	
s 3.55		s 5.36		357.0			SPRUCEDALE	D R U	29	19		s 8.38		s 10.00	
s 4.15		s 5.44		360.0			WHITE HALL	D W	14	15		s 8.29		s 9.40	
s 4.35		s 5.50		363.6	W		BEAR LAKE			40	10	s 8.20		s 9.25	
s 5.00		s 6.05		369.1			SEGUIN FALLS			21	7	s 8.07		s 9.00	
s 5.30		s 6.21		375.3			EDGINGTON	D G U	34	8		s 7.53		s 8.30	
s 5.45		f 6.28		378.4			MAPLE LAKE				4	s 7.45		s 8.20	
s 6.00		f 6.35		380.8			BEATTY'S				22	f 7.38		s 8.10	
s 6.30		6.53		388.1			OTTER LAKE	D N C Q	35	10		7.22		s 7.42	
7.00		P.M.		390.6			JAMES BAY JUNG				6	A.M.		7.10	
7.10				393.7			ROSE POINT				4			7.05	
s 7.20		To Bala Sub.		396.6	W C		DEPOT HARBOR	D N H R	Yar d...			From Bala Sub.		s 6.55	
7.30		P.M.												6.40	
a Daily ex. Sun. 261		a Daily ex. Sun. 89					† Denotes no passing track.					† Daily ex. Sun. 90		† Daily ex. Sun. 262	

DEPOT HARBOR SUBDIVISION FOOTNOTES

REGISTER STATIONS
Madawaska, Scotia Jct., Depot Harbor, Otter Lake.

NON-INTERLOCKED DRAWBRIDGE
Inside Channel.....Mileage 393.8

COMPARISON CLOCKS
Madawaska, Depot Harbor.

FLAG STOPS
Nos. 89 and 90 will stop on flag at McAuley Jct.
(MP. 267.7).

BULLETIN STATIONS
Madawaska, Depot Harbor.

Nos. 261 and 262 will stop on flag at Walls (MP. 349.7).
Otter Lake :—

NON-INTERLOCKED RAILWAY
CROSSING AT GRADE
With Huntsville Subdivision.....Mileage 346.2

No. 90 will wait connection with No. 262.
No. 261 will wait connection with No. 89.

Otter Lake. Depot Harbor Subdivision trains must not foul Bala Subdivision main track at Otter Lake unless it is known that all superior trains have arrived and left. All trains must approach Otter Lake in strict accordance with Rule 98. Connection with Bala Subdivision is located at east end of Otter Lake passing track.

ALGONQUIN PARK BANJO SIGNALS

At Algonquin Park an automatic electric signal of the Banjo type, has been erected one mile east and one mile west of the stand pipe. These signals will go to stop as soon as passed by an engine or car moving toward Algonquin Park Station, and will remain at stop until rear car passes the stand pipe. A train approaching these signals, finding them at stop, will stop before passing them and then proceed expecting to find the main track occupied between the signal and the stand pipe.

We have also placed an electric bell 3,500 feet east of the station, and another bell 2,640 feet west of station. These bells can be rung by pushing a button in the telegraph office.

In order to discontinue engines whistling to call in flagmen, hereafter, when a train stops or is delayed on the main track under circumstances in which it may be overtaken by another train, the flagman must go back immediately to the point where bells are located and will at once place one torpedo on the rail, on the same side as the engineer of an approaching train, just beyond bell, and will remain in a position where he can hear the bell ring, until recalled, and when recalled he will place a second torpedo on the rail, not more than 200 feet from the first torpedo, and then return to his train. The flagman to be called in when his train is ready to start by a member of the crew (when directed by the engineer) pushing the button in the telegraph office instead of sounding the engine whistle.

At night or in stormy weather, or when conditions require it, the flagman will leave a fusee burning red before returning to train.

Engine whistles must not be sounded in the vicinity of Algonquin Park Station unless to avoid accident or prevent injury to persons.

All trains must approach Algonquin Park expecting to find a train standing east or west of the stand pipe.

Freight trains will pull up within 100 feet of stand pipe before cutting engine off to take water.

SWITCHING, ALGONQUIN PARK

When Hotel is open no switching must be done at Algonquin Park between the hours of 7.00 p.m. and 7.00 a.m. Trains having cars for this station will ask Dispatcher for instructions.

Freight trains must not take water at Algonquin Park unless in case of emergency. When passing by station, must have steam shut off and train moved with as little noise as possible.

SIDE TRACKS	Car Capacity	Points Face	Mileage
McAuley Jct.....		W.	267.7
Opeongo.....	3	E.	280.3
McCrane's.....	6	E.	328.0
Cashmans.....	5	W.	332.5
Ryans.....	12	E.W.	336.2
Walls.....	4	E.W.	349.7
Malkins.....	3	E.	354.0
Sprucedale Pit.....	45	W.	356.0
Deans.....	7	E.	356.7
Morrison's.....	7	E.	358.0
Christenson's.....	4	W.	362.3
Watkinson's.....	4	W.	371.5

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

WESTBOUND TRAINS INFERIOR DIRECTION					BEACHBURG SUBDIVISION					EASTBOUND TRAINS SUPERIOR DIRECTION						
THIRD CLASS		FIRST CLASS			Miles from Hurdman	Coal, Water, Wye, Telephone	Station Numbers	STATIONS	Telegraph Office	Telegraph Cable	Car Capacity		FIRST CLASS		THIRD CLASS	
*209	401		1	Passing Trucks							Other Trucks	2		402	*210	
Mixed and Freight Monday, Wednesday and Friday	Freight and Mixed Daily		Passenger Daily							Passenger a Daily		Freight and Mixed a Daily	Mixed and Freight Tuesday, Thursday and Saturday			
A.M. 8.30	A.M. 11.10		A.M. 1.49	6.0	Y	605	.....RIDEAU JCT.....	D N R J	Yard	A.M. 6.08		P.M. 4.00	P.M. 1.02		
f 8.50	11.25		1.59	11.3		800	5.3.....BELLS CORNERS.....			5.58		3.45	f 12.45			
s 9.10	11.45		2.12	17.5	T	802	6.2.....STRATHEARN.....			5.46	15	3.25	s 12.30			
f 9.41	P.M. 12.15		2.20	22.2		803	4.7.....MALWOOD.....			5.36		3.10	s 12.15			
f 9.47	12.20			24.1	W	805	1.9 *.....DUNROBIN.....					3.05	f 12.01			
s 10.05	12.30		j 2.30	27.5	T	807	3.4.....WOODLAWN.....	D W D	55	17	j	2.50	s 11.40			
s 10.30	12.50		j 2.41	33.5		808	6.0.....FITZROY, Ont.....			5.16	8	2.25	s 11.20			
s 11.00	1.15		2.55	40.3	W T	809	6.8.....PONTIAC, Que.....	N O A	64			2.13	s 10.50			
f 11.20	1.30		p 3.03	45.0		810	4.7 *.....NORWAY BAY.....	N W				1.50	f 10.20			
s 11.40	1.40		j 3.10	47.9	T	811	2.9.....BRISTOL.....	D S O	57	13	j	1.40	s 10.10			
s 12.05	1.55		3.22	54.2		812	6.3.....CLARENDON.....			4.37		1.05	s 9.40			
f 12.15	2.00			56.0			1.8 *.....STARCS CORNERS.....						f 9.30			
s 12.45	2.10		j 3.32	59.2	W T	814	3.2 PORTAGE DU FORT, Que...	D D F	55	10	j	12.45	s 9.15			
s 1.15	2.30		j 3.47	66.0	T	816	6.8.....FORESTER'S FALLS, Ont.....		F O	56	16	j	12.25	s 8.50		
s 2.00	2.50		s 4.02	72.6	C W T	817	6.6.....BEACHBURG.....	D N B U	55	15	s	12.05	s 8.25			
f 2.25	3.08		4.17	79.8		818	7.2.....FINCHLEY.....			3.49		11.45	f 7.45			
s 3.00	s 3.37		s 4.32	86.7	W Y T	820	6.9.....PEMBROKE JCT.....	D N K O	55	w 75	s	11.25	s 7.20			
3.05				87.7			1.0 *.....NATIONAL JCT.....						7.05			
P.M. To Locksley Sub.	f 4.00		4.45	91.7		822	5.0.....HIAM.....			3.27		f 11.05	A.M. From Locksley Sub.			
	f 4.25		4.55	96.7	W T	823	5.0.....ALICE.....			3.18		f 10.50				
	f 5.05		f 5.15	105.4	T	825	8.7.....INDIAN.....			3.04	f	10.25				
	f 5.30		5.27	111.3		826	5.9.....DAHLIA.....			2.53		f 10.05				
	f 6.00		5.37	115.8	W T	828	4.5.....KATHMORE.....	N R K	55			f 9.55				
	f 6.25		5.50	123.2		829	7.4.....ACHRAY.....			2.29		f 9.30				
	f 7.00		6.10	133.3		831	10.1.....BRAWNY.....			2.10		f 9.00				
	f 7.40		6.27	140.8	W T	833	7.5.....AGNONE.....			1.57		f 8.35				
	f 8.25		f 6.47	151.0	T	835	10.2.....RADIANT.....			1.38	f	8.05				
	f 9.05		7.05	159.8		837	8.8.....ACANTHUS.....			1.23		f 7.35				
	9.30		7.20	163.8	C W T	840	4.0.....BRENT.....	D N B R	Yard	1.15		7.20				
Mixed and Freight Monday, Wednesday and Friday *209	a Daily 401		a Daily 1				† Denotes no passing track.			† Daily 2		† Daily 402	Mixed and Freight Tuesday, Thursday and Saturday *210			

BEACHBURG SUBDIVISION FOOTNOTES

REGISTER STATIONS

Rideau Jct. Pembroke Jct. National Jct. Brent.

COMPARISON CLOCK and BULLETIN STATION

Brent.

1. Position of junction switch at Rideau Jct. is normal when set for main track Napanee to Ottawa.

FLAG STOPS

Wharf Road Mileage 46.3 is flag stop for Nos. 209 and 210.

"j" Denotes stop on flag for passengers for or from Pembroke, Ottawa, Cobalt, Capreol and beyond, also to discharge passengers on through tickets arriving Ottawa on train No. 6 from points west of Rideau Jct.

"p" Denotes stop on flag for Ottawa Passengers only.

All trains coming from Locksley Subdivision may leave National Jct. without terminal clearance, but must obtain terminal clearance at Pembroke Jct.

SIDE TRACKS

Station No.	Car Capacity	Points face	Mileage
Campbell & Williams	3	E	13.3
Alice Pit	...	E	98.3

Fast Freight No. 401 will do Way-Freight work Monday, Wednesday and Friday and carry passengers between Pembroke Jct. and Brent.

Fast Freight No. 402 will do Way-Freight work Tuesday, Thursday and Saturday and carry passengers between Brent and Pembroke Jct.

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923.

WESTBOUND TRAINS INFERIOR DIRECTION					Miles from Brent	Coal, Water, Wye, Telephone	Station Numbers	ALDERDALE SUBDIVISION		Telegraph Office	Telegraph Calls	Car Capacity		EASTBOUND TRAINS SUPERIOR DIRECTION				
THIRD CLASS	SECOND CLASS	FIRST CLASS						Passing Tracks	Other Tracks			FIRST CLASS			SECOND CLASS	THIRD CLASS		
401 Mixed and Freight Daily	45 Passenger Monday Wednesday Friday	41 Passenger Daily Ex. Sun.	1 Passenger Daily	47 Passenger Daily								44 Passenger Daily Ex. Sun.	46 Passenger Daily	2 Passenger Daily	48 Passenger Tuesday Thursday Saturday	402 Mixed and Freight Daily		
A.M. 7.50			A.M. 7.30		0.0	CW T	840	BRENT	D N B R	Yard			A.M. 1.05		P.M. 9.00			
f 8.05			7.39		3.9		841	GOVERNMENT PARK					12.55		f 8.45			
f 8.30			f 7.52		10.2		842	DAVENTRY					f 12.41		f 8.20			
f 9.00			8.09		17.7	WT	844	ASCALON	N ON	54			12.26		f 7.50			
f 9.15			f 8.18		21.7		845	KIOSK		E 6			f 12.16		f 7.32			
f 9.20			8.19		22.3		845	CORISTINE		51			12.15		f 7.30			
f 9.50					29.7		846	DOG LAKE		w 5			A.M.		f 7.03			
f 9.55			8.38		30.6		846	KILRUSH		54			11.59		f 7.00			
f 10.10					35.0		847	FOSSMILL		w 52					f 6.40			
f 10.20			8.53		37.4		848	WASING		56			11.47		f 6.30			
s 10.40			hw 9.05		42.7	WT	849	ALDERDALE	D N DA	53 5	To Huntsville Subdivision	To Huntsville Subdivision	hw 11.32		s 6.05			
f 11.05			w 9.19		48.7		850	ASTORVILLE		56			w 11.21		f 5.30			
f 11.15			9.29		52.6		851	DERLAND		51			11.13		f 5.15			
11.30		P.M. 6.07	9.36	A.M. 5.55	56.4		852	NIPISSING	D N J C				A.M. 10.07	P.M. 10.52	11.06			
11.45		6.14	9.42	6.02	59.2	CW Y	853	TRANSFER YARD		55	80		10.00	10.45	11.00			
P.M.	A.M.				60.5		854	T. & N.O. CROSSING	D N X									
s 12.30	10.30	P.M. 6.20	9.50	6.10	61.4	T	855	NORTH BAY	D N N H	64	72		9.55	10.40	10.55			
f 12.50	f 10.42		To	A.M.	67.4		856	YELLEK		54			A.M. From	P.M. From	f 8.55			
f 1.15	f 10.57		T.&N.O.		76.1	WT	858	MEADOWSIDE		54			T.&N.O.		f 8.33			
f 1.33	f 11.08				81.7		859	HARFRED		59					f 8.18			
s 1.48	f 11.16				86.0		861	SMOKY FALLS		46					f 8.08			
f 2.05	11.26				92.0		863	ASHBURTON		55			7.56		f 2.05			
s 2.15	s 11.29				93.6	T	865	FIELD	D F D		E 2				s 7.53			
s 2.40	s 11.38				98.2	WT	867	DESALNIERS		57					s 7.45			
f 3.00	f 11.47				102.8		869	RIVER VALLEY		w 12					f 7.33			
f 3.20	f 11.56				107.4		871	AZEN		56					f 7.23			
f 3.50	f 12.10				114.2		872	CHUDLEIGH		54					f 7.08			
f 4.00	f 12.15				116.7		873	WASHAGAMI		w 6					f 7.03			
f 4.10	f 12.21				119.9		873	ESS CREEK							f 6.55			
f 4.25	f 12.25				122.2	WT	874	CRERAR	D C R	67					f 6.50			
f 5.00	f 12.40				130.8		876	SPADAL		54					f 6.33			
f 5.15	f 12.49				134.5		877	MASSEY BAY		E 5					f 6.24			
f 5.30	f 12.58				137.7		878	HAGARTY		54					f 6.15			
6.00 P.M.	1.15 P.M.				144.8	CW YT	880	CAPREOL	D N C A	Ya	rd				6.00 P.M.			

ALDERDALE SUBDIVISION FOOTNOTES
 REGISTER STATIONS..... Brent, Nipissing, North Bay, Capreol.
 COMPARISON CLOCKS..... Brent, North Bay, Capreol.
 BULLETIN STATIONS..... Brent, North Bay, Capreol.

FLAG STOPS
 "h" Denotes stop on flag for revenue passengers only for or from Pembroke, Ottawa, Cobalt, Capreol and beyond.
 "w" Stops on flag Wednesdays and Saturdays only.

1. Nipissing. Huntsville Subdivision trains must not foul the Alderdale Subdivision main track until it is known that all over-due superior trains have arrived and left. Alderdale Subdivision trains must approach this point in accordance with Rule 98.

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

(b) The position of the first switch West of North Bay Passenger Station is normal when set for the Northerly track, which track is C.N.R. exclusive main track. This switch must be considered a "turn-out" and speed of trains through it must not exceed ten (10) miles per hour.

The Southerly track from this switch to connection with T. & N.O. Ry. is T. & N.O. exclusive main track and movements over this track are governed by T. & N.O. Time Table and Staff Systems. C.N.R. trains or engines must not use T. & N.O. exclusive track except as authorized by T. & N.O. Ry. and must have in their possession copy of T. & N.O. current Time Table.

The two-arm semaphore signal located twelve hundred (1,200) feet East of first cross-over switch, passenger station, the northerly arm governs the approach of westbound trains on C.N.R. main track and the southerly arm governs the approach of westbound trains on the T. & N.O. exclusive track. Single semaphore signal located at Commercial Street, West of passenger station, governs the approach of Eastbound C.N.R. trains. These signals are for the protection of trains occupying main tracks at the station. Normal position of these signals is proceed. Trains finding semaphore signal in stop position, must stop clear of the signal and must not proceed until signal is restored to normal position.

(c) Trains Nos. 1 and 47 will arrive at North Bay on the T. & N.O. exclusive track via the second cross-over East of the Passenger Station. The movement between the cross-over switch and the Passenger Station on the T. & N.O. exclusive track will be made under the protection of Semaphore governing the approach of trains on that track.

Train No. 2 will arrive at North Bay Station on C.N.R. Main Track backing from T. & N.O. exclusive track via first cross-over East of Passenger Station.

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

3. CAPREOL—The first track in front of Capreol Station is the Main Track.

SIDE TRACKS

Station No.	Car Capacity	Points face	Mileage
Couchon	12	E	11.8
Clarks	3	E	77.8
Courchesne	3	E	80.5
Millfield	180	E	93.2
Spanish No. 1	16	W	108.9
Spanish No. 2	17	E	108.9

No. 401 will do way freight work and carry passengers Tuesday, Thursday and Saturday.
 No. 402 will do way freight work and carry passengers Monday, Wednesday and Friday.

BALA SUBDIVISION FOOTNOTES—Continued

SIDE TRACKS

Station No.	Car Capacity	Points face	Mileage
Clark	5	N	12.8
Industrial	34	N	19.2
Lawrence	7	N	21.3
Granite	13	S	88.6
Payne	4	S	90.7
White	61	N	118.6
Wismer	6	N	138.3
Rosseau Rd.	4	N	139.0

FOR INFORMATION ONLY NOTE THAT
 Trains Nos. 39 and 40 will stop where mail is lifted.

ADDITIONAL FLAG STOPS

Trains 39 and 40.	Mileage	Trains 39 and 40.	Mileage
Port Bolster	58.1	Rosseau Road	139.0
Maple Beach	60.0	Falding Platform	141.3
Cedarhurst	62.0	Holmur	143.6
Ragged Rapids	100.5		
Connell	108.5	Trains 315 and 316.	
Park Beach (g only)	114.7	Port Bolster	58.1
Bala Road	116.0	Maple Beach	60.0
Gordon Bay	131.1	Cedarhurst	62.0

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

BALA SUBDIVISION FOOTNOTES

REGISTER STATIONS—Todmorden, Beaverton for Nos. 315, and 316. Washago, Parry Sound, Otter Lake for Nos. 89 and 90 only.

COMPARISON CLOCK and BULLETIN STATIONS—Parry Sound, Washago, Toronto.

NON-INTERLOCKED RAILWAY CROSSING AT GRADE with Sutton Subdivision. Mileage 43.8

NON-INTERLOCKED DRAW BRIDGES
Trent Canal. Mileage 67.1
Jeannettes Narrows. " 113.3

"k" Denotes stop for passengers for Port Arthur and West thereof by previous arrangement only.

"g" Denotes stop for Toronto passengers only.

No. 4 will stop at any station on the Bala Subdivision to discharge passengers from points Port Arthur and West.

When train No. 4 does not connect with train No. 40 at Parry Sound, No. 4 will stop at any station on the Bala Subdivision to discharge passengers from points North of Waubamic.

Trains will stop at Moorelands, Mileage 62.3 and Lightburn, Mileage 134.0 only when specially instructed.

1. All trains between Todmorden and Toronto (Union) are governed by Toronto Terminals Time Table.

2. Todmorden. (a) Position of Junction Switch at Todmorden is normal when set for Main Track Toronto to Parry Sound. Speed through this switch must not exceed 20 miles per hour.

(b) Trains meeting at Todmorden will meet at Junction Switch.

(c) Operator at Todmorden will register all trains except those displaying green signals which must be registered by their conductors. (See Special Rule B.)

3. Junction with C.P.R. and cross-over switches at Donlands are interlocked.

4. All trains between Donlands and Dovercourt Rd. will be governed by C.P.R. Time Table and Train Rules. Trainmen and Enginemen running over C.P.R. tracks must have in their possession copy of C.P.R. Rules and C.P.R. current Time Table, and accessible when on duty.

5. Sutton Subdivision Crossing Mileage 43.8—Normal position of signals on Bala Subdivision track is Proceed, and on the Sutton Subdivision track Stop.

Sutton Subdivision trainmen will operate semaphore signals to allow Sutton Subdivision trains to use this crossing.

6. Mile 67.6. Trainmen must not ride on top of cars while passing under overhead bridge.

7. (a) Washago. The main track between Bala Subdivision connecting switches at Washago will be considered a "joint section" over which Huntsville Subdivision trains are superior to Bala Subdivision trains. Bala Subdivision trains must, before fouling the Huntsville Subdivision main track, have the movement authorized by train order received from the Train Dispatcher at Allandale. Operators at Washago will handle switches for Bala Subdivision passenger trains.

(b) Trainmen must see that cars are not placed on passing track within 350 feet (10 car lengths), on either side of Orillia Street Road Crossing, north of Washago Station.

8. Ragged Rapids. South bound trains consisting of more cars than can be accommodated between platform and first bridge North must first stop so that rear coach is clear of South end of bridge, and will then, if necessary, back train to platform to receive or discharge baggage.

9. Bala Park. (a) Southbound Trains which, after passing semaphore North of bridge, have stopped at platform or wye, must not again start until hand signal has been received from Draw Bridge Tender.

(b) All Trains. Before a train starts to pull or back out of South leg of wye on to main track Conductor must, before train is moved, make sure that draw bridge is in proper position and must personally have an understanding with Bridge Tender in charge that such is the case and must also receive a proceed signal from Bridge Tender before train is moved on to main track.

Trains pulling or backing out of South end of through siding must be governed by foregoing instructions.

10. Lake Joseph Yard extends from yard limit board South of Lake Joseph to yard limit board North of Dock Siding.

11. (a) Otter Lake. Depot Harbor Subdivision trains must not foul main track at Otter Lake unless it is known that all superior trains have arrived and left. All trains must approach junction at Otter Lake in strict accordance with Rule 98.

(b) Northbound trains (except first-class) unless previously advised that train No. 90 has arrived at Otter Lake, must stop and examine train register at that point and know that this train has arrived before proceeding.

12. Parry Sound Yard extends from yard limit board South of Parry Sound to yard limit board North of North Parry and includes Parry Sound Freight Station Track.

NORTHBOUND TRAINS — INFERIOR DIRECTION							BALA SUBDIVISION										SOUTHBOUND TRAINS — SUPERIOR DIRECTION				
Third Class	Second Class	FIRST CLASS			Milestrom Toronto	Coal, Water, Wye	Station Numbers	STATIONS		Telephone and Telegraph Offices	Telegraph Calls	Car Capacity		FIRST CLASS			Second Class	Third Class			
403 Fast Freight Daily	89 Passenger Daily ex. Sunday	3 Passenger Daily	*315 Passenger Daily ex. Sunday	*39 Passenger Mon. Wed. Fri.							Passing Tracks	Other Tracks	*316 Passenger Daily ex. Sunday	4 Passenger Daily	*40 Passenger Tue. Thur. Sat.	90 Passenger Daily ex. Sunday	404 Fast Freight Daily				
A. M.		P. M.	P. M.	A. M.									A. M.	P. M.	P. M.		P. M.				
		10.45	3.00	9.10	0.0		TORONTO	DN					11.30	4.35	6.45						
2.25		11.09	3.24	9.34	5.5		TODMORDEN	DN DN			76		11.05	4.13	6.20		4.00				
2.50		11.23	f 3.35	f 9.50	11.1	701	ORIOLE	D AN			51	40	f 10.49	4.03	f 6.10		3.35				
3.15		11.35	f 3.53	f 10.05	16.9	703	THORNLEA				40		f 10.35	3.53	f 6.00		3.05				
3.40		s 11.48	s 4.02	s 10.20	21.4	W 705	RICHMOND HILL	D RH			42	74	s 10.20	3.44	s 5.51		2.45				
4.00		11.59	s 4.20	s 10.30	26.0	706	GORMLEY	D G Y			43	9	s 10.05	3.35	s 5.42		2.15				
4.30		A.M. 12.10	f 4.35	f 10.40	31.2	708	VANDORF						f 9.50	3.25	f 5.31		1.55				
4.45		12.19	f 4.50	f 10.49	35.8	709	PINE ORCHARD						f 9.37	3.16	f 5.21		1.40				
5.00		k 12.29	s 5.11	s 10.59	41.0	710	MOUNT ALBERT	D MU			42	17	s 9.25	3.07	s 5.11		1.15				
5.10		12.38	f 5.22	f 11.07	45.1	W 711	SUTTON SUB. CROSSING														
5.22		12.46	f 5.33	f 11.15	49.6	712	ZEPHYR						f 9.12	2.59	f 5.01		12.50				
5.50		kg 12.59	s 5.45	s 11.26	55.6	714	CEDAR BRAE						f 9.02	2.52	f 4.52		12.30				
6.15		s 1.15	6.00 P.M.	s 11.44	64.3	W 717	PEPPERLAW	D FR			41	13	s 8.50	2.40	s 4.40		12.10				
6.30		1.23		f 11.52	67.1	718	BEAVERTON	D BN			47	39	s 8.30 A.M.	s 2.27	s 4.22		11.44				
6.40		k 1.29		s 11.58	71.4	719	TRENT CANAL D'WB'DGE														
7.00		k 1.38		f 12.08	72.0	C 720	GAMEBRIDGE							2.19	f 4.13		11.05				
7.30		1.45		f 12.16	77.5	724	C.P.R. CROSSING														
7.50		f 1.58		12.35 12.45	81.6	Y 727	BRECHIN	D BH			41			2.14	s 4.06		10.55				
8.20					89.0	727	UDNEY	D U Y			40	13		2.05	f 3.56		10.40				
8.35		2.08		f 12.55	90.0	730	RATHBURN							1.58	f 3.47		10.25				
9.10		2.26		f 1.18	104.2	733	WASHAGO (Jct. with Huntsville Sub.)	DN WG			65		f 1.46	3.33 3.25			10.00				
9.45		f 2.42		s 1.35	112.1	W 735	TRENT CANAL D'WB'DGE														
9.55		2.45		f 1.43	113.3	736	SPARROW LAKE	D SA			38			1.36	f 3.10		9.35				
10.10		2.55		f 1.58	118.1	738	SOUTHWOOD							1.18	f 2.50		9.10				
10.35		k 3.11		s 2.18	125.3	741	TORRANCE	D RA			75	7	s 1.03	s 2.35			8.45				
10.50		g 3.21		f 2.33	129.9	744	NARROWS DRAWBRIDGE														
11.15		3.23		2.35	130.5	W 744	BALA PARK	D BD			8			12.58	f 2.25						
12.01	From Depot Harbor Subdivision P.M.	3.36		2.47	136.1	745	MEDORA							12.49	f 2.10		8.10				
12.03	6.57	3.51		2.58	141.9	749	FOOTES BAY	D FN			65	25	g 12.35	s 1.55			7.50				
12.25	7.12	3.52		3.00	142.2		LAKE JOSEPH	D J			11		g 12.26	f 1.45			7.36				
P.M.	P.M.	4.10		2.35	130.5	W 744	DOCK SIDING							12.24	1.40		7.35				
a Daily	a Daily ex. Sunday	3.36		2.47	136.1	745	BLACKSTONE							12.13	1.28		7.15				
403	89	3.51		2.58	141.9	749	FALDING							12.01 P.M.	1.16		6.56				
		3.52		3.00	142.2		OTTER LAKE (Jct. with Depot Harbor Sub.)	DN CQ						11.59	1.15		7.15				
		4.10		3.15	149.0	CW 752	PARRY SOUND	DN JU			Yard			11.45	1.00		7.00				
		A.M.		P.M.										A.M.	P.M.		A.M.				
		a Daily	a Daily ex. Sunday	a Daily	a Daily ex. Sunday	a Mon. Wed. Fri.								i Daily	i Daily	i Tue. Thur. Sat.	i Daily ex. Sunday	i Daily			
		3	*315	*39										*316	4	*40	90	404			

Denotes no passing track.

Way Freight No. 518 operates Tuesday, Thursday and Saturday—Washago and Don.

Way Freight No. 519 operates Monday, Wednesday and Friday—Don and Washago.

For Side Tracks and Additional Flag Stops of Bala Subdivision see page 12.

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

NORTHBOUND TRAINS — INFERIOR DIRECTION						SUDBURY SUBDIVISION										SOUTHBOUND TRAINS — SUPERIOR DIRECTION					
THIRD CLASS			SECOND CLASS		FIRST CLASS	Miles from Parry Sound	Coal, Water, Wye	Station Numbers	STATIONS	Telephone and Telegraph Office	Telegraph Calls	Car Capacity		FIRST CLASS	SECOND CLASS		FOURTH CLASS				
403 Fast Freight Daily	245 Mixed Monday, Wednesday, Friday	215 Mixed Monday, Wednesday, Friday	41 Passenger Tuesday, Thursday, Saturday	43 Passenger Monday, Wednesday, Friday	3 Passenger Daily							Passing Tracks	Other Tracks	4 Passenger Daily	42 Passenger Monday, Wednesday, Friday	44 Passenger Tuesday, Thursday, Saturday	216 Mixed Tuesday, Thursday, Saturday	246 Mixed Monday, Wednesday, Friday	404 Fast Freight Daily		
P. M. 2.30		A. M. 9.00			A. M. 4.20	0.0	C W	752	PARRY SOUND	DN	J U	Yard	A. M. 11.35				P. M. 5.00		A. M. 4.10		
2.35		9.05			4.25	1.8			NORTH PARRY			92 87	11.28				4.50		4.00		
3.05		f 9.35			k 4.42	9.1		753	WAUBAMIK	D	C D	43	f 11.10				s 4.15		3.35		
						16.6	W		WATER TANK												
3.30		f 10.10			4.58	17.5		756	BOAKVIEW			73	10.53				f 3.30		3.05		
3.55		s 10.40			f 5.10	23.3		759	ARDBEG	D	D K	43 100	f 10.40				s 3.00		2.45		
		s 11.30			f 5.18	26.7		760	BOLGER	D	B G		f 10.31				f 2.45				
						31.9	W		WATER TANK												
4.30		f 11.55			5.30	32.3		761	BURTON	N	BU	41	10.21				s 2.20		2.10		
		f 12.05			g 5.36	34.8		762	SOUTH MAGNETAWAN				g 10.15				f 2.10				
		f 12.30				39.0		763	NORTH MAGNETAWAN								f 1.55				
5.00		f 12.45			f 5.48	41.1		764	DROCOURT			67	g 10.05				f 1.45		1.40		
5.30		s 1.15			f 6.05	49.9	W	767	MOWAT	D	W	60	f 9.46				s 1.05		1.10		
		f 1.35				56.3		768	CRANBERRY LAKE								f 12.32				
5.55		1.40			6.19	56.9		768	CRANBERRY			29	9.34				12.30 P. M.		12.45		
						71.4		770	KEY HARBOR			59									
6.40		s 2.10			f 6.35	65.1	C W	769	KEY JCT.	D N	K Y	38 61	f 9.18				s 11.55		12.20 A. M.		
		f 2.15			g 6.40	66.7		771	PICKEREL RIVER				g 9.10				f 11.45				
		f 2.25			g 6.46	69.3		773	HARTLEY BAY				g 9.04				f 11.40				
7.10		f 2.40			6.54	73.1		775	BAYSWATER			45	8.56				f 11.25		11.45		
7.40		s 3.10			7.12	82.0	W	776	PORLOCK			67	8.40				s 11.00		11.15		
		f 3.35			f 7.25	87.2		777	BURWASH	D	B	N20	f 8.29				f 10.40				
		f 3.55			7.39	92.9		779	WATERFALL			43	8.17				f 10.20		10.30		
8.30		f 4.10				97.5		781	QUARTZ			N30	f 9.55				f 9.55		10.15		
						98.6			C.P.R. CROSSING												
8.45		s 4.20			8.02	99.7	W	783	ST. CLOUD	N	SO	69	8.02				f 9.45		9.50		
	From Sudbury					106.8		784	SOUTH CONISTON								f 9.10				
						107.9			C.P.R. CROSSING												
9.20	From Sudbury	f 4.50			f 8.19	108.3		785	CONISTON	D	C N	48 24	f 7.46				f 9.00		9.20		
10.00	P. M. 8.10	s 5.30			8.31 8.40	113.2	W Y	786	SUDBURY JCT.	D N	I W	58 70	s 7.35				s 8.31		P. M. 8.45 8.05		
						119.5			GARLAKE			37	7.21					8.00	6.05	7.45	
	f 8.45	s 6.15	f 5.35	f 3.20	g 9.00	122.8		795	HANMER	D	H	59	g 7.14	f 1.39	f 3.39		s 7.45	s 5.55	7.30		
11.00	9.00	6.30	5.45	3.30	9.10	127.0	C W	880	CAPREOL	D N	C A	Yard	7.05 A. M.	1.30 P. M.	3.30 P. M.		7.30 A. M.	5.40 P. M.	7.10 P. M.		

† Denotes no passing track.

See Footnotes—Page 15

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

TRAINS LEAVING SUDBURY (NORTHBOUND) — INFERIOR DIRECTION										TRAINS ARRIVING SUDBURY (SOUTHBOUND) — SUPERIOR DIRECTION															
THIRD CLASS				SECOND CLASS				FIRST CLASS				Miles from Sudbury Jct.	Coal, Water, Wye	Station Numbers	SUDBURY TERMINAL SUBDIVISION		Telephone and Telegraph Offices	Telegraph Calls	Car Capacity		TRAINS ARRIVING SUDBURY (SOUTHBOUND) — SUPERIOR DIRECTION				
249 Algoma Mixed 1 Daily ex. Sunday		245 Mixed 1 Monday, Wednesday, Friday		41 Passenger 1 Tuesday, Thursday		43 Passenger 1 Monday, Wednesday, Friday		97 Passenger 1 Daily		95 Passenger 1 Daily					STATIONS				FIRST CLASS		SECOND CLASS		THIRD CLASS		
A.M. 7.50	P.M. 7.50			P.M. 5.00	P.M. 2.45			A.M. 8.10	A.M. 7.15	5.2	C W	790	SUDBURY	D N D Y	Yard	A.M. 7.50	A.M. 8.55			P.M. 2.15	P.M. 4.15			P.M. 6.40	P.M. 5.30
7.55	7.55			5.04	2.49			8.14	7.19	3.8		788	ALGO			7.46	8.51			2.10	4.10			6.35	5.25
A.M. 8.10	P.M. 8.10			5.15	3.00			8.25	7.30	0.0	W Y	786	SUDBURY JCT.	D N J N	Yard	7.35	8.40			2.00	4.00			6.25	P.M.
a Daily except Sunday 249	a Monday, Wednesday, Friday 245			a Tuesday, Thursday, Saturday 41	a Monday, Wednesday, Friday 43			a Daily 97	a Daily 95							1 Daily 94	1 Daily 96			1 Monday, Wednesday, Friday 42	1 Tuesday, Thursday, Saturday 44			1 Monday, Wednesday, Friday 246	1 Daily except Sunday 250

↑ Denotes no passing track.

SUDBURY AND SUDBURY TERMINAL SUBDIVISIONS FOOTNOTES

REGISTER STATIONS
 Parry Sound. Key Jct. Capreol.
 Sudbury Jct. Sudbury.

COMPARISON CLOCKS
 Parry Sound. Sudbury. Capreol.

BULLETIN STATIONS
 Parry Sound. Sudbury. Capreol.
 Key Jct. for Key Harbor Subdivision only.

NON-INTERLOCKED RAILWAY CROSSING
 With C.P.R. On Algoma Connection
 "k" denotes flag stop for passengers for Port Arthur and points beyond by previous arrangement only.
 "g" denotes flag stop for Toronto passengers only.
 No. 94 waits at Sudbury Jct. for No. 95.
 No. 96 waits at Sudbury Jct. for No. 97.

FLAG STOPS
 Nos. 3 and 4 will stop at Ludgate, Mileage 54.0, for passengers to or from Parry Sound and Sudbury and beyond.
 Nos. 215 and 216 stop on flag at Mileage 38.0, Mileage 44.4 (Still River), and McVitties, Mileage 91.3.

1. (a) Parry Sound Yard extends from yard limit board South of Parry Sound to yard limit board North of North Parry and includes Parry Sound Freight Station Track.
 (b) Parry Sound Industrial Spur.
 C.P.R. engines have right on this track from 12.01 a.m. until 12.00 noon but verbal permission to use same must be obtained from C.P.R. Agent or Operator on duty at Parry Sound
 C.N.R. engines have right on this track 12.01 p.m. until 12 midnight
 When either Company desire to use this joint section during hours assigned to the other Company train orders must be obtained from Agent or Operator on duty.
 C.P.R. engines have no right at any time on C.N.R. exclusive section.

2. Key Jct. (a) Trains on Key Harbor Branch may leave Key Harbor without Terminal Clearance.
 (b) Position of West Wye switch at Key Jct. is normal when set for north leg of Wye.

3. Sudbury Jct. (a) Position of West Wye switch at Sudbury Jct., is normal when set for main track Sudbury to Sudbury Jct. Speed of 8 miles per hour over this switch.
 (b) All engines and trains must use caution in moving around Sudbury Jct. Wye expecting to find trains turning thereon.

4. Sudbury. (a) Sudbury Yard extends from Sudbury Station to yard limit board North of Algo (mileage 3.5) and includes Connecting Track from Algo to C.N. Jct. (junction of Connecting Track with Algoma Eastern Ry.) All trains between Algo and C.N. Jct. will be governed by Rule 93.

(b) Switching on Connecting Track will be performed exclusively by A. E. Ry. between the hours of 8.00 a.m. and 8.00 p.m., and exclusively by C.N. Ry. between the hours of 8.00 p.m. and 8.00 a.m.

No movements may be made on this track by C.N. Ry. engines during C.N. Ry. exclusive switching period without verbal permission first being obtained from C.N. Ry. Operator on duty at Sudbury Station; and switching movements must not be made by one Company during the exclusive period of the other without first obtaining verbal permission from the other Company.

(c) Responsibility for having main track clear of cars for regular trains rests on each Company for its exclusive switching period, but all trains will move over this Connecting Track under control, and expecting to find track occupied.

(d) All trains on Connecting Track must, before passing over C.P.R. (Stobie Subdivision) crossing at grade, stop, and not proceed until a Trainman goes ahead to diamond and takes charge of crossing. If crossing is clear and no C.P.R. trains approaching a proceed signal will be given by the Trainman and must be acknowledged by two long blasts of engine whistle after which train may proceed.

(e) All trains coming off Connecting Track must, before fouling C.N. Ry. main track, ascertain over telephone at Algo whether all overdue first and second class trains have passed this station.

(f) Trains meeting at Algo will meet at Junction Switch.

5. Track Garson Jct. to Garson Mine is part of Sudbury Jct., Yard. No engine or train must move between Garson Jct. and Garson Mine without verbal permission from Agent at Sudbury Jct., or instructions from Train Dispatcher on duty.

6. Conductors of trains not required to stop at Key Jct. and Sudbury Jct. must deliver "O.S." slip to Operators who will register train and file slip; failing to deliver slip to Operators Conductor must register train.

7. Capreol. The first track in front of Capreol Station is the Main track.

SIDE TRACKS

Station No.	Car Capacity	Points face	Mileage
Harvey and Angst.	9	S	9.2
Chemical	11	S	13.5
Boakview Mills.	755	48 N	16.9
International.	757	13 S	21.5
Hocken.	758	7 N	21.7
Holt	10	S	26.7
Ludgate	31	S	54.0
Greens.	797	52 S	124.9

RUEL SUBDIVISION FOOTNOTES

REGISTER STATIONS. Capreol, Foleyet.

REGISTER STATION. Milnet, Trains 43 and 245.
 " " Ruel, Trains 245 and 246.
 " " Gogama, Trains 43 and 44.

COMPARISON CLOCKS. Capreol, Ruel, Gogama, Foleyet.

BULLETIN STATIONS. Capreol, Foleyet.

FLAG STOPS
 No. 4 will stop at any station for passengers from Port Arthur or beyond.
 Z Denotes stop to discharge passengers from Parry Sound and South thereof.
 I. The first track in front of Capreol Station is the Main Track.

WAY FREIGHTS
 No. 520 operates Tuesday, Thursday and Saturday—Foleyet and Ruel.
 No. 521 operates Monday, Wednesday and Friday—Ruel and Foleyet.

LIST OF SIDINGS—RUEL SUBDIVISION

Name	Car Capacity	Points Face	Mileage
Caswell & Wright.	3	W	4.5
International No. 2.	9	E	6.5
International No. 3.	12	W	10.0
Ainslie No. 1.	5	W	12.6
Lambert.	34	E	26.1
Post Lake.	15	E	29.3
Arnold & Bell.	2	W	35.8
Ainslie No. 2.	5		39.0
Marshay No. 3.	13	E	42.9
Marshay No. 4.	30	E	44.9
Marshay No. 5.	6	E	45.9
Marshay No. 6.	13	E	48.4
Marshay No. 7.	34	E	58.3
Marshay No. 8.	20	E	61.0
Spanish No. 1.	12	E	66.3
Benoit No. 1.	16	W	71.0
Spanish No. 4.	8	W	71.9
Pembroke No. 1.	13	W	72.6
Pembroke No. 2.	50	E	74.4
Cochrane.		E	75.5
Benoit No. 2.	38	W	76.5
Spanish No. 2.	50	W	82.4
Spanish No. 3.	15	W	84.2
Cochrane No. 1.	14	W	85.7
Poupore No. 1.	100	E	86.2
Cochrane No. 2.	42	W	86.3
Poupore No. 2.	61	W	89.1
Dickson No. 1.	4	E	93.4
Dickson No. 2.	7	W	93.8
McCreary.	77	W	95.8
Poupore No. 3.	7	E	100.0
Poupore No. 5.	8	E	101.9
Anglo Canadian.	9	W	104.4
Dickson No. 3.	9	E	109.1
Herron No. 1.	40	E	122.7
Herron No. 2.	94	W	125.2
Herron No. 3.	23	E	125.3

SELLWOOD SUBDIVISION FOOTNOTES

REGISTER STATIONS. Milnet, Sellwood.

No. 248 waits at Sellwood for No. 247.
 No. 98 waits at Sellwood for No. 99.

1. Milnet is Junction with Sellwood Subdivision.

2. Sellwood. All Trains may leave Sellwood without Terminal Clearance.

3. All trains backing between Milnet and Sellwood must have air whistle signal on front end of leading car, whistle must be sounded while train is moving backward, and speed must not exceed Fifteen (15) miles per hour.

SIDE TRACKS

Station No.	Car Capacity	Points face	Mileage
Haight & Dickson.	10	W	3.7

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

WESTBOUND TRAINS INFERIOR DIRECTION					RUEL SUBDIVISION			EASTBOUND TRAINS SUPERIOR DIRECTION				Westbound Trains Inferior Direction			OBA SUBDIVISION			Eastbound Trains Superior Direction									
THIRD CLASS		SECOND CLASS	FIRST CLASS	Miles from Capreol	Coal, Water, Wye	Station Numbers	STATIONS	Telephone and Telegraph Offices	Telegraph Calls	Car Capacity		FIRST CLASS	SECOND CLASS	FOURTH CLASS	THIRD CLASS		FIRST CLASS	Miles from Foleyet	Coal, Water, Wye	Station Numbers	STATIONS	Telephone and Telegraph Offices	Telegraph Calls	Car Capacity		FIRST CLASS	FOURTH CLASS
403 Fast Freight Daily	245 Mixed Tuesday Thursday Saturday	43 Passenger Monday Wed. Friday	3 Passenger Daily							Passing Trucks	Other Trucks	4 Passenger Daily	44 Passenger Tuesday Thursday Saturday	246 Mixed Monday Wed. Friday	404 Fast Freight Daily	403 Fast Freight Daily	3 Passenger Daily							4 Passenger Daily	404 Mixed Daily	4 Passenger Daily	404 Mixed Daily
A.M. 1.00	A.M. 10.45	P.M. 3.40	A.M. 9.30	0.0	CW	880	CAPREOL	D N C A	Yard			A.M. 6.50	P.M. 3.15	P.M. 5.10	A.M. 5.45	P.M. 12.30	P.M. 3.00	0.0	CW	920	FOLEYET	D N F Y	Yard		A.M. 1.50	P.M. 6.50	
1.20	f 11.10	f 3.50	9.40	5.2		884	NANDAIR		36			6.38	f 3.02	f 4.50	5.25	12.59	3.19	9.6		921	SHAWMERE		55		1.31	f 6.20	
1.35	11.25 AM 1.45 PM	4.00 4.35	s 9.53	9.2	W	886	MILNET (Jct. with Sellwood Sub-Div.)	D S J	63	33	f 6.30	s 2.51	4.35 3.15	5.15	1.27	3.37	18.6	W	922	MISSONGA		56		1.13	f 5.50		
2.10	f 2.30	f 4.53	10.08	16.6		889	ANSTICE		44			6.10	f 2.30	f 2.30	4.50	1.56	3.55	28.2		923	OATLAND		65		12.55	f 5.10	
2.45	f 2.55	f 5.10	10.25	24.4		891	RAPHOE		68			5.52	f 2.10	f 2.00	4.20	2.24	v 4.17	37.8	W	924	ELNAS	D D A		s 12.42	f 4.40		
3.10	s 3.45	s 5.25	s 10.36	29.9	W	892	LAFORST	D N R S	76	36	f 5.40	s 1.50	s 1.15	4.00	2.50	4.35	46.1		925	DUNRANKIN		56		12.21	f 3.30		
3.35	f 4.25	f 5.41	z 10.50	36.4		894	THORLAKE		66			5.27	f 1.30	f 12.30 P.M.	3.35	3.05	4.45	50.8		926	ILKESTONE		56		12.12	f 3.05	
4.14	f 5.25	f 6.04	11.10	46.7		899	FELIX		42			5.07	f 1.00	f 11.10	2.45	3.25	v 4.58	57.3	W	927	PETERBELL		56	f 12.01	f 2.50		
4.57	6.00 P.M.	s 6.19	s 11.23	51.6	W Y	900	RUEL	D N R U	65		f 4.57	s 12.45	10.30 A.M.	2.25	3.50	v 5.14	65.0		928	ARGOLIS		56	f 11.46	f 2.25			
5.30		f 6.35	11.40	59.1		904	STUPART		55			4.43	f 12.15 P.M.	1.55	4.25	v 5.36	75.0	CW	929	FIRE RIVER	D F	70	4	11.28	s 1.30		
5.45		s 6.50	f 11.49	64.0		905	WESTREE	D W R	82		f 4.34	s 11.49		1.35	4.50	5.54	83.8		930	DISHNISH		56		11.09	f 12.35		
6.00		f 7.05	11.59	68.8	W	906	OSTROM		55			4.26	f 11.30	1.15	5.15	6.08	91.3	W	931	MINNIPUKA		56		10.55	f 12.10		
6.35		f 7.30	12.16	77.0		908	MAKWA		54			4.11	f 11.10	12.45	5.45	6.27	101.3		932	NESWABIN		56		10.38	f 11.35		
7.35		s 8.00 P.M.	s 12.35	86.6	CW	909	GOGAMA	D N G O	64	145	s 3.53	10.50 A.M.		12.15	6.10	s 6.43	109.4	W Y	934	A.C.R. CROSSING				s 10.23	s 11.05		
8.10			s 12.55	95.7	Y	910	BETHNAL		54		s 3.35		11.40	6.25	6.54	114.8		935	ALBANY FORKS		56		10.12	f 10.40			
8.45			s 1.15	105.1	W	912	STACKPOOL	D S K	54		s 3.18		11.10	6.50 7.30	v 7.10	122.9		936	MACDUFF		56		9.57	f 10.10			
9.20			1.36	115.8		914	GLADWICK		55		2.59		10.35	7.55	7.25	130.5	W	937	PENHURST	D N R	56		9.43	f 9.45			
9.55			s 1.58	125.5	W	916	TIONAGA	D N A	66		s 2.42		10.00		v 7.35	135.7								f 9.34	f 9.24		
10.20			2.15	133.2		917	KUKATUSH		53		2.29		9.30		8.15	7.40	136.9		938	MORRISON RIVER		56		9.32	f 9.20		
			f	134.4			GROUNDHOG RIVER				f				8.35	7.55	143.5				60			9.20	9.00		
10.40			2.25	137.6	W	918	PALOMAR		54		2.21		9.10		8.50	8.05	148.1	CW	940	ESTHER				9.10	8.45		
11.05			2.36	143.5		919	SLATEROCK		59		2.10		8.50								D N H N	Yard			P.M. 9.10	A.M. 8.45	
11.30			2.50	148.3	CW	920	FOLEYET	D N F Y	Yard		2.00		8.30												P.M. 4	Daily 404	
a Daily	a Tuesday Thursday Saturday	a Monday Wed. Friday	a Daily				* Denotes no passing track See Footnotes page 15				1 Daily	1 Tuesday Thursday Saturday	1 Monday Wed. Friday	1 Daily	403	3									4	404	

WESTBOUND TRAINS INFERIOR DIRECTION					SELLWOOD SUBDIVISION			EASTBOUND TRAINS SUPERIOR DIRECTION					
THIRD CLASS		SECOND CLASS		Miles from Milnet	Coal, Water, Wye	Station Numbers	STATIONS	Telephone and Telegraph Offices	Telegraph Calls	Car Capacity		SECOND CLASS	THIRD CLASS
247 Mixed Tuesday Thursday Saturday		99 Passenger Monday, Wednes., Friday								Passing Trucks	Other Trucks	98 Passenger Monday, Wednes., Friday	248 Mixed Tuesday, Thursday, Saturday
A.M. 11.50		P.M. 4.03		0.0		886	MILNET	D S J				P.M. 4.35	P.M. 12.50
P.M. 12.10		4.15		3.9		888	SELLWOOD	D S W	Yard			4.18	12.30
P.M.		P.M.										P.M.	P.M.
a Tuesday, Thursday Saturday		a Monday, Wednes., Friday					* Denotes no passing track. See Footnotes page 15				1 Monday, Wednes., Friday	1 Tuesday, Thursday, Saturday	
247		99										98	248

OBA SUBDIVISION FOOTNOTES

REGISTER STATIONS. Foleyet, Hornepayne.
COMPARISON CLOCKS. Foleyet, Hornepayne.
BULLETIN STATIONS. Foleyet, Hornepayne.

NON-INTERLOCKED RAILWAY CROSSING
With A.C.R. Mileage 109.3

FLAG STOPS
v Denotes flag stop Monday, Wednesday and Friday.

SIDE TRACKS

Station No.	Car Capacity	Points face	Mileage
Eastern Lands Co.	15	W	3.1
Continental	5	W	31.5
Continental		W	35.0
Haward....	42	E	64.1

1. Fire River. View of Train Order Signal is obstructed from the East. All Westbound trains must approach this station under control, expecting to find train order signal displayed at stop.

2. Oba. (a) The position of cross-over switches which form crossing at grade with Algoma Central & Hudson Bay Ry. are normal when set for C.N.R. main track.
(b). All trains must approach this crossing under control and will be governed strictly in accordance with the indications of the signals controlling movement of trains over this crossing.
(c). C.N.R. trains or engines must not be moved over any portion of the A.C.R. tracks without train orders from A.C.R. Dispatcher, unless protected by flagman.

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923

WESTBOUND TRAINS INFERIOR DIRECTION				LONGLAC SUBDIVISION				Eastbound Trains Superior Direction				
THIRD CLASS			FIRST CLASS	Miles from Hornepayne	Coal, Water, Wye	Station Numbers	Telephone and Telegraph Offices	Telegraph Calls	Capacity		FIRST CLASS	FOURTH CLASS
403	Fast Freight / Daily		3						Passenger / Daily	4	404	Passenger / Daily
P.M. 11.00			P.M. 8.25	0.0	CW	940	D N H N	Yard			P.M. 8.55	A.M. 6.30
11.20			8.45	5.2		941			56		8.45	f 6.05
11.45			8.59	12.9	W	943			56		8.29	f 5.40
		x	9.04	15.1							f 8.23	f 5.30
A.M. 12.05			9.12	19.2		944			56		8.16	f 5.15
12.35		x	9.28	27.9	W	946			56		8.01	f 4.45
1.00			9.42	35.0		947			55		7.48	f 4.20
1.25		x	10.00	42.0	W Y	949	D S P		56		7.35	s 3.55
1.45			10.12	48.2		950			56		7.23	f 3.30
2.05			10.23	54.9		952			56		7.10	f 3.05
2.30		x	10.37	62.2	W	954			56		6.57	f 2.30
2.55			10.51	69.4		955			56		6.45	f 2.10
3.30		s	11.08	77.4	CW	957	D N C R	70 4	6.30		s 1.45	
3.50		x	11.20	84.0		958			56		f 6.17	f 1.05
4.15			11.35	91.5		959			56		6.03	f 12.30
4.45		s	11.52	100.0	W	960	D G U	62	s 5.48		s 11.52	A.M.
5.20		x	12.09	109.0		962			57		5.30	f 11.15
5.45			12.23	116.3	W	964			56		5.18	f 10.45
6.15			12.39	125.1		965			56		5.02	f 10.20
6.40		f	12.55	133.2	W	967			56		4.47	f 9.55
7.15		x	1.11	141.5		968			56		f 4.32	f 9.30
7.35			1.30	150.5	CW	970	D N J I	Yard	4.15		9.00	P.M.
a Daily			a Daily								i Daily	i Daily
403			3								4	404

† Denotes no passing track.

LONGLAC SUBDIVISION FOOTNOTES

REGISTER STATIONS Hornepayne Jellicoe.	FLAG STOPS "x" Denotes flag stops on Tues., Thurs. and Sat.
COMPARISON CLOCKS Hornepayne Jellicoe.	SIDE TRACKS
BULLETIN STATIONS Hornepayne Jellicoe.	Station No. Capacity Points face Mileage
	Foley.... 12 E 101.2
	Stevedore No. 2. 10 E 145.2

DORION SUBDIVISION FOOTNOTES.

- All trains between Current Jct. and Port Arthur will be governed by Canadian Pacific Ry. Time Table and Train Rules. Schedules shown between these stations are for convenience only. Trainmen and Enginemen running between these points must have in their possession copy of C.P.R. Rules and C.P.R. current Time Table covering this track.
- Trainmen and Enginemen running into Port Arthur must have in their possession copy of Canadian National Ry. Manitoba District current Time Table.
- (a) Port Arthur (C.N.R. Station) is Initial station for Nos. 4 and 222.
- (b) Current Jct. is an initial station for all trains except Nos. 4 and 222.
- (c) Conductors of trains not required to stop at Current Jct. must deliver "O.S." slip to Operator, who will register train and file slip; failing to deliver slip to Operator, Conductor must register train.
- All trains will run carefully between mileage 35 and 40 and between mileage 117.5 and 120.2, keeping sharp lookout for fallen rocks at these rocky bluffs.
- All Trains reduce speed to five (5) miles per hour passing through Tunnel Mileage 37 to 37.2, keeping sharp lookout for fallen rocks.

WESTBOUND TRAINS INFERIOR DIRECTION				DORION SUBDIVISION				EASTBOUND TRAINS SUPERIOR DIRECTION					
THIRD CLASS			FIRST CLASS	Miles from Jellicoe	Coal, Water, Wye	Station Numbers	Telephone and Telegraph Offices	Telegraph Calls	Capacity		FIRST CLASS	FOURTH CLASS	
403	Fast Freight / Daily		221						3	Passenger / Daily	4	222	404	Passenger / Daily	Mixed and Fast Freight / Daily	Fast Freight / Daily
A.M. 8.45			A.M. 7.15	0.0	CW	970	D N J I	Yard			P.M. 4.05	P.M. 5.20	P.M. 7.40
		f	7.35	5.8		972			56		3.52	f 5.03	7.15
		f	8.00	13.5		973			55		3.37	f 4.43	6.50
		s	8.30	20.4	W	975			56		3.23	s 4.25	6.30
		f	8.50	25.5		976			43		3.13	f 3.58	6.10
		f	9.15	33.5		977			57		2.57	f 3.33	5.45
		f	9.25	36.7					8		f 2.50	f 3.18	
		s	9.45	41.3	W	978	D N A Y		56		s 2.40	4 3.00	5.20
		f	10.15	50.1		979			56		2.21	f 1.50	4.50
		f	10.45	60.0	W	980			56		2.02	f 1.20	4.15
		f	11.00	64.8		981			56		1.53	f 1.05	4.00
		s	11.10	66.4					57		s 1.50	s 12.55	
		f	11.30	71.9		982			57		1.39	f 12.37	3.35
		s	12.10	77.9	CW	984	D N N I		74		s 1.28	s 12.10	3.05
		f	12.25	84.8		986			55		1.14	f 11.25	2.35
		f	1.06	89.5	Y	987			57		z 1.06	f 11.10	2.15
			1.25	95.0					57			f 10.50	
		s	1.40	99.9	W	988	D D I		59		z 12.47	s 10.30	1.40
		f	2.05	106.6		989			57		12.35	f 10.10	1.10
		f	2.35	114.5		990			53		12.20	f 9.45	PM 12.40
		f	3.05	120.6	W	992			57		z 12.09	f 9.25	11.30
		f	3.35	129.1		993			57		f 11.52	f 9.00	10.50
		f	3.55	134.4	W	994			52		f 11.42	f 8.43	10.25
		f	4.15	140.4		996			56		f 11.31	f 8.25	10.00
			4.35	145.5		998			54		11.21	8.10	9.43
			4.40	145.8									
			5.00	147.9	CW	999	D N B U				11.20	8.07	9.40
			5.00				D N C A	Yard			11.15	8.00	9.30
			5.00								A.M.	A.M.	A.M.
a Daily			a Tuesday, Thursday Saturday								Daily	i Monday Wednesday Friday	Fast Freight / Daily
403			221								4	222	404

† Denotes no passing track.

REGISTER STATIONS. Jellicoe, Current Jct.

Port Arthur (C.N.R. Station) for passenger and mixed trains.
Port Arthur (Yard Office) for freight trains.

FLAG STOPS
Nos. 3, 4, 221 and 222 will stop on flag at Stevedore No. 1, mileage 2.9

COMPARISON CLOCKS AND BULLETIN STATIONS
Jellicoe, Port Arthur (C.N.R. Station and Yard Office).

SIDE TRACKS	Station No.	Car Capacity	Points face.	Mileage
			E	2.9
			W	66.4
			W	77.4
			W	78.9
			W	94.6
			W	132.6
			E	144.7
			W	145.6

JUNCTION WITH C.P.R.
At Current Jct. Interlocked. Mileage 145.8

"z" Denotes on request of Co.'s officers at Winnipeg will stop to discharge passengers from Winnipeg or beyond.

SPECIAL RULES

A—Whistle signal "14L," must be sounded approaching tunnels, curves, cuts and other points where view of track ahead is obscured.

B—Conductors of trains to be registered by Operator at designated register stations must hand Operator Identification Ticket, containing necessary information. Operators must be on hand to receive identification Ticket from Conductor. Failing to deliver Identification Ticket to Operator, Conductor must register train.

C—An inferior train must clear the time of a superior train in the same direction not less than Ten minutes unless it is clear before the superior train is due to leave the next station in the rear where time is shown. This clearance is required instead of the five minutes prescribed by Rule 86.

D—When trains, any of which are carrying passengers, meet by train order arrangements (except under expired time orders) they must stop, and before proceeding must positively know that the train or trains met are those which had right to track over them as called for in train orders received.

E—One Trainman must be stationed on forward end of mixed, freight and work trains, consisting of ten or more cars, while train is in motion.

F—Unless some form of block signals is used, freight trains in the same direction must keep at least ten minutes apart, except in closing up at stations, instead of the five minutes required by Rule 91.

A snow plow train, light engine or light loaded freight train (50 per cent. of full tonnage or less) must not follow any train unless clearance shows arrival at a station ahead, or unless the station from which it is to follow or the next station ahead is not a telegraph office, in which case it may follow in twenty minutes to the first telegraph office.

G—At stations where yard limit boards are not provided the outer main track switches of passing tracks will indicate "station limits," and within these limits the main track may be used, keeping clear of first and second class trains.

All trains except first and second class trains must, unless otherwise directed, approach and pass through such limits prepared to stop, unless the main track is seen to be clear.

During foggy, smoky or stormy weather, trains using the main track in yards or within "station limits" must be protected as required by Rule 99.

Special Rule G is not applicable on the Renfrew, Depot Harbor or Locksley Subdivisions.

H—Addition to Rule 93, "By night, or in foggy or stormy weather, proper lights must be placed on cars or engines obstructing the main track within yard limits."

I—The position of switches at junction points with other Subdivisions, unless otherwise specified, is normal when set for main traffic subdivisions. The position of switches at ends of double tracks is normal when set for trains leaving single track for the double track and against trains leaving double track for single track.

J—Derails must be inspected and known to be in proper position before a signal is given for a train to pass over. Trainmen must know where derails are located and be governed accordingly. All derails must be set and locked whether cars in siding or not.

K—A sufficient number of hand brakes must be applied on all cars left in side tracks or passing tracks or on the main track to prevent such cars moving.

Cars set out on side or passing tracks where there is a grade must be so secured by the hand brakes being applied on the cars first out in the direction in which the down grade runs.

L—All locomotives and trains must use caution in meeting or passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged.

M—Between the hours of 8.00 p.m. and 8.00 a.m. at all open telegraph offices, trains (except first class and passenger extras) must receive a clearance from the operator, whether the signal indicates "stop" or "proceed."

If there are no '31' orders on hand for delivery to any train in the direction as indicated by the approaching train, operators are required to have clearance ready, so that engineer and conductor may secure it while passing at slow speed.

N—Single Arm Train Order Signals govern trains running in both directions.

O—Enginemen, trainmen and yardmen must see that air brakes are in service while switching passenger equipment. Engines with or without cars must be stopped not less than six and not more than twelve feet before coupling to any occupied passenger, business or private car.

P—Where two main tracks parallel each other and are less than twenty feet centre to centre, whether such tracks are for double or single track operation, employees in every instance, when stepping out of the way of approaching trains must move to the right-of-way and not to the other track. Foremen will be personally responsible for educating their men accordingly.

Q—When regulations require headlight to be displayed, electric headlights on locomotives will be dimmed—

- (a) Where yard engines are employed.
- (b) At meeting points.
- (c) Approaching stations where—
 - (1) Stops are to be made;
 - (2) trains are receiving or discharging passengers;
 - (3) train orders or clearances are to be picked up.
- (d) When standing.
- (e) On two or more tracks when approaching trains running in opposite directions.

R—When trains are required to take passing track to meet or be passed by other trains, they must not be stopped or switches closed until rear of train is entirely clear of main track.

S—Passenger trainmen on duty must not occupy a seat with passengers, neither must they at any time occupy a seat in the smoking compartment of any car. Conductors and trainmen, other than the baggageman, must not ride in the baggage car, except when their duties require them to do so.

ADDITIONS TO GENERAL TRAIN AND INTERLOCKING RULES AND AMENDMENTS THEREOF AS AUTHORIZED BY THE BOARD OF RAILWAY COMMISSIONERS

Rule 19 and D19. (See illustrations of train signals)—Headlight must be obscured when engine is running backward by night without cars, or at the rear of the train pushing cars, either as an extra or displaying signals for a following section. (C.R.W.B. 89).

Rule 26.—The blue flag by day and the blue light by night, required by Rule 26 must be displayed at a height of five feet above rail level, on a steel secured to the rail; the Day signal (flag) to be 22 by 28 inches in size, set at right angles to the track and located between the switch and the first engine, car or train occupying the track.

All switches leading to regular repair tracks must be locked with special locks, and keys carried by the foreman in charge of the repair work, or other responsible party, whose duty it shall be to see that employees and workmen, so engaged, are warned and are clear from cars or engines before any switching movement is made on such track; and also that the switches are relocked after the switching movement is completed. (B.R.C. 258).

Rule 33—General Train and Interlocking Rules—has been amended by Orders of Board of Railway Commissioners Nos. 369, 370 and 374, which orders provide as follows: "Watchmen stationed at public road crossings must, by day, display a metal disc (16 inches in diameter, white background with the word "Stop" in large black letters and a black border) and by night a red light, to warn pedestrians and persons in vehicles that a train is approaching. Where gates are provided a red light must be displayed by night. In both cases such light shall be hooded so as to show along the highway only.

Rule D35 (Amended)—A yellow flag or yellow light placed beside the track on the same side as the engineer of an approaching train, or, where the practice is for trains to run to the left, a yellow flag or yellow light placed on the left side of the track, as well as on the same side (between tracks) as the engineer of an approaching train, so that the engineer of the approaching train shall have a clear view of said signal for a distance of at least 1,200 feet,—indicates that the track 3,000 feet distant is in condition for a speed of but six miles an hour, unless otherwise instructed, and the speed of the train will be controlled accordingly. A green flag or a green light placed beside the track on the same side as the engineer of an approaching train, or on the left side of the track, if so operated, at a point beyond the slow track, indicates that full speed may be resumed. (B.R.C.255).

Rule 99 (Amended) Paragraph 6. "If recalled before another train arrives, he must in addition to the two torpedoes, leave a fusee burning red at the point he returns from, and while returning to his train when snow plow or flangers may be running, curvature, weather or other conditions governing,—a fusee burning red must be placed at such points or times as the flagman may find necessary to insure full protection. To maintain the proper interval between trains a fusee burning red must be left by the protected train, at the point from which it moves."

Par. 9. "Flagmen must each be equipped for day time with a red flag 22" by 28", on a staff, at least six torpedoes and five red fusees; and for night time, and when weather or other conditions obscure day signals, a red light, a white light, with a supply of matches, at least six torpedoes and five red fusees." (B.R.C. 336.)

Rule 102 (Amended). When cars are pushed by an engine (except when shifting and making up trains in yards where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates, or otherwise) a Flagman must take a conspicuous position on the front of the leading car.

Whenever in any city, town or village, cars not headed by an engine are passing over or along a highway which is not adequately protected by gates, or otherwise at rail level, a man must take a conspicuous position on the foremost car to warn persons on the highway. (B.R.C. 256).

SPECIAL INSTRUCTIONS

1. The station agent or other person in charge must record with white chalk on blackboard provided for the purpose the probable time of arrival of passenger trains that stop at station where notice is posted.
2. Employees must not ride on top of cars passing under overhead bridges, or through tunnels at which there is not sufficient clearance.
3. To prevent accident to passengers alighting from cars standing on bridges adjacent to stations, trainmen will not announce station stop until after train has passed over the structure.
4. Freight cars must not be handled in the rear of any passenger car in which any passenger is carried, except when moving troop trains in International service.
5. Conductors are required to give personal attention to the performance of switching at terminals and intermediate points.
6. Unless otherwise instructed, a dead engine to be moved in a train must be hauled with pilot end ahead and must be placed five cars from train engine; if more than one dead engine in train they must be separated by five cars and not more than two dead engines may be moved in one train. Except when it cannot be avoided empty flat cars must not be handled between engines or immediately ahead of or behind any dead engine in train.
7. Brown Hoist Cranes must not be moved in trains unless the boom is disconnected, the travel mechanism under crane put out of gear, and Brown Hoist engine and boiler blocked to body of car and secured by safety chains, which must also be wired, this arrangement will not necessitate the taking off of cable, but ample slack must be allowed in cable between car on which boom is loaded and crane car to allow for curvature or slack; Conductors will be held responsible for the strict observance of this rule. When possible at least three cars must be placed between crane and engine handling train.
8. Railways Crossings at Grade and Drawbridges as shown herein are interlocked unless otherwise specified in Sub-division Footnotes.
9. 1st. Every engine or train (whether steam or electrically operated) or electric car shall be brought to a full stop before passing over any non-interlocked crossing where the two main lines of railway, or the main tracks of any branch lines, cross each other at rail level, whether steam or electric lines of railway, except in cases of any crossing where an order is in effect otherwise permitting.
 - 2nd. Every engine, train or electric car brought to a full stop before passing over any crossing, as in the above paragraph provided, shall not pass over such crossing until a proper signal that the way is clear has been received by the engineer, motorman or conductor in charge of such engine train or electric car from a competent person or watchman in charge of such crossing.
 - 3rd. In the case of an electric car crossing any railway track at rail level, and no competent person or watchman is in charge of such crossing, the engine or train may, after being brought to a full stop as provided in paragraph No. 1, pass over such crossing, but the electric car shall not pass over such crossing until the conductor of such electric car has gone forward to see that the track to be crossed is clear and gives the signal to the motorman of such electric car that the way is clear.
10. Not more than one engine must be used when placing cars on or removing them from coal chutes. Air brakes must be coupled and working between all cars and engine, and not more than two cars to be put up ramp at one time.

PROTECTION OF IMPASSABLE TRACK—RULES

1. Before undertaking any work which will render the main track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employees of the Company shall protect the same as follows:
 2. (a) On double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent or fast train service—Send out a flagman in each direction with stop signals, at least:
 - 1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.
 - 3,600 feet at other times and places, if there is no down grade towards the obstruction within one mile.
 - 5,400 feet if there is a down grade towards the obstruction within one mile.
 The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible 1,500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart) on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night and remain in such position until recalled or relieved.
 3. On other lines—
 - (a) By day place a red flag and, in addition, by night a red light, on the same side of the track as the engineer of an approaching train, at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:
 - (b) By day place a red flag, and in addition, by night, a red light, on the same side of the track as the engineer of an approaching train so that it will be clearly in his view, at least 3,600 feet from the defective or working point, if there is no down grade towards the obstruction.
 - 5,400 feet if there is a down grade within one mile of the obstruction or as much farther as may be necessary to insure full protection.
 - (c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal.
 - (d) Between sunset and sunrise and during stormy, foggy or smoky weather conditions flagman must be placed instead of the signals referred to in clause (b).
 4. Trains stopped by flagman, as per Rule 2 and Rule 3 (d), shall be governed by his instructions and proceed to the working point or working point signal as the case may be, and there be governed by signal or instructions of the foreman in charge.
 5. Trains stopped by red signal, as per Rule 3 (b), shall replace the torpedoes exploded and proceed to the working point signal and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.
 6. In the event of train order protection being provided, the defective or working point must be marked by signals placed in both directions as follows:
 - Yellow flags by day and, in addition, yellow lights by night, 3,600 feet from the defective or working point; red flags by day, and, in addition, red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train; except on double track, where trains run to the left, in which case signals shall be placed to the left hand side as seen by an engineer of an approaching train and there is a clear view of at least 1,200 feet.
 7. When weather or other conditions obscure day signals, night signals must be used in addition.
 8. "Frequent Service" shall mean nine or more trains a day and "fast train service" shall mean a service at a speed of thirty-five miles or more an hour.
 9. The Brennan Signal device as approved by the Board, or a signal of an equally serviceable type attached to the base of the rail, to be approved by the Board, must be used to display the signals directed to be provided under Rules 3(b) and 6 (yellow signal) of these instructions and Rule 35 (yellow signal) of the Uniform Code of Operating Rules.
 10. Flagmen must each be equipped for day time with a red flag and four torpedoes, and for night time, and when weather or other conditions obscure day signals, with a red light, a white light, four torpedoes, three red fuses, and a supply of matches. Employees will note under the above that:
 - Between sunset and sunrise, and during stormy, foggy and smoky weather, Manual Flagging must be observed on all subdivisions, (Rule 3), (d).—Under other conditions Manual Flagging must be observed on the Hurdman and Smith's Falls Subdivisions, Sudbury Subdivision, between Sudbury Junction and Capreol, Sudbury Terminals, and Orono Subdivision between Brighton and Trenton (Rule 2), and stationary (red flags) flagging must be observed on all other subdivisions (Rule 3)
 - Yellow Flags as advance indication and Red Flags at obstructed point are used to protect defective track covered by "Train Order" protection (Rule 6).
 - Yellow Flags are also used to indicate track where reduced speed is necessary, if permanent slow sign is not installed.

GENERAL SPEED RESTRICTIONS

- S. 1—All Trains will approach and pass through the following yards prepared to stop unless the main track is seen or known to be clear—Brent, Brighton, Capreol, Depot Harbor, Foleyet, Harrowsmith, Hornepayne, Hurdman, Jellicoe, Madawaska, Milnet, Napanee, North Bay, Parry Sound, Pembroke, Rideau Jct., Scotia Jct., Sudbury, Sudbury Jct., Todmorden, Tweed, Trenton, Washago and Yarker; and in addition will be governed strictly by Subdivision footnotes covering movements through the yards specified therein.
- S. 2—The following speed restrictions must be observed, except when and where bulletin, train order, or slow sign instruct that slower speeds shall be observed:—

Subdivision	Passenger Trains	Motor Coach	Freight and Mixed Trains	Subdivision	Passenger Trains	Motor Coach	Freight and Mixed Trains	Subdivision	Passenger Trains	Motor Coach	Freight and Mixed Trains
Alderdale	40	..	Miles per hour 25	Locksley	30	..	Miles per hour 20	Ruel	40	..	Miles per hour 25
Bala	45	..	" " 25	Longlac	45	..	" " 20	Smith's Falls	50	35	" " 15
Beachburg	50	..	" " 25	Maynooth	35	35	" " 20	Sellwood	20	..	" " 25
Depot Harbor	35	..	" " 20	Oba	45	..	" " 20	Sudbury	40	..	" " 25
Deseronto	50	..	" " 25	Orono	30	..	" " 20	Sudbury Terminal	35	..	" " 20
Dorion	40	..	" " 20	Pictou	30	35	" " 20	Tweed	30	..	" " 20
Hurdman	50	..	" " 25	Renfrew	40	..	" " 20	Westport	25	30	" " 20
Iroquois	15	..	" " 15								
- Motor Coaches must move under such control approaching public crossings where view is obstructed as will permit of accidents being avoided.
- S. 3—When running light, 2300, 2400 and 2500 class engines must not run any one mile in less than two (2) minutes and thirty (30) seconds and 3200 and 3300 class engines must not run any one mile in less than two (2) minutes. Other road engines must not exceed speed permissible for passenger trains.
- S. 4—When handling passenger trains 2400, 2500, 3200 and 3300 class engines must not run any one mile in less than Two (2) minutes.
- S. 5—Engines moving tender first, with or without cars, must not be run at a rate of speed exceeding Twenty (20) miles per hour.
- S. 6—Six wheel switch engines must not exceed, and engines without front trucks must not be moved at a speed exceeding Fifteen (15) miles per hour.
- S. 7—Trains handling loaded ore cars series 120000 to 120099, old series 80201 to 80399 must not exceed Fifteen (15) miles per hour.
- S. 8—Trains handling Wrecking Cranes or Brown Hoist Cranes over any portion of the line must not move at a rate of speed exceeding Twenty (20) miles per hour, unless otherwise notified by train order.
- S. 9—Snow plows working on double track when passing trains on the other track must not be run at a speed exceeding ten (10) miles per hour, and points must be lifted and wings closed. Flangers must also be lifted when passing trains on the other track. Snow plows or flangers working must not be run at a speed exceeding ten (10) miles per hour when passing stations or other buildings which are liable to be damaged by snow or ice being thrown against them.
- S. 10—Conductors and engineers must not permit trains to be run at an excessive rate of speed, particularly descending grades, around sharp curves or through yards. Trains must not exceed speed of Ten (10) miles per hour when using turnouts or crossovers.

GENERAL SPEED RESTRICTIONS—Continued

- S. 11—Observe carefully all speed restrictions indicated by "Slow Orders" and "Slow Signs." The greater number on a Slow Sign indicates highest speed permissible for Passenger Trains, and the lesser number the highest speed permissible for Freight Trains.
- S. 12—At a safe distance before commencing the descent of steep grades and approaching railway crossings at grade, junctions, drawbridges, and at points where trains are to be met and passed, and where at any other point failure of brakes would be attended with hazard, a brakeman must be on the rear car of each train within convenient access of Conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once if practicable.
- S. 13—Way freight and Mixed trains only, when handled by engines 1640 to 1649 only (inclusive) may run but must not exceed any one mile in less than two (2) minutes—30 miles per hour—between Ottawa and Killaloe and two (2) minutes and twenty-four (24) seconds—25 miles per hour—between Killaloe and Depot Harbor. Other trains excepting passenger trains, regardless of by what engine handled, may run but must not exceed any one mile in less than two (2) minutes and twenty-four (24) seconds—25 miles per hour—between Ottawa and Killaloe and three (3) minutes—20 miles per hour—between Killaloe and Depot Harbor.

INSTRUCTIONS TO BE OBSERVED BY ALL EMPLOYEES IN CONNECTION WITH GENERAL ORDER No. 362 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, DATED APRIL 19th, 1922, IN CONNECTION WITH FIRES ALONG OR ADJACENT TO THE COMPANY'S RIGHT-OF-WAY

GENERAL

The law, as now interpreted, practically makes this Company responsible for the extinguishing of fires starting within three hundred feet of the track, unless it can be shown that the Company is not responsible. It is necessary, therefore, that all employees take an interest in the prevention of fires, that they should co-operate in putting out fires promptly, and also endeavour to determine positively the origin of fires, in order to relieve the Railway Company of the responsibility where caused by other agencies. Note the penalty clause at the end of this Order.

TO ENGINEMEN, CONDUCTORS, BRAKEMEN AND FIREMEN

It shall be the duty of Train and Engine Crews on freight and passenger trains, when discovering a fire on or adjoining the right-of-way of the Railway Company, to stop and use every effort to extinguish such fire. In the event of this being impracticable, either by reason of the extent of the fire or its distance from the right-of-way or otherwise, the train shall proceed to the first telegraph station, where the Conductor shall wire a report to the Superintendent, giving the exact location of the fire and the action taken by engine and train crews concerning same. It also shall be the duty of Enginemen to stop and notify the first Section gang passed, regarding any fire not extinguished as above. Fire Cards should be used where trains are unable to stop, but care must be taken that the Fire Cards give proper information and that Section forces get them.

No employee shall do or cause damage or injury to any of the fire protective appliances on any engine; open the back dampers of any engine while running ahead, or the front dampers while running tender first, except when there is snow on the ground and it is necessary to take such action in order to have the engine steam properly, or permit fire, live coals or ashes to be deposited on tracks or right-of-way, unless the same are extinguished immediately thereafter, except in pits provided for the purpose. On no account shall ash-pans be dumped, or ashes from cars or cabooses be thrown out on the right-of-way while running. Burning or smouldering waste taken from hot boxes shall be covered with earth or otherwise completely extinguished.

TO AGENTS

Enginemen and Conductors of all trains have received instructions to report fires along the right-of-way and adjacent thereto, and it shall be your duty to notify the local Fire Inspector of the Railway Commission immediately, giving the exact location of the fire and its extent, and forthwith wire the Superintendent, giving the location of the fire, the extent of same, and any other information which may be of value, particularly as to the number of men needed to extinguish the fire.

TO ROADMASTERS, ASSISTANT ROADMASTERS, MASTER CARPENTERS, AND OTHER OFFICIALS

In cases where fires are reported, it shall be the duty of any division official to proceed to the scene of the fire as quickly as possible and take charge of the work of fire fighting until he can be relieved by the Division Roadmaster. The man first on the ground should organize his men to do the best work possible; and when this is done, he should immediately proceed to investigate the origin of the fire and fix the location where it started; get statements from all witnesses, and make every effort to learn the origin and fix the responsibility. The first officer on the ground should endeavour to hold a joint investigation with the local Fire Inspector of the Railway Commission, or other local forestry officer, and agree upon the origin of the fire. This will avoid disputes later on.

A report shall be submitted covering every fire starting or burning within 300 feet of the track regardless of size or damage done.

TO CHIEF DISPATCHERS

In all cases when fires are reported, it will be the duty of the Dispatcher to get full information as to the extent of such fire, its location, and the number of men necessary to fight it. It will also be the duty of the Dispatchers to furnish whatever train service may be required to move extra gangs, section gangs, or bridge gangs, to the fire immediately, giving this movement preference if the emergency requires it.

TO SECTIONMEN, EXTRA GANGS AND BRIDGE FOREMEN

In cases all where fire occurs, it shall be the duty of all section crews, extra gangs and bridge crews to proceed immediately to such fires and extinguish same, remaining as long as may be necessary to do this; and it must be understood that this is the most important work that can be done, and that the carrying on of your work, though it may be important, must be set aside until the fire is extinguished, except only that the work of fire fighting does not take precedence over work immediately necessary to the safety of trains. The Section Foreman on whose section the fire occurs shall, in the absence of an official of the Company, make a thorough investigation regarding the origin of the fire and submit a full report to the Roadmaster.

Between April 1st and November 1st, no ties, cuttings, debris or litter upon or near the right-of-way shall be burned, except under such supervision as will prevent such fire from spreading beyond the strip being cleared. Officers of the Railway Commission may require that no such burning be done along specified portions of the line, except with the written permission or under the direction of such officer.

PENALTY

General Order No. 362 of the Board of Railway Commissioners provides as follows:—

"If any employee or other person included in the said regulations fails or neglects to obey the same, or any of them, he shall in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence."

NIPISSING AND NIPIGON DIVISIONS FAIR WEATHER EQUATED TONNAGE RATING

WEST AND NORTHBOUND								DF SF	Dead Freight Speed Freight	EAST AND SOUTHBOUND							
	Car Factor	30% Engine	38% Engine	41% Engine	50% Engine	53% Engine	53% Engine			50% Engine	41% Engine	38% Engine	30% Engine	Car Factor			
....	10	2500	3150	3400	4150	4400	DF	Rideau Jct. and Bells Corners	5000	4700	3875	3600	2825	12	....	....
....	10	2025	2600	2800	3400	3600	DF	Bells Corners and Malwood	4200	3950	3250	3000	2375	12	....	....
....	10	1925	2450	2625	3200	3400	DF	Malwood and Woodlawn	4600	4350	3550	3300	2600	12	....	....
....	10	1925	2450	2625	3200	3400	DF	Woodlawn and Beachburg	4200	3950	3250	3000	2375	12	....	....
....	10	1925	2450	2625	3200	3400	DF	Beachburg and Pembroke	4600	4350	3550	3300	2600	12	....	....
....	10	1925	2450	2625	3200	3400	SF	Pembroke—Brent	3900	3700	3000	2800	2200	12	....	....
....	9	1925	2450	2625	3200	3400	DF	Rideau Jct. and Brent	4800	4550	3700	3450	2700	9	....	....
....	9	1850	2350	2550	3100	3300	DF	Brent and Davenport	3750	3550	2900	2700	2100	9	....	....
....	9	2550	3200	3500	4250	4500	DF	Davenport and Kilrush	3400	3200	2625	2450	1925	9	....	....
....	9	1975	2500	2700	3300	3500	DF	Kilrush and North Bay	5000	4700	3875	3600	2825	9	....	....
....	9	2100	2650	2850	3500	3700	DF	North Bay and Meadowside	3200	3000	2500	2300	1800	9	....	....
....	9	1925	2450	2625	3200	3400	DF	Meadowside and Desaulniers	4600	4350	3550	3300	2600	9	....	....
....	9	1800	2300	2500	3000	3200	SF	Desaulniers and Capreol	4000	3800	3100	2850	2250	9	....	....
....	9	1800	2300	2500	3000	3200	SF	Brent and North Bay	3500	3300	2700	2500	2000	9	....	....
....	8	1950	2475	2650	3250	3450	DF	North Bay and Capreol	Car Car	Limit Limit						
....	8	1675	2125	2300	2800	2950	DF	Capreol and Milnet	4000	3800	3100	2850	2250	9	....	....
....	8	1800	2300	2450	3000	3200	DF	Milnet and Thor Lake	3700	3500	2850	2650	2100	9	....	....
....	8	2400	3050	3300	4000	4250	DF	Thor Lake and Ruel	4000	3800	3100	2850	2250	9	....	....
....	8	2000	2500	2700	3300	3500	DF	Ruel and Ostrom	4000	3800	3100	2850	2250	9	....	....
....	8	1800	2050	2200	2700	2800	SF	Ostrom and Gogama	3500	3300	2700	2500	2000	9	....	....
....	8	1800	2050	2200	2700	2800	SF	Gogama and Foleyet	3500	3300	2700	2500	2000	9	....	....
....	10	2100	2650	2900	3500	3700	DF	Capreol and Foleyet	3900	3700	3000	2800	2200	10	....	....
....	10	2000	2500	2700	3300	3500	SF	Foleyet and Fire River	4100	3850	3150	2900	2300	10	....	....
....	10	2000	2500	2700	3300	3500	SF	Fire River and Hornepayne	3700	3500	2800	2600	2100	10	....	....
....	9	2100	2650	2900	3500	3700	DF	Foleyet and Hornepayne	4100	3875	3175	2925	2300	12	....	....
....	9	2375	3000	3250	3950	4200	DF	Hornepayne and Tondern	4500	4250	3500	3200	2550	12	....	....
....	9	1875	2375	2550	3100	3300	DF	Tondern and White Otter	4000	3800	3100	2850	2250	12	....	....
....	9	2025	2600	2800	3400	3600	DF	White Otter and Caramat	4000	3800	3100	2850	2250	12	....	....
....	9	1875	2375	2550	3100	3300	DF	Caramat and Long Lac	4000	3800	3100	2850	2250	12	....	....
....	9	2025	2600	2800	3400	3600	DF	Long Lac and Octopus	4000	3800	3100	2850	2250	12	....	....
....	9	1800	2300	2400	2900	3200	SF	Octopus and Jellicoe	4000	3800	3100	2850	2250	12	....	....
....	9	1875	2375	2550	3100	3300	DF	Hornepayne and Jellicoe	4300	4050	3300	3100	2400	12	....	....
....	9	2000	2500	2700	3300	3500	DF	Jellicoe and McKirdy	3800	3600	2950	2700	2150	12	....	....
....	9	1875	2375	2550	3100	3300	DF	McKirdy and Nipigon	4400	4150	3400	3150	2500	12	....	....
....	9	1700	2150	2300	2800	3000	DF	Nipigon and Dorion	3800	3600	2950	2700	2150	12	....	....
....	9	1875	2375	2550	3100	3300	DF	Dorion and Pearl	3800	3600	2950	2700	2150	12	....	....
....	9	1650	2100	2200	2700	2900	SF	Pearl and Port Arthur	3600	3400	2800	2600	2050	12	....	....
....	7	1350	1725	1850	2250	2400	DF	Jellicoe and Port Arthur	4200	4000	3250	3000	2400	8	....	....
....	7	1250	1600	1700	2100	2200	SF	Todmorden and Vandorf	2950	2775	2250	2100	1650	8	....	....
....	7	1800	2300	2500	3000	3200	DF	Vandorf and Mt. Albert	2750	2600	2100	1950	1550	8	....	....
....	7	1700	2150	2350	2800	3000	SF	Mt. Albert and Washago	3300	3100	2550	2350	1850	8	....	....
....	7	1800	2300	2500	3000	3200	DF	Washago and Footes Bay	3100	2900	2400	2200	1750	8	....	....
....	7	1700	2150	2350	2800	3000	SF	Footes Bay and Otter Lake	3100	2900	2400	2200	1750	8	....	....
....	7	1700	2150	2350	2800	3000	DF	Otter Lake and Parry Sound	2750	2575	2100	1950	1550	8	....	....
....	7	1600	2000	2150	2600	2800	SF	Parry Sound and Waubamik	2550	2400	1950	1850	1450	8	....	....
....	7	1400	1775	1925	2350	2500	DF	Waubamik and Key Jet	1700	1600	1325	1225	950	8	....	....
....	7	1600	2000	2175	2650	2800	DF	Key Jet and Parlock	2750	2575	2100	1950	1550	8	....	....
....	7	1800	2275	2450	3000	3175	DF	Parlock and St. Cloud	1700	1600	1325	1225	950	8	....	....
....	7	1600	2000	2175	2650	2800	DF	St. Cloud and Capreol	2750	2575	2100	1950	1550	8	....	....
....	7	1400	1775	1925	2350	2500	DF	Parry Sound and Capreol	2550	2400	1950	1850	1450	8	....	....
....	7	1350	1700	1850	2250	2400	SF	Parry Sound and Capreol	2550	2400	1950	1850	1450	8	....	....
....	7	1500	1900	2050	2500	2650	DF	Sudbury and Sudbury Jet	2550	2400	1950	1850	1450	8	....	....
....	10	2300	2900	3100	3800	4000	DF	Key Harbor and Key Jet	2550	2400	1950	1850	1450	8	....	....

NOTE—The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents.

LOCOMOTIVE TONNAGE RATING—OTTAWA DIVISION

To arrive at the proper load for an engine, tonnage ratings must be modified by the authorized allowances for car resistance, weather conditions, and air pump and train line capacity.

NOTE.—The Tonnage ratings in the Tables below make due allowance for Car Resistance.

When the average weight of all loads and Empties in the Train is 20 Tons Use 80% Rating	When the average weight of all loads and Empties in the Train is 30 Tons Use 90% Rating	When the average weight of all loads and Empties in the Train is 40 Tons Use 95% Rating	For a train consisting of cars having an average weight of fifty tons or over 50 Tons Use 100% Rating	For a train consisting of cars having an average weight of fifty tons or over 50 Tons Use 100% Rating	When the average weight of all cars and Empties in the Train is 40 Tons Use 95% Rating	When the average weight of all cars and Empties in the Train is 30 Tons Use 90% Rating	When the average weight of all cars and Empties in the Train is 20 Tons Use 80% Rating		
EASTBOUND—(Read Down)				WESTBOUND—(Read Up)					
ORONO DESERONTO SMITH'S FALLS SUBDIVISION									
1135	1270	1345	1415	Todmorden to Malvern	53% engine	Car limit	Car limit	Car limit	Car limit
1070	1200	1270	1335		50% "				
640	720	760	800		30% "				
2215	2730	2765	2915	Malvern to Cherrywood	53% engine	2475	2355	2225	1975
2090	2575	2610	2750		50% "	2335	2220	2100	1865
1320	1485	1570	1650		30% "	1400	1330	1260	1120
2215	2730	2765	2915	Cherrywood to Osacatown	53% engine	2810	2685	2545	2255
2090	2575	2610	2750		50% "	2665	2535	2400	2130
1320	1485	1570	1650		30% "	1600	1520	1440	1280
2215	2730	2765	2915	Osacatown to Cobourg	53% engine	2475	2355	2225	1975
2090	2575	2610	2750		50% "	2335	2220	2100	1865
1320	1485	1570	1650		30% "	1400	1330	1260	1120
2215	2730	2765	2915	Brighton to Trenton	53% engine	2650	2515	2385	2120
2090	2575	2610	2750		50% "	2500	2375	2250	2000
1320	1485	1570	1650		30% "	1500	1425	1350	1200
1975	2225	2355	2475	Trenton to Napanee	53% engine	2650	2515	2380	2120
1865	2100	2220	2335		50% "	2500	2375	2250	2000
1120	1260	1330	1400		30% "	1500	1425	1350	1200
1695	1910	2015	2120	Napanee to Sydenham	53% engine	2120	2015	1910	1695
1620	1800	1900	2000		50% "	2000	1900	1800	1600
910	1080	1140	1200		30% "	1200	1140	1080	960
2120	2385	2515	2650	Sydenham to Perth Road	53% engine	2120	2015	1910	1695
2000	2250	2375	2500		50% "	2000	1900	1800	1600
1200	1350	1425	1500		30% "	1200	1140	1080	960
2120	2385	2515	2650	Perth Road to Forfar	53% engine	2475	2355	2225	1975
2000	2250	2375	2500		50% "	2335	2220	2100	1865
1200	1350	1425	1500		30% "	1400	1330	1260	1120
2255	2545	2685	2810	Forfar to Nolans	53% engine	2825	2685	2545	2255
2130	2400	2535	2665		50% "	2665	2535	2400	2130
1280	1440	1520	1600		30% "	1600	1520	1440	1280
2405	2700	2850	3005	Nolans to Rideau Jet.	53% engine	2825	2685	2545	2255
2270	2550	2690	2835		50% "	2665	2535	2400	2130
1360	1530	1615	1700		30% "	1600	1520	1440	1280

OTHER ENGINES PRO RATA OF 30% ENGINES

On MAYNOOTH SUBDIVISION full tonnage over controlling grade for 23% engine is—Northbound—850 tons. Southbound—900 tons.
 On PICTON SUBDIVISION full tonnage over controlling grade for 23% engine is—Northbound—800 tons. Southbound—750 tons.
 On TWEED SUBDIVISION full tonnage over controlling grade for 17% engine is—Northbound—375 tons. Southbound—350 tons.
 On WESTPORT SUBDIVISION full tonnage over controlling grade for 17% engine is—Northbound—350 tons. Southbound—350 tons.

Modification Account Weather Conditions.	Reductions	Car Limit Account Air Pump and Train Line Capacity.
Temperature		Temperature
Rating A. Freezing (32° above).....	Nil.	Rating M. 32° above to 20° above.. 60
" B. 32° above to 16° above, or bad rail....	5%	" N. 20° above to 10° above.. 57
" C. 15° above to zero.....	10%	" O. 10° above to zero..... 54
" D. Zero to 10° below.....	15%	" P. Zero to 5° below..... 52
" E. 11° below to 20° below.....	20%	" Q. 5° below..... 50
" F. 21° below to 25° below.....	25%	" R. 10° below..... 48
" G. 26° below to 30° below.....	30%	" S. 15° below..... 46
" H. 31° below to 35° below.....	35%	" T. 20° below..... 44
" I. 36° below to 40° below.....	40%	" U. 25° below..... 42
" J. 41° below to 45° below.....	45%	" V. 30° below..... 40
" K. 46° below to 50° below.....	50%	" W. 35° below..... 38
		" X. 40° below..... 36
		" Y. 45° below..... 34
		" Z. 50° below..... 32

Tonnage Ratings, Renfrew and Depot Harbor Subdivisions on Page 22

TONNAGE RATINGS FOR LOCOMOTIVES

- A.—Trains of the different average weights of cars if loaded to the percentage of full ratings shown herein will offer the same resistance.
- B.—Determine the average weight of cars in train by adding together the total Tare and total Contents of all cars, and dividing the sum by the total number of cars in train. The proper tonnage for the locomotive will be found beneath the nearest average weight of car so obtained.
- C.—After the proper Tonnage in relation to Car Resistance has been ascertained as per Rule B, then make further reductions for Cold Weather as authorized by ratings A to K, or to bring train within the number of cars specified as the capacity of air pump and train line as per ratings M to Z.
- D.—Passenger engines will be allowed a further reduction of 100 tons, when in freight service.
- E.—These Tonnage Ratings will be exceeded by one per cent. If by doing so another car can be handled.
- F.—New engines or engines out of shop after receiving medium or heavy repairs will be loaded 20% light on first outward bound trip, and 10% light on return trip. Locomotive Foremen will advise Chief Dispatcher and Yardmaster in such cases.
- G.—Chief Dispatcher will issue special instructions in case of severe storm, or if other conditions warrant.
- H.—When an engine is unable to handle the authorized tonnage the Conductor and Engineer must send a joint message stating the apparent cause of failure to the Chief Dispatcher and Master Mechanic.
- I.—In computing tonnage when scale weights are not available fully loaded cars containing coal, rails, ties, logs, lumber, etc., must be considered as carrying car capacity, plus 10%.
- K.—Weights of locomotives when being shipped dead. (Engine and Tender empty).

53%.....	160 tons.	25%.....	100 tons.	18%.....	75 tons.
50%.....	130 "	23%.....	90 "	15%.....	70 "
35%.....	115 "	21%.....	90 "	12%.....	60 "
30%.....	110 "	20%.....	80 "		

Cabooses weight 20 tons.

TIME TABLE No. 3. TAKING EFFECT SEPTEMBER 30th, 1923.

PERMANENT SLOW ORDERS

Trains must reduce speed over Mileages as indicated below:

ALDERDALE SUBDIVISION.

Mileage	Cause	Miles Per Hour	
		Passenger	Freight
12.9	Bridge.....	10	10
20.4	Bridge.....	15	10
50.3	Bridge.....	15	10
51.7	Bridge.....	15	10
96.8	Bridge.....	15	10
123.0 & 124.5	Running Steel.....	10	10

BALA SUBDIVISION.

69.7	Bridge.....	15	15
88.2	Bridge.....	15	15
89.7	Bridge (Pacific Type Engines only).....	15	15

BEACHBURG SUBDIVISION.

15.0	Bridge.....	10	10
51.9	Palmer's Road Crossing.....	10	10
98.3	Bridge.....	15	10
101.2	Bridge.....	10	10
118.3	Bridge.....	15	10

DEPOT HARBOR SUBDIVISION.

Mileage	Cause	Miles Per Hour	
		Passenger	Freight
300.0	Bluff.....	6	6
300.3	Bridge.....	10	10
300.6	Bridge.....	10	10
332.7	Bridge.....	6	6
393.8	Drawbridge.....	6	6

DORION SUBDIVISION.

2.0	Bridge.....	20	15
36.3	Bridge.....	20	15
37.8	Bridge.....	20	15
58.7	Bridge.....	20	15
62.7	Bridge.....	20	15
109.3	Bridge.....	20	15
123.6	Bridge.....	20	15

LONGLAC SUBDIVISION.

36.9	Bridge.....	20	15
46.5	Bridge.....	20	15
100.7	Bridge.....	20	15
127.5	Bridge.....	20	15
145.3	Bridge.....	20	15

OBA SUBDIVISION.

Mileage	Cause	Miles Per Hour	
		Passenger	Freight
32.0	Bridge.....	25	15
37.4	Bridge.....	15	15
118.4	Bridge.....	25	15
135.8	Bridge.....	5	5

RENFREW SUBDIVISION.

166.3	Bridge.....	10	10
171.1	Road Crossing.....	10	10
171.3	Bridge.....	10	10
262.9	Bridge.....	10	10

RUEL SUBDIVISION.

28.0	Bridge.....	10	10
44.1	Bridge.....	15	10
58.6	Bridge.....	25	15
67.9	Bridge.....	20	20
79.0	Bridge.....	10	10
110.0	Bridge.....	25	15
134.9	Bridge.....	10	10
140.0	Bridge.....	10	10

SMITHS FALLS SUBDIVISION

Mileage	Cause	Miles Per Hour	
		Passenger	Freight
69.5	to Curve.....	25	15
70.5			
82.5	Curve.....	25	15
138.8	Marmora St. Highway.....	10	10

SUDBURY SUBDIVISION.

34.7	Bridge.....	10	10
44.4	Bridge.....	15	10
57.3	Running Steel.....	10	10
67.9	Bridge.....	10	10
118.0	Curve.....	30	20
126.9	Young St. Crossing.....	10	10

RENFREW AND DEPOT HARBOR SUBDIVISION

FAIR WEATHER EQUATED TONNAGE RATINGS.

WEST AND NORTH					DEAD FREIGHT MANIFEST FREIGHT	EAST AND SOUTH			
Car Factor	10-Wh. 1640 1649 Class	Mogul 1200- 1400 Class	Consol 1625 1638 Class	D.F. M.F.		Consol 1625- 1638 Class	Mogul 1200- 1400 Class	10-Wh. 1640- 1649 Class	Car Factor
RENFREW SUBDIVISION									
8	1500	1600	2000	D.F.	.....Ottawa and Golden Lake.....	2700	2200	2100	10
5	850	900	1150	D.F.	.....Golden Lake and Madawaska.....	1900	1500	1400	8
DEPOT HARBOR SUBDIVISION									
5	750	800	1000	D.F.	.....Madawaska and Brule Lake.....	1500	1150	1100	5
5	750	800	1000	D.F.	.....Brule Lake and Depot Harbor.....	1150	900	850	5

NOTE:—Ottawa and Golden Lake Eastbound with help to Aylen Lake, full rating will be taken from Madawaska.

The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding this result to the sum of the tare and contents.

SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES

TO ALL EMPLOYEES

1. Employees must be thoroughly conversant with the Brake and Signal Equipment, and report promptly any trouble or defects.

RESPONSIBILITY

2. The Engineer and Conductor are responsible for knowing that a proper Terminal Test of train brakes has been made before starting from terminal stations. Engineers must personally handle brake valve, when making all tests.

TERMINAL TEST

3. When an engine has been coupled to an out going train, Inspector will make a proper Terminal Test of train brakes and report condition of same to Engineer and Conductor, who must not leave without receiving this information.

RUNNING TEST

4. Engineers on passenger trains must make a Running Test when leaving a terminal or any point where consist of train has been changed (at a speed not less than 15 m.p.h. when practicable) by making a brake application sufficient to insure the proper control and safety of train.

ROAD TEST

5. When the brake pipe on any train has been uncoupled, brakes must be applied and released from Engineer's brake valve after re-coupling and before starting out. Trainmen must see that brakes behind point of separation operate properly.

DOUBLE HEADING, ASSISTING AND PUSHER SERVICE

6. When two or more engines are coupled in any train, all hose must be coupled and brakes tested, and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all engines except the leading engine. In the case of the leading engine giving up the train short of the destination of the train a test of the brakes must be made to see that the same are operative from the Engineer's valve of the engine remaining with the train.

EMERGENCY APPLICATION

7. Brakes must be applied in emergency only when necessary to avoid accident, when brake valve handle must be placed in emergency position and left there until train stops.

OBSERVING AIR GAUGES

8. Air gauges on locomotives and caboose must be observed frequently to insure the maximum pressure being maintained at all times.

CUTTING OUT BRAKES

9. Brakes must not be cut out unnecessarily. The car immediately behind engine must always have its brake cut in and operative, and brakes must not be cut out on more than two consecutive cars on any train.

SETTING OUT CARS

10. When cars are set off at any point, auxiliary reservoirs must be bled and hand brakes applied.

STANDING ON GRADES

11. When necessary for a train to stand on a grade for over five (5) minutes, air brakes must be released and train held by hand brakes.

CALLING FOR BRAKES

12. A call for brakes from an engine when running must be promptly responded to by each Trainman opening a Conductor's valve, and then applying hand brakes. Conductor's valves must not be closed until train stops.

The Audible Signal (Calling for Brakes) is one short blast of engine whistle.

PERCENTAGE OF OPERATIVE BRAKES

13. Passenger trains must have 100% of brakes operative when leaving terminals, and must not be run with less than 85% at any time.

Mixed and freight trains must have at least 90% of brakes operative when leaving terminals, and must not be run with less than 85% at any time.

RETAINING VALVES

14. Retaining Valves must be used when descending grades of 1.5% and over with passenger trains, and on grades of 1% and over with mixed and freight trains as per instructions in Air Brake Instruction Book.

MEDICAL OFFICERS

Col. J. Alex. Hutchison, M.D.,
Chief Medical Officer,
Montreal.

Dr. J. P. Mitchell, Assistant Chief Medical Officer,
320 Bloor St. West, Toronto, Phone Number Trinity 8343

Arnprior..... Dr. J. G. Cranston
Bancroft..... Dr. A. T. Embury
Beaverton..... Dr. G. W. Dowsley
*Belleville..... Dr. F. G. Wallbridge
*Brockville..... Dr. R. N. Horton
Capreol..... Dr. P. A. Leacy
Carp..... Dr. A. B. Hyndman
*Cobourg..... Dr. Geo. M. Ferris
Consecon..... Dr. Wm. Fielding
Depot Harbor..... Dr. Geo. Solcombe
Deseronto..... Dr. E. D. Vandervoort
Eganville..... Dr. T. D. Galligan
Eldorado..... Dr. S. S. Lumb
Foleyet..... Dr. G. E. Lipsitt
Frankford..... Dr. J. U. Simmons
Hornepayne..... Dr. G. L. Dollar
Kearney..... Dr. W. T. Pocock
Killaloe..... Dr. J. P. McDermott
*Kingston..... Dr. A. R. B. Williamson
Madawaska..... Dr. N. A. Davis
Marlbank..... Dr. J. G. Burrows
Marmora..... Dr. H. Crawford
Mt. Albert..... Dr. M. T. Cody
Napanee..... Dr. J. P. Vrooman
Nipigon..... Dr. E. D. Brown
*North Bay..... Dr. Edgar Brandon
Orono..... Dr. M. Tucker

*Orillia..... Dr. W. C. Gilchrist
*Ottawa..... Dr. Geo. F. McCarthy
110 Lisgar St., Phone No. Queen 1497
*Parry Sound..... Dr. M. H. Limbert
"..... Dr. Denholm
*Pembroke..... Dr. John Graham
"..... Dr. A. J. Sparling
*Port Arthur..... Dr. J. A. Crozier
Port Hope..... Dr. R. E. Forrest
Renfrew..... Dr. N. McCormack.
*Smith's Falls..... Dr. W. S. Murphy
Sprucedale..... Dr. G. F. R. Richardson.
*Sudbury..... Drs. H. Torrington and Morrison
*Toronto..... Dr. C. B. Shuttleworth } City of
478 Huron St., } Toronto and
Phone Trinity 6419 } Leaside Shops
"..... Dr. G. P. Brown } City of
101 Bay St. } Toronto and
Phone Main 1 } Don
"..... Dr. W. R. Walters } Danforth
2552 Danforth Ave. } and
Phone Glad. 14 } Don
Trenton..... Dr. F. J. Farley
Wellington..... Dr. J. J. Broad
Whitney..... Dr. A. N. Kitt.
Yarker..... Dr. J. H. Oldham

*Denotes Hospital accommodation is available.

INJURIES TO PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES

1. In assisting in providing medical relief for persons injured, the Company has in view humanitarian considerations and desire or the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.
2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Chief Dispatcher of the Division.
3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal Authorities.
4. Where the injuries are of such a character as to require hospital treatment, this should be arranged for by the friends or the Municipal Authorities.
5. Where it is impossible to reach friends or Municipal Authorities such as in cases occurring in the night or in rural districts the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. At the same time all concerned, including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made and particulars of this should appear on the casualty report.
6. The instructions of the Transportation Officer should be given in writing, or by telegraph if necessary, so that a copy may accompany the medical accounts for first aid or such other medical services as may be authorized, for the information of our Chief Medical Officer and the Auditor.
7. Employees of the Company, whether authorized to do so or not, when calling for the services of a physician should notify said physician that the call is for first aid only, and will not include services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.
8. The services of a Company's physician must be requisitioned when practicable.
9. In cases of accidents proving immediately fatal, the Coroner of the District should be notified at earliest possible convenience.

WATCH INSPECTORS

Bancroft.....	A. H. Reynolds	Pembroke.....	Harwood Bros.
Brockville.....	H. B. Coates	Port Arthur.....	Chris Kirk
	93 King St. W.		6 South Cumberland St.
Capreol.....	T. M. Palmer	Sudbury.....	A. H. Tobey
Depot Harbor.....	H. B. Partridge	Toronto.....	Ellis Bros., 98 Yonge St.
Hornepayne.....	W. J. Blair	".....	Galster Bros.
Madawaska.....	S. Blatherwick	".....	718 Queen St. East
North Bay.....	R. H. Thompson	".....	J. F. Galster
	15 Main St. W.		167 Danforth Ave.
Ottawa.....	J. E. Wilmot	Trenton.....	D. Blakeley
	149 Sparks St.	Tweed.....	C. J. Clark
Parry Sound.....	F. G. Laird		

SPEED SCHEDULE

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
min.	0 sec.		1 min. 48 sec.			2 min. 36 sec.			3 min. 24 sec.		
"	1	59.02	"	49	33.03	2	37	22.93	3	25	17.56
"	2	58.06	"	50	32.73	2	38	22.78	3	26	17.48
"	3	57.14	"	51	32.43	2	39	22.64	3	27	17.39
"	4	56.25	"	52	32.14	2	40	22.50	3	28	17.31
"	5	55.38	"	53	31.86	2	41	22.36	3	29	17.22
"	6	54.55	"	54	31.58	2	42	22.22	3	30	17.14
"	7	53.73	"	55	31.30	2	43	22.08	3	31	17.06
"	8	52.94	"	56	31.03	2	44	21.95	3	32	16.98
"	9	52.17	"	57	30.77	2	45	21.82	3	33	16.90
"	10	51.43	"	58	30.51	2	46	21.69	3	34	16.82
"	11	50.70	"	59	30.25	2	47	21.56	3	35	16.74
"	12	50.00	2	0	30.00	2	48	21.43	3	36	16.67
"	13	49.31	2	1	29.75	2	49	21.30	3	37	16.59
"	14	48.65	2	2	29.51	2	50	21.18	3	38	16.51
"	15	48.00	2	3	29.27	2	51	21.05	3	39	16.44
"	16	47.37	2	4	29.03	2	52	20.93	3	40	16.36
"	17	46.75	2	5	28.80	2	53	20.81	3	41	16.29
"	18	46.15	2	6	28.57	2	54	20.69	3	42	16.22
"	19	45.57	2	7	28.35	2	55	20.57	3	43	16.14
"	20	45.00	2	8	28.12	2	56	20.45	3	44	16.07
"	21	44.44	2	9	27.91	2	57	20.34	3	45	16.00
"	22	43.90	2	10	27.69	2	58	20.22	3	46	15.93
"	23	43.37	2	11	27.48	2	59	20.11	3	47	15.86
"	24	42.86	2	12	27.27	3	0	20.00	3	48	15.79
"	25	42.35	2	13	27.07	3	1	19.89	3	49	15.72
"	26	41.86	2	14	26.87	3	2	19.78	3	50	15.65
"	27	41.38	2	15	26.67	3	3	19.67	3	51	15.58
"	28	40.91	2	16	26.47	3	4	19.57	3	52	15.52
"	29	40.45	2	17	26.28	3	5	19.46	3	53	15.45
"	30	40.00	2	18	26.09	3	6	19.35	3	54	15.38
"	31	39.56	2	19	25.90	3	7	19.25	3	55	15.32
"	32	39.13	2	20	25.71	3	8	19.15	3	56	15.25
"	33	38.71	2	21	25.53	3	9	19.05	3	57	15.19
"	34	38.30	2	22	25.35	3	10	18.95	3	58	15.13
"	35	37.89	2	23	25.17	3	11	18.85	3	59	15.06
"	36	37.50	2	24	25.00	3	12	18.75	4	0	15.00
"	37	37.11	2	25	24.83	3	13	18.65	4	17	14.00
"	38	36.73	2	26	24.66	3	14	18.56	4	36	13.00
"	39	36.36	2	27	24.49	3	15	18.46	5	0	12.00
"	40	36.00	2	28	24.32	3	16	18.37	5	27	11.00
"	41	35.64	2	29	24.16	3	17	18.27	6	0	10.00
"	42	35.29	2	30	24.00	3	18	18.18	6	40	9.00
"	43	34.95	2	31	23.84	3	19	18.09	7	30	8.00
"	44	34.62	2	32	23.68	3	20	18.00	8	34	7.00
"	45	34.29	2	33	23.53	3	21	17.91	10	0	6.00
"	46	33.96	2	34	23.38	3	22	17.82	12	0	5.00
"	47	33.64	2	35	23.23	3	23	17.73			