

Be Careful — A Single Accident Is One Too Many

CANADIAN NATIONAL RAILWAYS

GREAT LAKES REGION



NORTHERN ONTARIO AREA

TIME 47 TABLE

Taking Effect at 0001 Sunday, April 28th, 1968

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION

W. R. MITCHELL,
AREA MANAGER,
CAPREOL

J. F. WEAVER,
OPERATIONS MANAGER,
CAPREOL

W. D. CONNON,
SUPERINTENDENT TRANSPORTATION,
CAPREOL

NORTHERN ONTARIO AREA

PAGE	SUBDIVISION	FROM	TO	MILES
22 to 24	Alderdale	Brent	Capreol	144.6
14 to 17	Bala	Mileage 22.5	Capreol	253.6
20-21	Bancburg	Mileage 18.4	Brent	149.5
12	Beeton	Mileage 26.5	Barrie	57.7
30-32	Caramat	Hornepayne	Armstrong	243.8
34	Kapuskasing	Cochrane	Hearst	129.1
33	Manitouowadge	Hillsport	Mileage 23.2	73.2
13	Meaford	Barrie	Meaford	52.2
18	Midland	Mileage 42.5	End of Track	33.4
6 to 9	Newmarket	Mileage 39.0	Nipissing	183.9
25	Pagwa	Hearst	Nakina	123.0
11	Penetang	Colwell	Penetang	33.6
26 to 29	Ruel	Capreol	Hornepayne	296.4
		Falconbridge	End of Carson Section	6.4
		Sudbury	End of Steel	5.5
19	Sudbury Terminal	Algo.	C.N. Junction	2.6
		G.N. Junction	Charabelle	1.8
	*Taschereau	Cochrane	Mileage 181.4	2.5
			TOTAL	1762.7

* Movements on Taschereau Subdivision between Cochrane and Mileage 181.4 must be governed by Quebec Area Time Table and Requirements.

WATCH INSPECTORS

Location	Inspector	Location	Inspector
Barrie	Webb's Jewellery	Toronto	Kerns Jewellery, Toronto-Detention Shopping Centre
Cochrane	Laval Jewellers, 101-6th Ave.	"	K. M. Ostrander, 2486 Yonge Street
Collingwood	F. H. Nettleton	"	Kid Bros Jewellers, 408 Bloor St. W.
Gravenhurst	H. A. Bishop	"	Rivardale Credit Jewellers, 693 Queen St. East
Midland	Orr's Jewellers, 281 King St.	"	Ostranders Ltd., 2098 Queen St. East
North Bay	R. Beauchamp, 52 Lakeshore Drive	"	High Park Jewellers, 341 Roncesvalles Ave.
Parry Sound	Ian McDonald, James St.	"	Ostranders Ltd., 1448 Queen St. West
Pembroke	J. Deacon Taylor, 65 Pembroke St. W.	"	Ostranders Ltd., 2066 Dundas St. W.
Sudbury	Notre Dame Jewellers, 407 Notre Dame Ave.	"	Ostranders Ltd., 1092 St. Clair Ave. W.
New Sudbury	Kerns Jewellery Ltd., Lasalle Blvd. - Barrydowne Rd.	New Toronto	Gordons Jewellers, 656 Danforth Ave. Ostranders Ltd., 2000 Lake Shore Road

MEDICAL OFFICERS

Dr. P. VAUGHAN, Chief Medical Officer, Montreal, Que. Dr. J. P. McGUIGAN, Regional Medical Officer, Toronto, Ont.
 (Medical Clinic: 151 Front Street W., Room 642, Toronto, Ont. Dr. G. C. Pretty Phone 303-3322)

STATION & SURGEON	STATION & SURGEON	STATION & SURGEON	STATION & SURGEON
BARRE Dr. Ross Turnbull Phone: 728-2535	GRAVENHURST Dr. J. G. Goodwin Phone: 687-2271	NARINA Dr. T. H. McGillip, Consultant Phone: 160	PENETANG Dr. W. E. Bankley Phone/Office: 549-2444
BEAVERTON Dr. H. D. Angus Phone: Office 428-7311 Res. 428-7049	HEARST Dr. L. M. Sisson Phone: Office 362-4201	DELLIA Dr. R. E. Hipwell Phone: 530-3111	POWASSAN Dr. J. R. Dillane Phone: Office 724-2077 Res. 724-2110
BUPES FALLS Dr. M. A. Wittek Phone: Office 382-3130 Res. 382-4031 382-3426	HORNEPAYNE Dr. J. H. B. Sliemers Phone: 485	OTZAWA Dr. R. L. Mirnes 242 Mansfield St. Phone: 235-0141	SUDBURY Dr. R. M. Mitchell Phone: Office 673-7135 Res. 675-8304
CAPREOL Dr. D. A. McGowan Phone: 969-2233	HEMDEVILLE Dr. R. W. Simon Phone: Office 789-5381 Res. 780-4622	TORONTO Dr. J. G. Simons 108 Charlotte St. Phone: Office 214-1135 Res. 743-0091	Dr. W. J. White Phone: Office 673-6615 Res. 673-5929
COCHRANE Dr. J. V. Filley Phone: Office 272-3225 Dr. J. A. Moore Phone: Office 272-6227	KAPUSKASING Dr. S. McTavish Phone: Office 335-4115 Res. 335-2414	Dr. E. W. Lidington 141 Hollingswood Ave. Phone: Office 223-4036 Res. 733-7100	TORONTO Dr. G. L. Chambers Office: 17 Queen St. East, Room 2437 Phone: 364-1919 Res. 80 Wells Hill Ave. Phone: 585-1850
COLLINGWOOD Dr. D. McKay Phone: Office 445-4111 Res. 445-0122	LANGRAC Dr. N. Vallon Phone: Office 874-2401 Res. 874-2201	Dr. J. H. Davies 674 Kingston Rd. Phone: 691-4718	Dr. J. S. Crawford 151 Marion Street Phone: 582-2002
EMSDALE Dr. W. T. Pocock Phone: 60	MIDLAND Dr. I. T. Wadding Phone: Office 636-0361 Res. 636-0283	Dr. E. Malkin Phone: Office 746-9382 Res. 746-2266	Dr. H. A. Brown 711 Millwood Road Phone: 480-3000
	NORTH BAY Dr. J. F. Griffin Phone: Office 474-2840 Res. 474-2840	Dr. R. B. McEwen Phone: Office 735-7722 Res. 735-6034	Dr. Claude L. G. Hale 80 Bloor St. W. Phone: 925-5511

(Denotes stations where Vision, Colour Sense and Hearing examinations may be obtained)

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

BARRIE TERRITORY

- J. H. STAPLES,
Assistant Superintendent,
Barrie.
- G. M. LUCY,
Trainmaster-Road Foreman,
Barrie.
- G. G. LEHMAN,
Trainmaster-Road Foreman,
Barrie.
- H. E. YOUNG,
Trainmaster-Road Foreman,
Barrie.

CAPREOL TERRITORY

- H. A. ROUSSEAU,
Assistant Superintendent,
Capreol.
- L. B. MacDONALD,
Trainmaster-Road Foreman,
Capreol.
- R. W. EVANS,
Trainmaster-Road Foreman,
Capreol.
- M. E. HANCOCK,
Trainmaster-Road Foreman,
Capreol.

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

HORNEPAYNE TERRITORY

- E. M. WILLIAMS,
Assistant Superintendent,
Hornepayne.
- J. R. CHURCH,
Trainmaster-Road Foreman,
Cochrane.
- P. L. LEGGATT,
Trainmaster-Road Foreman,
Hornepayne.
- A. G. BREWER,
Trainmaster-Road Foreman,
Hornepayne.
- A. T. DECICCIO,
Trainmaster-Road Foreman,
Hornepayne.

DISPATCHING OFFICE — CAPREOL
Telegraph Call "K"

- W. O. RYAN,
Chief Train Dispatcher
- G. G. GILL,
Assistant Chief Train Dispatcher
- K. J. FISHER,
Assistant Chief Train Dispatcher
- C. A. DUBREUIL,
Assistant Chief Train Dispatcher
- A. J. FAVA,
Assistant Chief Train Dispatcher

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

Train Dispatchers.

DISPATCHING OFFICE — HORNEPAYNE
Telegraph Call "S"

- D. E. VEITCH,
Chief Train Dispatcher
- W. R. STAPLES,
Assistant Chief Train Dispatcher
- L. W. ZUEFELT,
Assistant Chief Train Dispatcher

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

Train Dispatchers.

SPECIAL INSTRUCTIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

(c) Not applicable on the Great Lakes Region.

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

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

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

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

(b) Engine and Tonnage Restrictions

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

(c) Coupling Regulations

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

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

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

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

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

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

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

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

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

(Continued on Page 5)

SPECIAL INSTRUCTIONS—Continued

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NORTHWARD TRAINS

FIRST CLASS

Table with columns for train numbers (107, 87, 85, 3, 673) and passenger/freight status. Includes sub-sections for 'From Bala Sub.' and 'To Bala Sub.'.

Summary table for Northward Trains with columns for train numbers and frequency (Daily, FRIDAY ONLY).

NEWMARKET SUBDIVISION STATIONS table listing stations from Parkdale to Nipissing with distances and symbols.

Movements on Newmarket Sub. between mileage 39.0 and Parkdale must be governed by Toronto Area Timetable and requirements. Times shown south of Bradford are for information only.

Newmarket Subdivision Footnotes on pages 8 and 9.

SOUTHWARD TRAINS

FIRST CLASS

FOURTH CLASS

NEWMARKET SUBDIVISION

STATIONS

Table listing stations from Parkdale to Nipissing with distances, symbols, and office signals.

Movements on Newmarket Sub. between mileage 39.0 and Parkdale must be governed by Toronto Area Timetable and requirements. Times shown south of Bradford are for information only.

Main table for Southward Trains with columns for train numbers (108, 88, 86, 4, 674, 958, 962, 964, 966) and passenger/freight status.

Summary table for Southward Trains with columns for train numbers and frequency (Daily, SATURDAY ONLY).

Newmarket Subdivision Footnotes on pages 8 and 9.

NEWMARKET SUBDIVISION FOOTNOTES

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

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

3 Barrie—All trains must obtain Clearance.

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

Register station for trains originating and terminating.

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

First track east of main track is siding.

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

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

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

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

Connection between Newmarket and Midland Subdivisions is via yard tracks.

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

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

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

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

Pushbuttons 5 and 6—to protect movement on sidings.

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

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

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

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

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

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

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

7 Washago-Gravenhurst—C.T.C. Applies between Signal 987, mileage 98.7 and Signal 1124, mileage 112.3.

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

Conductors on through trains may register by register ticket.

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

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

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

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

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

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

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

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

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

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

All trains may register by register ticket.

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

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

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

14 MAXIMUM SPEED Miles per hour

Table with 5 columns: Mileage, Railiner, Other Passenger, Freight and Mixed. Rows show speed restrictions for various mileages from 39.0 to 222.9.

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

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

(Continued on page 9)

NEWMARKET SUBDIVISION FOOTNOTES—Concluded

15 Permanent Slow Orders and Speed Restrictions

Table with 5 columns: Mileage, Railiner, Other Passenger, Freight and Mixed. Lists speed restrictions for various mileages and locations like Gravenhurst and over Genesee River Bridge.

16 INTERLOCKING

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

17 EQUIPMENT RESTRICTIONS

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

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

Table with 2 columns: Miles per hour, Equipment. Lists speed restrictions for various equipment like Ore Cars, Freight Cars, and Auxiliary Cranes.

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

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

18 OTHER TRACKS

Table with 4 columns: Car Capacity, Points Face, Mileage. Lists other tracks like Bradford Fertilizer, Federal Farms Ltd., Stroud Auxiliary Track, etc.

19 WAY FREIGHTS

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

EXPRESS TRAIN TIMES SHOWN BELOW FOR INFORMATION ONLY

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

NORTHWARD TRAINS		BEETON SUBDIVISION			SOUTHWARD TRAINS	
Miles from Burlington Junction Switch	Symbols	STATIONS		Car Capacity		
		Office Signals	Sidings	Other Tracks		
25.6	PYZ	GEORGETOWN	N R	N 3		
25.6		Jct. with Halton Sub. 0.9				
26.5		TORONTO AREA				
36.1		INGLEWOOD		13		
59.5		BEEETON		28	17	
61.0		Jct. with Alliston Spur				
84.2	CKP WZ	BARRIE	G O	YARD		

Rules 41 and 44 applicable.

Territory between Georgetown and mileage 26.5 under the jurisdiction of the Toronto Area, but dispatched by Capreol dispatching office.

BEETON SUBDIVISION FOOTNOTES

- 1 Special Instruction No. 2 applicable.
- 2 **Mileage 36.2**—County Road No. 12, protected by flashing lights (BTC 103835). Crossing protection is interconnected with interlocking signals and will operate twenty seconds before signal indication is received.
- 3 Alliston Spur footnotes shown on Page 11.
- 4 **Barrie**—Connection to Newmarket and Meaford Subdivisions is via Yard Tracks. Main Track ends at switch leading to yard, mileage 83.8.

INTERLOCKING

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

Southward movements out of sidings are governed by dwarf signal 362D. To obtain signal, siding switch must be reversed before operating pushbutton. Proceed signals will be received two (2) minutes after request if no conflicting movement. If clear signal is not accepted it must be cancelled by pressing "stop" pushbutton.

Speed of all trains is limited to fifteen (15) miles per hour in interlocking limits. In the application of Rule 672 box marked "switches" is located on the side of metal bungalow southeast angle of diamond. (BTC 10141-101627).

6	MAXIMUM SPEED	Miles per hour
	All movements	30

7 Permanent Slow Orders and Speed Restrictions

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

8 EQUIPMENT RESTRICTIONS

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

9 OTHER TRACKS

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

10 WAY FREIGHTS

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

NORTHWARD TRAINS		MEAFORD SUBDIVISION			SOUTHWARD TRAINS	
Miles from Barrie	Symbols	STATIONS		Car Capacity		
		Office Signals	Sidings	Other Tracks		
0.0	CKP WZ	BARRIE	G O	YARD		
5.5		COLWELL		36		
5.6		Jct. with Penetang Sub. 4.9				
10.3		ANGUS		36		
10.4	Z	Jct. with Camp Borden Spur 12.5				
22.8		STAYNER	A Y	11	35	
31.4	Z	COLLINGWOOD		36	Yard	
44.0		THORNBURY			27	
52.2	RZ	MEAFORD	M R	YARD		

Rules 41 and 44 applicable.

MEAFORD SUBDIVISION FOOTNOTES

- 1 Special Instruction No. 2 applicable.
- 2 **Barrie**—Connection from Newmarket and Beeton Subdivisions is via yard tracks. Meaford Subdivision main track begins at switch, mileage 0.1 just south of Essa Road Crossing.
- Mileage 0.1**—Essa Road, Public Crossing at Grade is protected by automatic gates. All trains or engines required to move over Essa Road crossing, mileage 0.1 Meaford Subdivision, must ensure gates are down before proceeding over crossing.

3 **Camp Borden Spur**—Footnotes shown on Page 18.

4 **Collingwood**—Connection to Pretty River Spur is via yard tracks and switch, mileage 30.4. All movements on shed tracks over Public Crossing at Grade Ontario Street, mileage 31.2, must be protected by a member of crew. (B.T.C. 98611).

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

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

6 INTERLOCKING

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

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

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

8 Permanent Slow Orders and Speed Restrictions

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

*Restriction applies until crossing occupied.

9 EQUIPMENT RESTRICTIONS

All series diesel units may be operated with speed restriction of ten (10) miles per hour over bridges Mileages 9.7, 28.1, 29.8, 32.0, 42.6, 44.2. Heaviest auxiliary crane permitted—C.N.R. 250 ton. 2000 and 5000 series, also 1700 series (4 axles) engines prohibited.

10 OTHER TRACKS

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

11 WAY FREIGHTS

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

BALA SUBDIVISION FOOTNOTES

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

Table with 2 columns: Mileage and Location. Includes entries like Auxiliary Track, Gormley, both ends (25.8), Spur, Vandorf (31.2), etc.

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

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

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

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

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

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

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

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

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

Special instruction No. 5 applies at Bowes Street Public Crossing at Grade, mileage 0.46 and Great North Road Public Crossing at Grade, mileage 0.55. Both crossings are protected by flashing light signals actuated by a short track circuit.

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

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

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

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

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

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

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

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

Table with 4 columns: Mileage, MAXIMUM SPEED, Passenger, Mixed. Shows speed restrictions in miles per hour for various mileage ranges.

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

Table with 4 columns: Mileage, Permanent Slow Orders and Speed Restrictions, Passenger, Mixed. Shows speed restrictions for various mileage ranges.

(Continued on page 17)

BALA SUBDIVISION FOOTNOTES—Concluded

Permanent Slow Orders and Speed Restrictions—Continued:

Table with 4 columns: Mileage, Restricted speed, Passenger, Mixed. Shows speed restrictions for various mileage ranges.

14 INTERLOCKING

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

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

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

15 EQUIPMENT RESTRICTIONS

Heaviest Auxiliary crane permitted—C.N.R. 250-ton. Heaviest Auxiliary crane permitted on Sutton Spur—C.N.R. 100-ton.

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

Table with 4 columns: OTHER TRACKS, Car Capacity, Points Face, Mileage. Lists various tracks and their specifications.

17 OTHER AND CONDITIONAL STOPS

Train 107 may stop on advance permission at points between Ardbeg and Burwash. (a) To detrain revenue passengers from Parry Sound and beyond. (b) To entrain revenue passengers for Sudbury and beyond.

18 WAY FREIGHTS

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

EXPRESS TRAIN TIMES SHOWN BELOW FOR INFORMATION ONLY

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

CAMP BORDEN SPUR FOOTNOTES

(Mileage 10.4 Meaford Sub.)

- 1 Mileage 0.4—Mill St. Jct.
 " 2.3—Camp Borden Station
 " 3.8—C.P.R. Camp Borden
 " 4.0—C.P.R. West Wye Switch
- 2 C.N.R. and C.P.R. trains move on all tracks within Camp Borden area.

EQUIPMENT RESTRICTIONS

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

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

DEPOT HARBOR SPUR FOOTNOTES

- 1 Mileage 1.6—James Bay
 " 4.8—Rose Point
 " 7.6—Depot Harbor
- 2 Mileage 0.1—Switch leading to Depot Harbor Spur located at South end of South Parry Yard is normal when lined for movement to Bala Subdivision. When Signal 1465 displays Restricting Signal (Rule 290), train dispatcher must be contacted before Depot Harbor spur switch is reversed, to avoid putting signal to stop indication.
- 3 James Bay—Track extends 2,000 feet east from switch.

NON-INTERLOCKED DRAWBRIDGE

Inside channel (B.T.C. 22166) Mileage 4.9
 This bridge is also used by vehicular traffic. To avoid collision between a rail movement and an automobile, all rail movements must stop before crossing over and ascertain that no vehicular traffic is on the approach to or on the bridge before proceeding. (B.T.C. 92637 and 77251).

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

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

EQUIPMENT RESTRICTIONS

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

WESTWARD TRAINS

EASTWARD TRAINS

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

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

SUDBURY TERMINAL SUBDIVISION FOOTNOTES

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

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

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

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

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

3 Copper Cliff Section.

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

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

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

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

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

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

Permanent Slow Orders and Speed Restrictions—Continued:

Mileage		Miles per hour
0.7 to 3.9	Sudbury Section	15
4.2	Junction switch Algo	10
4.8	Public Crossing at Grade (Highway 69) Copper Cliff Section Eastward Trains when approaching and when within 500 feet of the said crossing (B.T.C. 76438-80122)	10
	.....Until such crossing occupied	10
4.0 to 1.0	Garson Section—Westward trains handling loaded ore cars	10

7 EQUIPMENT RESTRICTIONS

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

8 OTHER TRACKS

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

BEACHBURG SUBDIVISION FOOTNOTES

1 Special Instruction No. 3 applies between mileage 14.4 and 163.0.

2 Ottawa—Westward trains to Beachburg Subdivision beyond Nepean must obtain Clearance okayed by Capreol dispatcher only.

3 Walkley—Westward trains to Beachburg Subdivision beyond Nepean must obtain Clearance okayed by Capreol dispatcher only.

4 Nepean—Westward trains may leave without obtaining Clearance.

Eastward trains unable to arrive at Nepean at least twenty (20) minutes before westward superior train due must clear at a siding west of Nepean.

Trains originating at Walkley Yard may obtain information as required by Rule 83A from Train Dispatcher at Capreol by telephone. Such information must be repeated to Train Dispatcher and recorded in train order book.

5 Portage du Fort—Crossover switch at mileage 59.3 is west entrance to siding. Switch leading from siding to extension is normal when set for movement from siding to main track. When in this position yellow target will so indicate.

6 Pembroke—Register station for trains originating and terminating only.

Emergency diesel watering facilities located in station.

7 Brent—First track north of main track is siding.

Emergency fueling only.

Through trains may register by register ticket.

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

Mileage	Miles per hour	
	Passenger	Freight & Mixed
14.4 to 14.6	45	45
37.9 to 38.3	50	50
44.3 to 44.7	50	50
49.1 to 49.3	50	50
56.5 to 56.7	50	50
59.7 to 60.0	50	50
66.7 to 68.0	40	40
82.6 to 82.9	55	55
87.4 to 87.7	60	60

Permanent Slow Orders and Speed Restrictions—Continued

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

*All trains keep sharp lookout for rocks and mud on track, Mileage 105.5 to Mileage 107.5.

(Continued on page 21)

WESTWARD TRAINS					Miles from Hurdman	Symbols	BEACHBURG SUBDIVISION	
FIRST CLASS			STATIONS					
	201 Express Daily ex. Sat.	1 Passenger Daily	105 Passenger Daily					
	2320	1835	0035	14.4	WKP	OTTAWA		
	2340	1855	0055		CKP	WALKLEY	RIDEAU AREA	
					PZ	NEPEAN		
	2342	1858	0058	17.3	P	STRATHEARN		
	2347	1904	0104	22.6	P	MALWOOD		
	2351	1909	0108	27.7	P	WOODLAWN		
	2356	1915	0113	33.5	P	FITZROY		
	0002	1922	0120	40.2	P	PONTIAC		
	0009	1929	0128	47.9	P	BRISTOL		
	0014	1935	0133	54.2	P	CLARENDON		
	0019	1941	0140	59.2	P	PORTAGE DU FORT		
	0026	1948	0148	66.4	P	FORESTERS FALLS		
	0033	1954	0156	72.7	P	BEACHBURG		
	0040	2001	0203	79.7	P	FINCHLEY		
	0050	\$2012	\$0215	86.9	KP	PEMBROKE		
	0055	2019	0222	91.6	WYZ	HIAM		
	0101	2025	0228	97.0	P	ALICE		
	0110	2034	0237	105.4	P	INDIAN		
	0117	2040	0246	111.2	P	DAHLIA		
	0123	2045	0251	116.0	P	KATHMORE		
	0133	2052	0259	123.1	P	ACHRAY		
	0148	2107	0313	133.4	P	BRAWNY		
	0159	*2120	\$0325	140.8	P	LAKE TRAVERSE		
	0217	2130	0340	151.3	P	RADIANT		
	0222	2135	\$0348	153.9	P	ODENBACK		
	0232	2145	0359	160.0	P	ACANTHUS		
	0240	2155	0405	163.9	CKW	BRENT		
					PZ			

Movements East of Nepean must be governed by Rideau Area Ottawa Terminals Timetable and Requirements. Times shown East of Nepean are for information only. C.T.C. limits are from Mileage 14.6 Beachburg Sub.

BEACHBURG SUBDIVISION	STATIONS	Office Signals	Car Capacity		EASTWARD TRAINS								
			Sidings	Other Tracks	FIRST CLASS				FOURTH CLASS				
					106 Passenger Daily	2 Passenger Daily	956 Freight Daily	950 Freight Daily	952 Freight Daily	954 Freight Daily			
	OTTAWA	CD	Yard			0535	1730						
	WALKLEY	BO	Yard					0445	1145	1435	0055		
	NEPEAN					0515	1710	0415	1120	1410	0025		
	STRATHEARN		42	12				0410	1115	1405	0020		
	MALWOOD		74			0457	1700	0403	1107	1357	0012		
	WOODLAWN		42			0450	1650	0355	1100	1350	0005		
	FITZROY	FR	42	6		0443	1642	0345	1054	1344	2356		
	PONTIAC		103	6		0436	1634	0336	1045	1335	2343		
	BRISTOL		73	8		0429	1627	0326	1036	1326	2331		
	CLARENDON		45			0423	1622	0318	1028	1318	2323		
	PORTAGE DU FORT	DO	102	104		\$0417	1616	0310	1020	1310	2315		
	FORESTERS FALLS		41	18		0409	1609	0300	1010	1300	2305		
	BEACHBURG	BU	103	20		0402	1602	0252	1000	1250	2255		
	FINCHLEY		35			0355	1552	0243	0950	1240	2245		
	PEMBROKE	KO	81	Yard		\$0348	\$1545	0232	0940	1230	2235		
	HIAM		97	4		0338	1538	0222	0932	1222	2227		
	ALICE		70	5		0332	1532	0212	0925	1215	2220		
	INDIAN		42			0322	1523	0200	0915	1205	2210		
	DAHLIA		103	E 17		0314	1515	0151	0903	1153	2203		
	KATHMORE		91			0309	1510	0145	0855	1145	2155		
	ACHRAY		72	22		*0259	1502	0133	0843	1133	2143		
	BRAWNY		34			0245	1448	0110	0830	1120	2130		
	LAKE TRAVERSE	GN	103	6		*0235	*1440	0100	0820	1110	2120		
	RADIANT		70			*0217	1427	0042	0805	1045	1945		
	ODENBACK					*0205	1424						
	ACANTHUS		42			0155	1416	0028	0750	1030	1925		
	BRENT	BR	105	Yard		0145	1410	0020	0740	1020	1915		

Movements East of Nepean must be governed by Rideau Area Ottawa Terminals Timetable and Requirements. Times shown East of Nepean are for information only. C.T.C. limits are from Mileage 14.6 Beachburg Sub.

BEACHBURG SUBDIVISION FOOTNOTES—Concluded

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

11 OTHER AND CONDITIONAL STOPS

Achray	No. 106 may stop on advance permission: (a)—To entrain revenue passengers for Lake Traverse and regular stops beyond. (b)—To detrain revenue passengers from North Bay and points beyond.
Lake Traverse	
Radiant	
Lake Traverse	No. 1 will stop Monday, Wednesday and Friday to detrain revenue passengers from Ottawa and beyond.
Lake Traverse	No. 2 will stop Tuesday, Thursday and Friday to detrain revenue passengers for Ottawa and beyond.
Odenback	No. 106 will stop Tuesday and Thursday.

12 OTHER TRACKS

	Car Capacity	Points Face	Mileage
Consolidated Bathurst Ltd. (Pontiac Division) Spur (1.9 miles)	—	E	59.3
Pembroke Salvage	11	W	87.7
Interchange	27	E	88.6
Alice Pit	10	E	98.3
Pitnew	70	EW	99.1
Stuart Spur	14	E	137.4
Pembroke Lumber Co.	16	E	139.8
Hogan Lake Lumber Co.	27	EW	153.7
Gillies Bros Co. Ltd.	12	W	153.8

EXPRESS TRAIN TIMES SHOWN BELOW FOR INFORMATION ONLY

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

ALDERDALE SUBDIVISION FOOTNOTES—Concluded

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

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

First track in front of station is main track.

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

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

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

11 INTERLOCKING

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

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

12 EQUIPMENT RESTRICTIONS

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

13 MAXIMUM SPEED

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

14 Permanent Slow Orders and Speed Restrictions

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

Permanent Slow Orders and Speed Restrictions—Continued

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

15 OTHER TRACKS

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

16 CONDITIONAL STOPS

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

EXPRESS TRAIN TIMES SHOWN BELOW FOR INFORMATION ONLY

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

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

PAGWA SUBDIVISION FOOTNOTES

1 Special Instruction No. 2 applicable.

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

3 MAXIMUM SPEED

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

4 OTHER TRACKS

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

5 EQUIPMENT RESTRICTIONS

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

6 OTHER AND CONDITIONAL STOPS

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

RUEL SUBDIVISION FOOTNOTES

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

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

2 Capreol—All trains must obtain Clearance.

First track in front of station is main track.

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

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

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

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

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

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

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

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

4 Foleyet—All trains must obtain Clearance.

Through trains may register by register ticket.

First track in front of station is main track.

First track north of main track is siding.

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

5 Elsas—*Mail catch post.

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

Time of Train 106 applies at station.

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

7 Hornepayne—All trains must obtain Clearance.

8 INTERLOCKING

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

9 MAXIMUM SPEED

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

RUEL SUBDIVISION FOOTNOTES—Concluded

10 Permanent Slow Orders and Speed Restrictions

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

11 EQUIPMENT RESTRICTIONS

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

12 OTHER TRACKS

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

13 OTHER AND CONDITIONAL STOPS

Camp Kenda	Mileage 101.7	No. 106 may stop Tuesday, Thursday, Saturday, on advance permission from Chief Dispatcher placed prior to 1600.
Camp Ketchini	Mileage 104.5	
Camp Kenogaming	Mileage 112.0	
Horwood Lake	Mileage 128.6	
Kukatush	Mileage 133.2	No. 106 may stop Sunday, Monday, Wednesday, on advance permission from Chief Dispatcher placed prior to 1600.
McKees Camp	Mileage 35.8	No. 105 may stop on advance permission from Chief Dispatcher placed prior to 1200.
Felix	Mileage 46.9	
Westree	Mileage 64.3	
Ground Hog River	Mileage 134.4	No. 105 must not exceed 25 m.p.h. daily to receive and discharge mail.

Missonga
Mileage 173
Elsas.....
Elsas.....

Nos. 194, 195, 266 and 267 will stop on flag at any station and at the following points:

	Mileage
Anstice	16.4
Old Raphoe	24.7
McKees Camp	35.8
Old Thor Lake	36.2
Felix	46.9
Lapalmes	48.4
Camp Kenda	101.7
Camp Ketchini	104.5
Camp Kenogaming	112.0
Horwood Lake	128.6
Groundhog River	134.4
Jobourke	136.0
Palomar	137.5

Nos. 274 and 275 will stop on flag at any station.

EXPRESS TRAIN TIMES SHOWN BELOW FOR INFORMATION ONLY

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

WESTWARD TRAINS							Miles from Hornepayne	Symbols	CARAMAT SUBDIVISION	
FIRST CLASS									STATIONS	
					105 Passenger Daily	1 Passenger Daily	3 Passenger Daily			
					1700	0925	0705	0.0	CK PW	
								5.7	P	
								12.8	P	
								25.2	P	
								35.4	P	
					\$1750	1015	0755	42.3	P	
								51.4	P	
					\$1825			59.8	P	
								62.6	P	
								69.8	P	
					\$1850	1055	0835	77.6	P	
								91.8	P	
								99.7	P	
					\$1925	\$1130	\$0910	101.1	P	
								101.3	PWY	
								108.3	P	
								115.4	P	
								122.2	P	
								180.5	P	
					2020 2030	1210 1215	0955 1000	131.6	CKP WY	
								135.9	P	
								146.7	P	
								155.4	P	
								170.3	P	
								182.3	P	
					*2125			187.1	P	
								195.6	P	
						1335	1110	205.0	P	
								213.7	P	
								226.0	P	
								233.5	P	
					2255	1435	1220	243.8	CKP WY	
					Daily	Daily	Daily			
					105	1	3			

Caramat Subdivision Footnotes on page 32

CARAMAT SUBDIVISION		Office Signals	Car Capacity		EASTWARD TRAINS						
STATIONS			Sidings	Other Tracks	FIRST CLASS						
				106 Passenger Daily	4 Passenger Daily	2 Passenger Daily					
	HORNEPAYNE	H N Y A R D		1300	0130	0225					
	LENNON		101								
	TONDERN		99 14								
	LEIGH		101 26								
	OSAWIN		101								
	HILLSPORT	S P	116 127	\$1200							
	OTTERDALE		99								
	STEVENS			\$1130							
	GAMSBY		101 15								
	ARMS		100								
	CARAMAT		101 15	\$1055							
	SEAGRAM		100								
	CALONG		101 54								
	Jct. with Kinghorn Sub.										
	LONGLAC	G U	27	\$1025	\$2315	\$0010					
	ISIS		102								
	BAWK		99 25								
	POILU		101								
	Jct. with Pagwa Sub.										
	NAKINA	N C	125 Yard	0930 0920	2235 2230	2330 2325					
	EXTON		118								
	CAVELL		99								
	KOWKASH		102 21								
	REDMOND		100 21								
	PENEQUANI		101								
	AUDEN			*0820							
	MINATAREE		99								
	LAMAUNE		103 W-11								
	FERLAND		99 23								
	GREEN		101 19								
	WAGAMING		103								
	ARMSTRONG	R A	150 Yard	0710	2015	2115					
				Daily	Daily	Daily					
				106	4	2					

Caramat Subdivision Footnotes on page 32

CARAMAT SUBDIVISION FOOTNOTES

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

2 Hornepayne—All trains must obtain Clearance.

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

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

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

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

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

7 Armstrong—All trains must obtain clearance. First track south of main track is siding. In the application of Rule 266 permission for exclusive track occupancy between Signal 2432 at east switch and Signal 07 at West switch must be secured from Train Dispatcher at Hornepayne.

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

Mileage	9 Permanent Slow Orders and Speed Restrictions	
	Passenger	Miles per hour
0.0 to 1.0	20	20
4.7 to 5.1	60	60
30.5 to 30.7	45	45
46.0 to 46.8	45	45
54.9 to 55.5	50	50
58.2 to 58.8	50	50
66.1 to 66.8	45	45

EXPRESS TRAIN TIMES SHOWN BELOW FOR INFORMATION ONLY

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

Permanent Slow Orders and Speed Restrictions—Continued

Mileage	Miles per hour	
	Passenger	Freight and Mixed
68.1	—	5
70.5 to 70.9	50	50
74.4 to 74.9	55	55
76.8 to 77.5	50	50
80.4 to 80.7	50	50
85.7 to 87.0	50	50
90.9 to 91.1	60	60
99.1	10	10
100.6 to 101.7	20	20
112.2 to 112.5	55	55
124.4 to 126.8	50	50
129.7 to 130.1	60	60
130.5 to 132.0	40	40
138.6 to 140.3	60	60
160.8 to 161.0	60	60
172.2 to 173.3	55	55
180.2 to 181.1	60	60
185.3 to 185.5	60	60
189.5 to 191.7	50	50
201.5 to 201.7	50	50
203.0 to 203.6	60	60
207.6 to 208.5	60	60
214.3 to 215.2	45	45
239.9 to 241.1	45	45
243.1 to 243.8	20	20
Mileages 0.0 to 131.6 over all bridges, except mileage 68.1—C.N.R. 250-ton auxiliary crane	—	10

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

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

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

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

13 MIXED TRAINS
No. 269 leave Hornepayne 0700 Tuesday, Thursday and Saturday for Hillsport, thence, to Manitowadge as No. 268 arriving 1000.
No. 271 leave Manitowadge 1030 Tuesday, Thursday and Saturday to Hillsport, thence, to Hornepayne as No. 270 arriving 1500.
Above Trains stop on flag at any point.

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

MANITOUWADGE SUBDIVISION FOOTNOTES

1 Special Instruction No. 2 applicable.

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

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

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

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

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

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

4 MAXIMUM SPEED		Miles per hour
All trains		25

5 Permanent Slow Orders and Speed Restrictions		
Mileage	Miles per hour	
	Passenger	Mixed
Entire Subdivision—4 axle cars over 220,000 lbs.	—	15

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

7 OTHER TRACKS			
	Car Capacity	Points Face	Mileage
Ontario Pulp and Paper	78	N	16.6

WESTWARD TRAINS	FIRST CLASS	Miles from Cochrane	Symbols	KAPUSKASING SUBDIVISION	Office Signals	Siding	Other Tracks	Car Capacity	EASTWARD TRAINS		
									87	88	500
				STATIONS					1830	1010	
	0720			COCHRANE O.N.R.							
		0.0	CKP	COCHRANE	F			YARD			
		0.3	WYZ	COCHRANE JUNCTION					1827	0955	
	0721		P	FREDERICK		22			F1820	0947	
	0730	6.3		BUSKEGAU		84			1816	0941	
	0733	8.4		HUNTA		16			1811	0931	
	0738	11.8	P	DRIFTWOOD		60			1804	0911	
	0745	17.3	P	PULLEN					1753	0850	
	0758	26.4	P	SMOOTH ROCK	S R	73		Yard	S1748	0841	
	*S0805	30.3	PZ	JACKSONBORO					1745	0839	
	0809	31.7		STRIOKLAND		57			F1733	0823	
	F0823	41.6	P	FAUQUIER					S1720	0809	
	S0833	49.7	P	MOONBEAM	M B	58			S1710	0800	
	S0842	55.8	P	KITIGAN					1658	0743	
	0852	63.5	P	KAPUSKASING	M C	78		Yard	1650	0730	
	0900	69.4	PRYZ	VALRITA					0600	0549	
		75.4	P	HARTY					0536	0518	
		82.3	P	OPASATIKA	U O	63			0518	0504	
		91.3	P	LOWTHER					0518	0447	
		98.8	P	PARTHIA		63			0447	0440	
		106.1		MATTICE	M Q	12			0440	0435	
		110.0	P	FRYATT					0435	0423	
		112.8		GLENOMO		62			0423	0418	
		119.8		HALLEBOURG					0418	0400	
		121.8		HEARST	W H			YARD	0400		
		129.1	KPWZ								
	Daily			Rules 41 and 44 applicable between mileage 93.7 and Hearst Times at Cochrane O.N.R. for trains 87, 88 and 500 are for information only. All movements East of Cochrane Junction on O.N.R. Main Track will be governed by Rule 93, Ontario Northland Railway Timetable and requirements.					Daily	88	500
	87										

KAPUSKASING SUBDIVISION FOOTNOTES

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

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

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

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

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

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

5 Kapuskasing—All trains must obtain Clearance. First track south of main track in front of station is siding. Cars may be left in siding. Lead switches normal when set for lead. Only single unit operation permitted on tracks in Spruce Falls private yard. Authority for entry must be first secured from the industry. Spruce Falls Power and Paper Co. Railway movement must secure information as required by Rule 83A from Train Register at Kapuskasing, or from Train Dispatcher at Hornepayne before entering or fouling the main track. When using Train Register to obtain this information, Rule 83B must be complied with and when information is obtained from Train Dispatcher it must be repeated and recorded in Dispatcher's train order book.

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

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

MAXIMUM SPEED Miles per hour

	MAXIMUM SPEED Miles per hour	
	Passenger Trains	Mixed and Freight Trains
Cochrane to Mileage 93.7	50	45
Mileage 93.7 to Hearst	35	25

EQUIPMENT RESTRICTIONS

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

OTHER TRACKS

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

WAY FREIGHTS

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

LOCATION OF SPRING SWITCHES

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

NEWMARKET SUBDIVISION

Station	Location	Station	Location
Washago	North End	Gravenhurst	South End

RUEL SUBDIVISION

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

CARAMAT SUBDIVISION

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

LOCATION OF YARD LIMIT SIGNS

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

MIDLAND SUBDIVISION

Orillia	West Wye Switch to 4,400 ft. West of Station
Uthoff	8,000 ft. East of Station 10,560 ft. West of Station
McMillan—Midland	300 ft. East of McMillan to End of track Midland.

BETON SUBDIVISION

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

MEAFORD SUBDIVISION

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

BEACHBURG SUBDIVISION

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

ALDERDALE SUBDIVISION

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

PAGWA SUBDIVISION

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

MANITOUWADGE SUBDIVISION

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

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

EQUATED TONNAGE RATINGS FOR SINGLE UNIT DIESEL

See General Instructions (Form 696)

WEST AND NORTH									BETWEEN
DIESEL ENGINE NUMBER SERIES									
Car Factor	1000-1099 1600-1629 *1700-1734 1800-1803 1904-1917	1630-1639 3150-3155 4100-4199 4539-4546 4900-4901 4907-4922 4930-4952 6500-6699	1200-1399 1500-1519 1640-1659 1900-1903	6700-6899	3100-3129 3600-3614 3800-3899 4200-4399 9000-9102 9400-9499 N & W 3600's O.N.R. 1300-1319	3000-3093 3615-3745 3900-3901 4400-4537 4547-4824 4902-4906 4923-4929 9104-9142 O.N.R. 1400-1605	3200-3240 4000-4011	2000-2043 5000-5075	
7	1400	1650	1750	1700	2150	2400	2500	3750	..... Toronto Yard—Washago.....
7	1400	1650	1750	1700	2150	2400	2500	3750	..... Don—Washago.....
7	1800	2200	2600	2600	2950	3150	3300	4950	..... Washago—South Parry.....
7	1650	1950	2300	2300	2500	2700	2850	4250	..... South Parry—Hotrum.....
7	1700	2050	2550	2450	2600	2800	2950	4400	..... Hotrum—Capreol.....
10	2300	2700	2900	2900	3500	3800	4000	6000	..... Capreol—Hornepayne.....
10	2000	2550	2950	2800	3100	3350	3500	5250	..... Hornepayne—Longlac.....
10	2900	3550	3850	3850	4050	4350	4550	6800	..... Longlac—Nakina.....
10	2000	2550	2950	2800	3100	3350	3500	5250	..... Nakina—Armstrong.....
5	1150	1450	1800	1600	1900	2100	2200	3300	..... Hillsport—Geco.....
9	2000	2500	3050	3000	3400	3550	3750	5600	..... Cochrane—Hearst.....
9	2000	2500	2950	2900	3050	3300	3450	5150	..... Hearst—Nakina.....
10	2300	2700	2900	2900	3500	3800	4000	6000	..... Walkley Yd.—Capreol.....
5	1100	1350	1600	1550	1700	1850	1950	2900	..... Newmarket—Barrie.....
5	1600	2100	2400	2400	2550	2750	2900	4350	..... Washago—Barrie.....
5	1150	1500	1650	1650	1750	1900	2000	3000	..... Gravenhurst—Washago.....
5	1200	1550	1900	1750	2050	2200	2300	3450	..... Scotia—Gravenhurst.....
5	1450	1800	2150	2150	3100	3100	3200	4800	..... South River—Scotia.....
6	1350	1650	1950	1900	2500	2700	2850	4250	..... South River—North Bay.....
5	1200	1500	1950	1700	2000	2200	2300	3450	..... Orillia—Midland.....
									..... Georgetown—Barrie.....

EQUATED TONNAGE RATINGS FOR MULTIPLE DIESEL UNITS AND OTHER REGULATIONS

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

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

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

Units Nos. 1500-1519 may handle the same tonnage as 3000-3093 etc., series units if required and provided that manual backward transision is made on grades and as otherwise required.

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

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

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

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

EQUATED TONNAGE RATINGS FOR SINGLE UNIT DIESEL

See General Instructions (Form 696)

EAST AND SOUTH									
DIESEL ENGINE NUMBER SERIES									
	2000-2043 5000-5075	3200-3240 4000-4011	3000-3093 3615-3745 3900-3901 4400-4537 4547-4824 4902-4906 4923-4929 9104-9142 O.N.R. 1400-1605	3100-3129 3600-3614 3800-3899 4200-4399 9000-9102 9400-9499 N & W 3600's O.N.R. 1300-1319	6700-6899	1200-1399 1500-1519 1640-1659 1900-1903	1630-1639 3150-3155 4100-4199 4539-4546 4900-4901 4907-4922 4930-4952 6500-6699	1000-1099 1600-1629 *1700-1734 1800-1803 1904-1917	Car Factor
..... Washago—Toronto Yard.....	4250	2850	2600	2450	2250	2350	1900	1650	7
..... Washago—Don.....	4800	3200	3050	2850	2400	2600	2100	1800	8
..... South Parry—Washago.....	4350	2900	2750	2550	2300	2350	1950	1650	8
..... Parry Sound—South Parry.....	3050	2050	1950	1825	1600	1650	1350	1200	5
..... Hotrum—Parry Sound.....	5100	3400	3250	3050	2700	2900	2400	1900	8
..... Capreol—Hotrum.....	7050	4700	4500	4200	4000	4000	3700	3000	12
..... Armstrong—Capreol.....	7050	4700	4500	4200	4000	4000	3700	3000	12
..... Geco—Hillsport.....	5100	3400	3250	3050	2600	2800	2400	2000	5
..... Nakina—Cochrane.....	6600	4400	4200	3900	3800	3800	3500	2900	12
..... Brent—Walkley Yd.....	7050	4700	4500	4200	4000	4000	3700	3000	12
..... North Bay—Brent.....	6200	4150	3950	3650	3500	3500	3150	2600	12
..... Capreol—North Bay.....	7050	4700	4500	4200	4000	4000	3700	3000	12
..... Barrie—Newmarket.....	3350	2250	2150	2000	1750	1900	1550	1350	6
..... Washago—Barrie.....	2900	1950**	1850**	1700**	1450	1650	1350	1000	6
..... Gravenhurst—Washago.....	4950	3300	3150	2950	2800	2800	2350	1800	6
..... Scotia—Gravenhurst.....	3300	2200	2100	1950	1700	1850	1500	1150	5
..... South River—Scotia.....	3600	2400	2300	2150	1800	2050	1600	1300	5
..... North Bay—South River.....	3050	2050	1950	1850	1650	1700	1400	1150	5
..... Midland—Orillia.....	3950	2650	2500	2250	2100	2100	1900	1500	5
..... Barrie—Georgetown.....	2450	1650	1550	1450	1250	1400	1100	850	4

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

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

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

NOTE: See General Instructions (Form 696)

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
NEWMARKET	Bradford	North Service Track	Overhead wires		Wires
"	Barrie	No. 9 Track New Yard	Overhead wires		Wires
"	"	No. 9 Track Old Yard	Freight Shed	West	
"	"	No. 6 Track	Scale Shanty	West	
"	"	Lang and Lang Spur	Building	Both	
"	Orillia	Freight Shed Track	Overhead wires		Wires
"	"	Dominion Lumber Co. Spur	Overhead wires		Wires
"	"	Canada Wood Specialty Spur	Overhead wires		Wires
"	"	Otaco Spur	Doorway		Doorway
"	Washago	Sidings and Main Line	Signal Bridge		Signal Bridge
"	Gravenhurst	Siding and Main Line	Cantilever Signal		Cantilever Signal
"	Bracebridge	Shier's Siding	Trees		Trees
"	Scotia	Algonquin Spur	Overhead Bridge		O.H. Bridge
"	South River	Loading Spur	Gin pole and guy wire		Pole and wire
"	"	Freight Shed Spur	Overhead wires		Wires
MIDLAND	Midland	Tiffin Elevator Siding	Overhead pipes		Pipes
"	"	Midland Planing Mills Spur	Overhead wires		Wires
"	"	Shed Track	Overhead wires		Wires
PENETANG	Penetang	Service Track	Overhead gantry		Gantry
"	"	Beck Planing Mill Spur	Overhead pipe		Pipe
MEAFORD	Collingwood	Elevator Tracks	Overhead buildings		Buildings
BALA	Mileage 35.2	John Bosworth Ltd. Spur	Overhead wires		Wires
"	Washago	Sidings and Main Line	Signal bridge		Signal Bridge
"	South Parry	Boarding Car Spur	Overhead wires		Wires
"	"	Main Track	Diesel Watering stn'ds	East	
"	"	No. 1 Track	Diesel Watering stn'ds	West	
"	"	Stores Spur	Loading ramp	East	
"	Parry Sound	Industrial Spur	Overhead wires		Wires
"	"	Interchange Track	Overhead wires		Wires
"	Austin	Interchange Track	Overhead trolley wires		Wires
"	Depot Harbor Spur	Lowphos Ore Spur	Overhead Conveyor		Conveyor
SUDBURY TERMINAL	*Sudbury	Rainbow Cement Spur	Building	North	
"	"	Laberge Lumber Co. Spur	Building	North	
"	"	Davy Coal Co. Spur	Building	North	
"	"	Taylor Hardware Siding	Overhead wires		Wires
"	"	Algo Connection	Eva St. Overhead bridge		Bridge
"	Clarabelle	Interchange Track	Overhead trolley wires		Wires
BEACHBURG	Pembroke	Mary Street Crossing	Overhead wires		Wires
"	"	Forest Valley Lumber Tracks	Overhead wires & other	Both	Wires
"	"	Steel Equipment Track	Overhead wires		Wires
"	"	Canada Veneers	Lumber and Other	Both	
"	"	Freight Transfer Track	Platform	North	
"	"	Oil Siding	Fence	North	
ALDERDALE	North Bay	Johns - Manville Spur	Overhead wires and doorway	Both	Wires
"	"	Terminal Warehouse Track	Building	South	
"	"	Sherbrooke Street Track	Loading Ramp	North	
"	"	Desrocher Lumber Co. Spur	Overhead wires		Wires
"	"	All Tracks Wyld Street	Signal Bridge		Signal Bridge
"	"	Dupont Spur	Loading structures	Both	
RUEL	Capreol	No. 5 Old Rip	Loading Ramp	North	
"	"	Hart Car Track	Overhead wires and Bldg.	North	Wires
"	"	Stores Track	Platform	North	
"	"	Shop Material Track	Building	North	
"	"	Shop Scrap Track	Overhead wires		Wires
"	"	Freight Shed Track	Building	South	
"	"	Stock Pen Track	Platform	North	
"	Lowphos Spur	K.V.P. Siding	Loading Chute		Chute
"	"	Mill Load Out Track	Overhead hoppers		Hoppers
"	"	Mill Track	Overhead doorway		Doorway
"	Westree	Ramp Spur	Overhead wires		Wires
"	"	Planer Spur	Overhead wires		Wires
"	Foleyet	Paul Lahaie Lumber Spur	Loading chute	Both	
CARAMAT	Hornepayne	Stores Track	Overhead wires		Wires

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

NOTE: See General Instructions (Form 696)

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

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

TELEPHONES

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

ALDERDALE SUBDIVISION

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

BALA SUBDIVISION

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

BALA SUBDIVISION—Continued

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

BEACHBURG SUBDIVISION

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

CARAMAT SUBDIVISION

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

TELEPHONES

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

CARAMAT SUBDIVISION—Continued

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

KAPUSKASING SUBDIVISION

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

MANITOUWADGE SUBDIVISION

Geco Junction to CPR.
 Geco In Warehouse.

NEWMARKET SUBDIVISION

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

NEWMARKET SUBDIVISION—Continued

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

PAGWA SUBDIVISION

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

RUEL SUBDIVISION

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

DISPATCHERS' PHONE WIRES




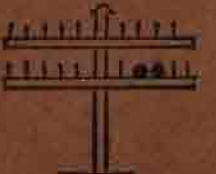
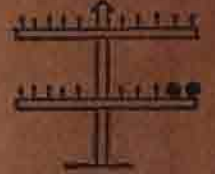
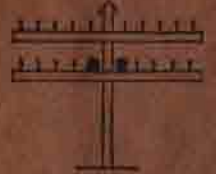
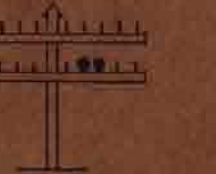



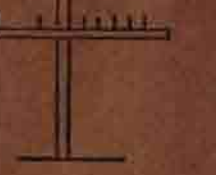



FACE DIRECTION NAMED: COUNT CROSS ARMS FROM TOP DOWN

 <p>LOOK NORTH St. Clair Ave. to Downsview Newmarket Subdivision</p>	 <p>LOOK NORTH Downsview to Washago Newmarket Subdivision</p>	 <p>(Capreol Dispatcher) LOOK NORTH Washago to Gravenhurst Newmarket Subdivision</p>
		 <p>LOOK NORTH Gravenhurst to Nipissing Newmarket Subdivision</p>
 <p>(Toronto Yard Dispatcher) LOOK NORTH Don to Richmond Hill Bala Subdivision</p>	 <p>(Capreol Dispatcher) LOOK NORTH Richmond Hill to South Parry Bala Subdivision</p>	 <p>(Capreol Dispatcher) LOOK NORTH South Parry to Sudbury Bala Subdivision</p>
 <p>(Capreol Dispatcher) LOOK NORTH Sudbury to Capreol Bala Subdivision</p>	 <p>LOOK WEST Ottawa to Federal Ottawa Subdivision</p>	 <p>LOOK WEST Federal to Nepean Ottawa Subdivision</p>

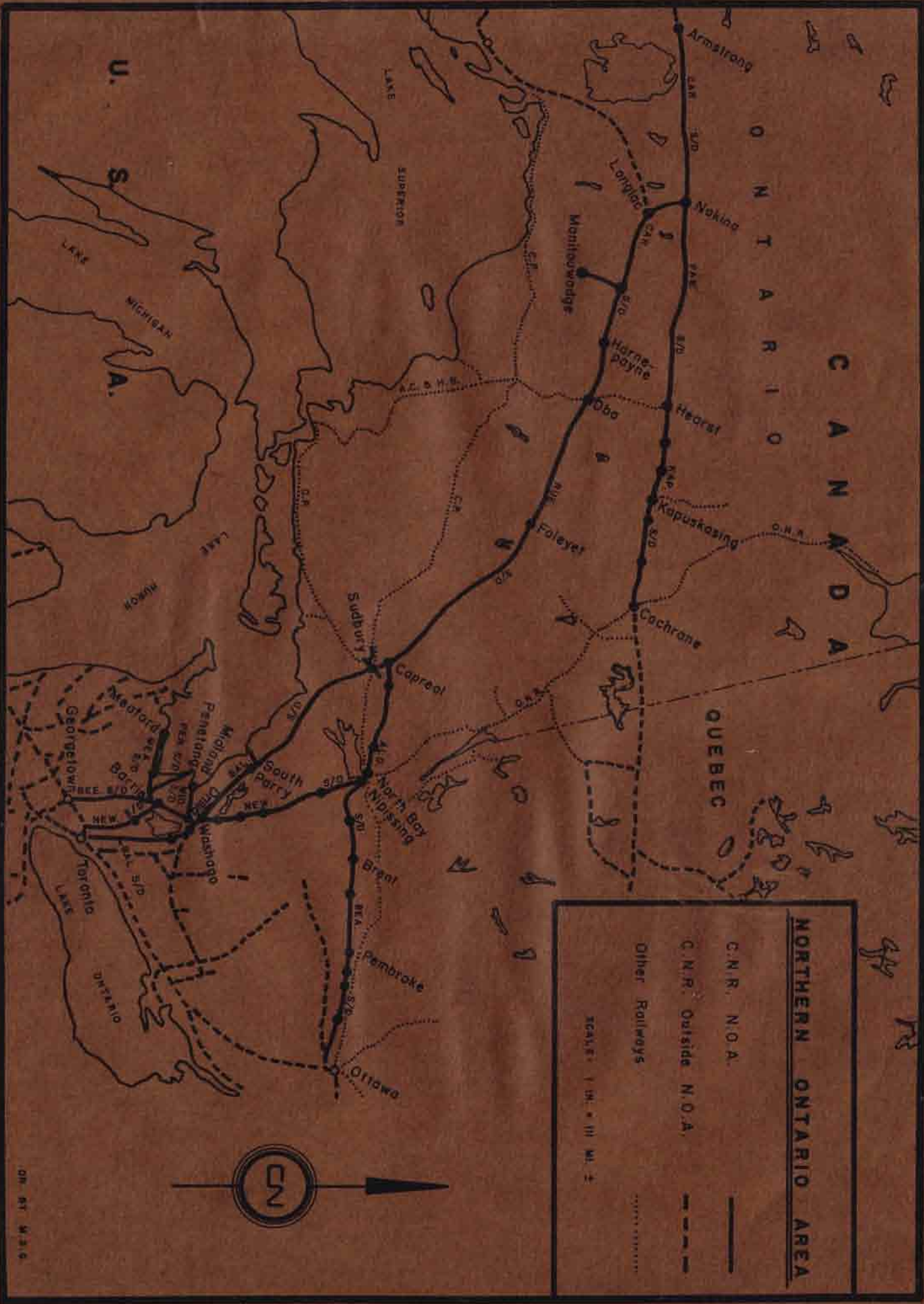
TRAIN PHONE WIRES MARKED ● ● ALSO LETTER "D" ON EACH SIDE APPROPRIATE CROSSARM EVERY FIFTH POLE
NOTE—Emergency telephone wires must be hooked up as close as possible to the pole, first scraping any corrosion off the pole line wire in order to establish contact with the train dispatcher.

DISPATCHERS' PHONE WIRES

FACE DIRECTION NAMED: COUNT CROSS ARMS FROM TOP DOWN

 <p>LOOK WEST Nepean to Brent Beachburg Subdivision</p>	 <p>LOOK WEST Brent to North Bay Alderdale Subdivision</p>	 <p>LOOK WEST North Bay to Capreol Alderdale Subdivision</p>	 <p>LOOK WEST Capreol to Foleyet Ruel Subdivision</p>
 <p>LOOK WEST Foleyet to Homepayne Ruel Subdivision</p>	 <p>LOOK WEST Homepayne to Longlac Caramat Subdivision</p>	 <p>LOOK WEST Longlac to MP 130.5 Caramat Subdivision</p>	 <p>LOOK WEST Mile 130.5 to Nakina Caramat Subdivision</p>
 <p>LOOK SOUTH Mile 0.0 to Geco Manitowadge Subdivision</p>	 <p>LOOK WEST Nakina to Armstrong Caramat Subdivision</p>	 <p>LOOK WEST Hearst to Mile 78.6 Pagwa Subdivision</p>	 <p>LOOK WEST Mile 78.6 to Mile 143.0 Pagwa Subdivision</p>
 <p>LOOK WEST Smooth Rock to Kapuskasing Mile 72.0 to Hearst Kapuskasing Subdivision</p>		 <p>LOOK WEST Cochrane to Smooth Rock Kapuskasing to Mile 72.0 Kapuskasing Subdivision</p>	

TRAIN PHONE WIRES MARKED ● ● ALSO LETTER "D" ON EACH SIDE APPROPRIATE CROSSARM EVERY FIFTH POLE
NOTE—Emergency telephone wires must be hooked up as close as possible to the pole, first scraping any corrosion off the pole line wire in order to establish contact with the train dispatcher.



NORTHERN ONTARIO AREA

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

SCALE: 1 IN. = 100 MI. ±

