SAFETY FIRST

CANADIAN NATIONAL RAILWAYS

WESTERN REGION—MANITOBA DISTRICT

(LAKEHEAD AND PORT ARTHUR DIVISIONS)

TIME 12 TABLE

TAKING EFFECT AT 24.01 O'CLOCK

SUNDAY, MAY 31st, 1925

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

GOVERNED BY CENTRAL STANDARD TIME

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

DESTROY ALL FORMER TIME TABLES

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS MUST HAVE A COPY OF THEM AND OF THE CURRENT TIME TABLE ACCESSIBLE WHEN ON DUTY.

READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY; IMPORTANT CHANGES HAVE BEEN MADE

☞ CHECK DAYS OF WEEK WITH CARE

A. E. WARREN
GENERAL MANAGER
WINNIPEG

A. WILCOX
GENERAL SUPERINTENDENT OF TRANSPORTATION
WINNIPEG

N. B. WALTON
GENERAL SUPERINTENDENT
WINNIPEG

M. HELSTON
SUPERINTENDENT OF TRANSPORTATION
WINNIPEG

LAKEHEAD DIVISION

Page	Subdivision		Miles
		Current to Port Arthur (including Joint Section with C.P.Ry. and Current River yard)	.1
7	Kashabowie	Port Arthur to Twin City (including Port Arthur, Neebing and Mission Terminals)	12.0
8	Crest	Midway to Empire Ave. (including Empire Ave. yard)	1.5
			13.6

PORT ARTHUR DIVISION

Page	Subdivision		Miles
3	Bucke	Armstrong to Sioux Lookout (not including Armstrong)	139.1
4	Quibell	**Sioux Lookout to Redditt**	123.2
5	Minaki	Redditt to Transcona (not including Transcona)	121.8
6	Raith	**Conmee to Graham**	70.8
6	Quorn	**Graham to Superior Jct.**	88.7
7	Crest	Empire Ave. to Dog River	28.1
7	North Lake	Twin City to Mackies	35.0
8	Kashabowie	Twin City to Atikokan	129.1
9	Fort Frances	**Atikokan to Rainy River**	143.3
10	Sprague	Rainy River to Paddington (not including Paddington)	148.9
			1028.0

Total Miles 1041.6

R. S. RICHARDSON, Superintendent, Fort William, Ont.

W. J. McNABB, General Yardmaster, Port Arthur, Ont.

W. T. MOODIE, Superintendent, Port Arthur, Ont.

S. McELROY, Asst. Superintendent, Port Arthur, Ont.

Dispatchers' Office at Port Arthur, Ont.
Telegraph Call "D"

A. H. MANSFIELD, Chief Dispatcher

A. V. Benoit, C. M. Gelzer, H. R. Thomm, G. A. Smith — Dispatchers

C. D. Taylor, T. C. Ryan — Relief Dispatchers

C. D. GLASS, Asst. Superintendent, Sioux Lookout, Ont.

I. L. BOOMER, Asst. Superintendent, Rainy River, Ont.

Dispatchers' Office at Winnipeg, Man.
Telegraph Call "Di"

F. G. JACKSON, Chief Dispatcher

W. A. Hill, C. E. Hitesman, H. M. Triplett, W. Grieve, H. H. Sparling, J. H. Cloutier, W. J. McPhee — Dispatchers

W. E. Dearing, W. F. Cullen — Relief Dispatchers

BUCKE SUBDIVISION

WESTBOUND TRAINS — Inferior Direction | **EASTBOUND TRAINS — Superior Direction**

WESTBOUND SECOND CLASS			WESTBOUND FIRST CLASS		Miles from Armstrong	Coal, Water, Wye	Telegraph Offices D—Day. N—Night.	STATIONS	Telegraph Calls	Car Capacity 40 ft. Av'ge: Passing Tracks	Car Capacity 40 ft. Av'ge: Other Tracks	EASTBOUND FIRST CLASS		EASTBOUND SECOND CLASS		EASTBOUND THIRD CLASS		
205 Mixed Mon. Wed. Fri.	**403** Time Freight Daily	**233** Mixed Tues. Sat.	**3** Pegr. Daily	**1** Pegr. Daily								**4** Pegr. Daily	**2** Pegr. Daily	**206** Mixed Tues. Thurs. Sat.	**234** Mixed Mon. Fri.	**404** Time Freight Daily	**708** Freight Daily	**712** Freight Daily	**714** Freight Daily
	L 18.20	L 8.00	L 22.02	L 7.27	0.0	C W	D N	ARMSTRONG	RA	151	646	A 4.10	A 22.35		A 17.00	A 19.55			
					7.4														
	18.40	f 8.22	**22.17**	7.41	7.4			ONAPING			79	3.56	**22.17**		f 16.39	19.30			
					7.2														
	19.00	f 8.45	22.29	7.54	14.6			PASCOPEE			51	3.44	22.05		f 16.18	**19.00**			
					6.5														
	19.18	f 9.07	22.39	f 8.07	21.1	W	N	COLLINS	CO		77	3.33	f 21.52		f 16.00	18.44			
					7.5														
	19.39	f 9.29	22.50	8.20	28.6			OGAKI			78	3.20	21.41		f 15.40	18.23			
					10.3														
	20.05	f 10.03	23.07	f 8.37	38.9	W	D	JACOBS	JO		78	3.03	f 21.24		f 15.10	18.00			
					7.2														
	20.25	f 10.25	23.18	8.50	46.1			KAWA			77	2.51	21.10		f 14.50	17.43			
					9.8														
	20.54	s 11.00	23.34	9.08	55.9	W	N	ALLENWATER	W R		78	2.35	**20.54**		f 14.23	17.20			
					9.6														
	21.23	f 11.30	23.51	9.25	65.5			HARVEY			78	2.19	20.35		f 13.59	16.55			
					4.2														
	21.38	f 11.45	23.57	9.31	69.7			STAUNTON			78	2.13	20.28		f 13.47	16.43			
					9.0														
	22.07	s 12.25	24.13	f 9.50	78.7	C W	D	BUCKE	BK	78	2	1.56	f 20.10		s 13.18	16.20			
					12.0														
	22.45	f 12.55	24.33	10.10	90.7			FOWLER			78	1.34	19.48		f 12.38	15.42			
					9.8														
	23.15	f 13.25	24.46	f 10.30	100.5	W	N	YCLIFF	CF		78	1.17	f 19.29		f 12.10	15.23			
					8.4														
	23.35	f 14.00	1.03	10.48	108.9			ROBINSON			69	1.03	19.11		f 11.30	14.47			
					7.1														
	23.55	s14.25	1.16	f11.02	116.0		D	SMITH	SM		78	24.52	f 18.57		s11.02	**14.25**			
					4.4														
	--------	s 14.45	--------	f 11.11	120.4			McDOUGALL'S MILL			20	--------	f 18.48		s 10.20	--------			
					2.8														
	24.40	f 15.00	1.29	11.17	123.2	W		ROSNEL			78	**24.40**	18.41		f 10.00	14.00			
					9.5														
L 17.20	1.10	15.35	1.47	s 11.37	132.7	Y	D N	SUPERIOR JCT. Jct. with Quorn Sub.	SU		28	24.23	s 18.23	A 7.20	9.30	13.25	A 2.55	A 10.55	A 19.25
					6.4														
A 17.35	A 1.30	A 16.00	A 2.00	A 11.50	139.1	C Tu W Y	D N	SIOUX LOOKOUT	GR	27	1190	L 24.10	L 18.10	L 7.00	L 9.00	L 13.00	L 2.30	L 10.30	L 19.00
Mon. Wed. Fri.	Daily	Tues. Sat.	Daily	Daily				CENTRAL TIME				Daily	Daily	Tues. Thurs. Sat.	Mon. Fri.	Daily	Daily	Daily	Daily
205	**403**	**233**	**3**	**1**								**4**	**2**	**206**	**234**	**404**	**708**	**712**	**714**

See No. 205—Quorn Subdivision.

See No. 206—Quorn Subdivision.

See No. 712—Quorn Subdivision.

See No. 714—Quorn Subdivision.

See No. 716—Quorn Subdivision.

Special Instructions

Nos. 1 and 2 will stop at Mileage 54.2, Bucke, Smith and McDougall's Mill, on Monday, Wednesday and Friday for Royal Mail, and on other days will stop on flag at all stations and Spur Mileage 110.0, for passengers to or from points beyond Armstrong or Sioux Lookout.

No. 3 will stop to discharge passengers from points east of Nakina.

Operator Superior Jct. will register Trains Nos. 1, 2, 3 and 4 except when said trains are displaying green signals, or for which green signals are displayed.

East wye switch at Superior Jct. is the east yard limit, within the meaning of Rule 93.

Position of switch at the Junction of Bucke Subdivision with the Quorn Subdivision at Superior Jct. is normal when set for main track Sioux Lookout to Armstrong.

Engines must not go over frog at McDougall's Mills.

Engines must not go beyond 100 feet of frog on Spur Mileage 110.0.

Automatic Block Signals

Trains between Superior Jct. and Sioux Lookout will be governed by Automatic Block Signal Rules as shown in the General Train and Interlocking Rules.

Signals 138.0 and 132.9 are designated as "Stop-and-Stay" Signals. A train stopped by either of these signals should after a reasonable length of time, get in touch with the Train Dispatcher by telephone and if the Train Dispatcher reports no train in the block they should flag through until they find a signal at "Proceed" or "Caution," when the train can proceed under Normal Signal Indications. When stopped at other signals, will proceed under flag until they arrive at a signal giving a favorable indication.

When trainmen are required to flag as above directed, close investigation should be made of track for possible discovery of a broken rail.

Switch Indicators are located at:
(1) East yard switch, Sioux Lookout yard.
(2) West switch, Superior Jct. passing track.
(3) Superior Jct. switch (Jct. with Quorn Sub.).

Each switch indicator is provided with a push button which, when pressed, will indicate by a miniature arm on the dial "Proceed" position when the signal approaching the block is clear.

Rule 504, Automatic Block Signals: refer to sixth line and that part reading, "it may then proceed at once with caution." The following will be substituted therefor: "it may then proceed at once under flag protection."

Speed Restrictions

Trains must approach and pass through Armstrong, Superior Jct. and Sioux Lookout yards prepared to stop unless the main track is seen or known to be clear.

Unless authorized by Time Table or Train Order, freight trains must not exceed a speed of twenty-two (22) miles per hour, light engines or engines with caboose only twenty-five (25) miles per hour at any point.

50% or heavier engines will enter and leave all sidings not to exceed four (4) miles per hour. Other class engines not to exceed six (6) miles per hour.

Registering Points

Armstrong
Superior Jct.
Sioux Lookout

Bulletin Points

Armstrong
Sioux Lookout

Comparison Clocks

Armstrong
Sioux Lookout

Yard Limit Boards

Superior Jct.—At east wye switch on Bucke Sub.

Spurs

	Mileage	Capacity	Connected at
Twin Falls Lumber Co.	54.2	31 Cars	West end
New Ontario Contracting Co.	110.0	35 Cars	West end
New Ontario Contracting Co.	116.0	56 Cars	West end
McDougall's Mills	120.2	86 Cars	East end

WESTBOUND TRAINS Inferior Direction												EASTBOUND TRAINS Superior Direction					
SECOND CLASS		FIRST CLASS		Miles from Sioux Lookout	Coal, Turntable, Water, Wye	Telegraph Offices D—Day. N—Night	QUIBELL SUBDIVISION	Telegraph Calls	Car Capacity 40 ft. Av'ge Passing Tracks	Car Capacity 40 ft. Av'ge Other Tracks	FIRST CLASS		SECOND CLASS		THIRD CLASS	
209 Mixed	403 Time Freight	1 Psgr.	3 Psgr.				STATIONS				2 Psgr	4 Psgr.	404 Time Freight	210 Mixed	706 Freight	710 Freight
Wed.	Daily	Daily	Daily								Daily	Daily	Daily	Thurs.	Daily	Daily
L 7.15	L 4.00	L 12.05	L 2.10	0.0	CTu W Y	D N	SIOUX LOOKOUT	G R	27	1190	A 17.55	A 24.00	A 11.30	A 14.00	A 9.45	A 23.35
							6.5									
f 7.40	4.20	12.17	2.21	6.5			PELICAN		88	6	17.43	23.49	11.12	f 13.40	9.25	23.15
							1.0									
f 7.50	4.23	12.19		7.5			NORTH PINES			67	17.41		11.09	f 13.35	9.20	23.10
							5.1									
f 8.15	4.42	f 12.29	2.32	12.6		D	HUDSON	H	76	6	f 17.32	23.38	10.56	f 13.15	9.05	22.55
							8.2									
f 8.40	5.10	12.45	2.47	20.8	W	D N	WEBSTER	K	73	8	17.16	23.24	10.33	f 12.45	8.40	22.30
							6.9									
f 9.00	5.32	12.59	3.00	27.7		D	TAGGART	R T		75	17.03	23.12	10.15	f 12.20	8.05	22.05
							4.4									
f 9.20	5.45	13.07	3.07	32.1			SUNSTRUM		75	10	16.55	23.01	10.05	f 11.55	7.50	21.50
							7.4									
f 9.45	6.12	13.22	3.21	39.5	W	D N	MILLIDGE	A K	76	9	16.40	22.48	9.45	f 11.25	7.30	21.30
							6.0									
f 10.10	6.33	13.35	3.33	45.5			RICHAN		70	35	16.28	22.37	9.25	f 10.55	7.10	21.10
							5.4									
f 10.30	6.50	13.45	3.43	50.9			FREDA		73	10	16.17	22.27	9.05	f 10.25	6.50	20.50
							7.0									
f 11.10	7.12	f 14.02	3.57	57.9	C W	D N	HUNTER	W	75	16	f 16.03	22.15	8.47	f 10.00	6.10	20.25
							7.7									
f 11.45	7.35	14.17	4.11	65.6			MORGAN		75		15.49	22.02	8.25	f 9.30	5.30	19.45
							9.1									
f 12.30	8.00	f 14.35	4.28	74.7		D	QUIBELL	B E	76	23	f 15.33	21.47	8.00	s 9.05	5.10	19.15
							8.8									
f 13.03	8.33	f 14.51	4.45	83.5	W	D	McINTOSH	C H	75	7	f 15.17	21.31	7.35	f 8.33	4.45	18.50
							6.7									
f 13.30	8.55	15.05	4.57	90.2			CANYON		75	22	15.05	21.20	7.15	f 8.00	4.05	18.20
							9.2									
f 14.00	9.22	15.21	5.14	99.4			FAVEL		75	24	14.49	21.04	6.52	f 7.35	3.35	17.50
							6.7									
f 14.37	9.43	15.35	5.27	106.1	W	D	JONES	S A	74	11	14.37	20.52	6.35	f 7.10	3.10	17.30
							7.4									
f 14.55	10.04	f 15.48	f 5.40	113.5			FARLANE			76	f 14.24	f 20.39	6.10	f 6.40	2.45	17.00
							4.9									
f 15.12	10.20	15.56	5.49	118.4			BRINKA		75		14.15	20.30	5.49	f 6.20	2.25	16.40
							4.8									
A 15.30	A 10.35	A 16.05	A 5.58	123.2	C Tu W Y	D N	REDDITT	R N	124	810	L 14.05	L 20.20	L 5.20	L 6.00	L 2.00	L 16.15
Wed.	Daily	Daily	Daily				CENTRAL TIME				Daily	Daily	Daily	Thurs.	Daily	Daily
209	403	1	3								2	4	404	210	706	710

Registering Points
Sioux Lookout
Redditt

Bulletin Points
Sioux Lookout
Redditt

Comparison Clocks
Sioux Lookout
Redditt

Spurs

	Mileage	Capacity	Open
G. E. Farlinger	8.0	25 Cars	West end
National Tie and Timber Co.	28.7	13 Cars	East end
G. E. Farlinger	32.1	37 Cars	Both ends
Municipal	34.6	12 Cars	West end
New Ontario Granite Co.	114.2	2 Cars	East end

Tunnels
Mileage 41.3—length 325 feet.
" 88.2— " 525 "
" 89.7— " 525 "

Yard Limit Boards
Sioux Lookout—4,000 feet west of the west yard switch.
Hunter—4,000 feet east of east switch.
4,000 feet west of west switch.
McIntosh—4,000 feet west of west switch.
4,000 feet east of east switch.
Redditt—4,000 feet east of the east yard switch.

Speed Restrictions
Trains must approach and pass through Sioux Lookout and Redditt yards prepared to stop unless the main track is seen or known to be clear.
50% or heavier engines will enter and leave all sidings not to exceed four (4) miles per hour. Other class engines six (6) miles per hour.
Unless authorized by time table or train order freight trains must not exceed a speed of twenty-two (22) miles per hour, light engines or engines with caboose only twenty-five (25) miles per hour at any point.

Special Instructions
No. 1 will stop to discharge passengers ticketed from points east of Nakina, will stop at Quibell Daily except Sunday and will stop at McIntosh Tuesdays, Thursdays and Saturdays to exchange Royal Mail, and will stop on flag at North Pines Daily except Wednesday for passengers.

No. 2 will stop at Quibell Daily except Sunday, and will stop at McIntosh Mondays, Wednesdays and Fridays to exchange Royal Mail, and will stop on flag at North Pines Daily except Thursday for passengers.

No. 3 will stop to discharge passengers from points east of Nakina.

Trains cannot meet or pass at North Pines.

MINAKI SUBDIVISION

WESTBOUND TRAINS Inferior Direction														EASTBOUND TRAINS Superior Direction							
SECOND CLASS		FIRST CLASS		Miles from Redditt	Coal, Turntable, Water, Wye	Telegraph Offices D—Day. N—Night	STATIONS	Telegraph Calls	Car Capacity 40 ft. Av'ge Passing Tracks	Car Capacity 40 ft. Av'ge Other Tracks	FIRST CLASS		SECOND CLASS		THIRD CLASS	
403 Time Freight Daily	207 Mixed Tues. Fri.	1 Pssgr. Daily	3 Pssgr. Daily								2 Pssgr. Daily	4 Pssgr. Daily	208 Mixed Mon. Thurs.	404 Time Freight Daily	702 Freight Daily	704 Freight Daily
L 11.35	L 6.25	L 16.12	L 6.05	0.0	CTu W Y	D N	REDDITT	R N	124	810	A 13.55	A 20.13	A 17.00	A 4.35	A 12.20	A 21.10
							6.6									
11.55	f 6.45	16.25	6.18	6.6			ENA		75	16	13.42	19.59	f 16.25	4.15	11.55	20.45
							7.9									
12.17	s 7.10	s 16.42	s 6.32	14.5	W	D	MINAKI	K I	56	43	s 13.28	s 19.43	s 15.40	4.00	11.15	20.20
							6.1									
12.35	f 7.25	f 16.56	f 6.42	20.6			WADE		73	35	f 13.16	f 19.32	f 14.55	3.35	10.50	19.55
							9.5									
13.00	s 7.50	f 17.14	f 6.58	30.1	W	D N	MALACHI	M Y	76	3	f 13.00	f 19.16	s 14.30	3.15	10.20	19.16
							6.1									
13.40	f 8.15	17.27	7.09	36.2			WHITE		74	10	12.48	19.05	f 13.40	2.55	10.00	18.47
							8.0									
14.05	f 8.40	17.42	7.23	44.2			OPHIR		75	11	12.35	18.52	f 13.15	2.35	9.35	18.22
							7.5									
14.35	s 9.05	17.57	7.37	51.7	C W	D N	DECIMAL	D O	75	79	12.22	18.39	s 12.55	2.15	9.05	17.57
							7.1									
14.55	f 9.33	18.10	7.49	58.8			BRERETON		74	15	12.06	18.28	f 12.30	1.44	8.25	17.15
							5.3									
15.09	f 9.46	18.20	7.57	64.1			HOCTOR		76	10	11.56	18.20	f 12.16	1.31	7.57	16.55
							9.7									
15.34	s 10.20	f 18.37	8.11	73.8	W	D N	ELMA	M A	75	71	f 11.40	18.04	s 11.40	1.10	7.10	16.25
							7.1									
15.52	f 10.42	18.51	8.23	80.9			LEWIS		76	10	11.24	17.51	f 10.55	24.50	6.35	15.52
							7.9									
16.11	f 11.11	19.04	8.37	88.8			HAZEL			76	11.11	17.37	f 10.35	24.30	6.00	15.05
							9.5									
16.36	s 11.50	f 19.19	8.51	98.3	W	D N	VIVIAN	V	75	69	f 10.56	17.23	s 10.10	24.05	5.25	14.30
							8.0									
17.10	f 12.20	19.33	9.03	106.3			ANOLA		74	10	10.42	17.10	f 9.43	23.40	4.55	14.00
							8.9									
17.35	s 12.45	f 19.48	9.18	115.2		D	DUGALD	D G	74	69	f 10.27	16.56	s 9.18	23.15	4.25	13.30
							6.6	S C								
A 17.55	A 13.05	A 20.00	A 9.30	121.8	CTu W Y	D N	TRANSCONA	T	2933		L 10.15	L 16.45	L 8.30	L 22.50	L 4.00	L 13.05
Daily	Tues. Fri.	Daily	Daily				CENTRAL TIME				Daily	Daily	Mon. Thurs.	Daily	Daily	Daily
403	207	1	3								2	4	208	404	702	704

Registering Points
Redditt
Transcona

Bulletin Points
Redditt
Transcona

Comparison Clocks
Redditt
Transcona
Winnipeg—Telegraph Office
Winnipeg—Passenger Train Crew Director's Office

Tunnels
Mileage -- 7.3—length 556 feet.
" --12.2 " 613 "

Spurs

	Mileage	Capacity	Open
Simpson & Shortt	16.2	26 Cars	East end
Winnitoba	41.3	26 Cars	West end
Williams Spur	83.4	18 Cars	West end
Craig Siding	90.6	29 Cars	Both ends
Vivian Pit	98.6	120 Cars	East end
Siding	110.0	36 Cars	Both ends
Spur	119.2	12 Cars	West end

Yard Limit Boards
Redditt—4,000 feet west of west yard switch.
Dott—4,000 feet east of east switch.
4,000 feet west of west switch.
Elma—4,000 feet east of east switch.
4,000 feet west of west switch.
Vivian—4,000 feet west of west switch.
Transcona—4,000 feet east of east yard switch.

Speed Restrictions
Trains must approach and pass through Redditt and Transcona yards prepared to stop unless the main track is seen or known to be clear.
50% or heavier engines will enter and leave all sidings not to exceed four (4) miles per hour. Other class engines six (6) miles per hour.
Unless authorized by Time Table or Train Order freight trains must not exceed a speed of twenty-two (22) miles per hour, light engines or engines with caboose only twenty-five (25) miles per hour, at any point.

Special Instructions
Between Winnipeg Union Station and East Yard Limit Board, Transcona, trains will be governed by Winnipeg Terminal Division Time Table.
No. 1 will stop to discharge passengers ticketed from points east of Nakina.
No. 1 on Monday, Wednesday and Friday, and No. 2 on Tuesday, Thursday and Saturday, will stop at Elma, Vivian and Dugald to exchange Royal Mail.
Nos. 1 and 2 will stop Daily except Sunday at Minaki to exchange Royal Mail.
No. 3 will stop to discharge passengers from points east of Nakina.
Trains affected by Paragraph 2 of Rule 83, or those meeting on double track by train order arrangement must identify each other.
Operator at Transcona Yard Office will register first class trains, except when such trains are displaying green signals. This does not relieve Conductors from checking train register in order for them and Engineers to know Superior Trains have or have not arrived.
Nos. 207 and 208 will handle passengers, mail and way freight at Spurs, and will make flag stops at Spurs, Mileages 83.4, 90.6 and 110.0.

Derails
Dott—Coal dock spur.
Craig, Mileage 90.6—East end of siding.

RAITH SUBDIVISION

NORTHBOUND TRAINS Inferior Direction						SOUTHBOUND TRAINS Superior Direction			
SECOND CLASS 205 Mixed Mon. Wed. Fri.	Miles from Conmee	Coal, Turntable, Water, Wye	Telegraph Offices D—Day. N—Night	STATIONS	Telegraph Calls	Car Capacity 40 ft. Av'ge Passing Tracks	Car Capacity 40 ft. Av'ge Other Tracks	SECOND CLASS 206 Mixed Tues. Thurs. Sat.	THIRD CLASS 716 Freight Daily	THIRD CLASS 720 Freight Daily	THIRD CLASS 722 Freight Daily
L 7.35	0.0		D N	CONMEE Jct with Kashabowie Sub.	C O			A 16.20	A 5.10	A 13.30	A 21.10
				0.3							
7.40	0.3			DOG RIVER Jct. with Crest Sub.				16.10	5.00	13.23	21.00
				3.5							
f 7.53	3.8	W		ELLIS		67	15	f 15.54	4.45	13.08	20.45
				6.0							
f 8.17	9.8			FLETT		72	12	f 15.33	4.20	12.44	20.20
				6.7							
f 8.40	16.5			GRIFF		76	12	f 15.15	3.57	12.21	19.57
				5.7							
f 9.00	22.2			HORNE		78	9	f 14.56	3.35	11.59	19.35
				6.4							
s 9.28	28.6	C W Y	D	RAITH	D R	160	156	s 14.35	3.10	11.34	19.10
				4.6							
f 9.44	33.2			LINKO			79	f 14.10	2.46	11.10	18.46
				5.6							
f 10.02	38.8			JAMES		83	19	f 13.53	2.26	10.50	18.26
				7.9							
f 10.25	46.7			KELLY			86	f 13.28	2.00	10.25	18.00
				6.4							
f 10.47	53.1	W	D	LARSON	A R	86	10	f 13.08	1.38	9.58	17.38
				6.0							
f 11.09	59.1			MACK		88	19	f 12.48	1.15	9.35	17.15
				6.8							
f 11.30	65.9			GEORGE			87	f 12.25	24.50	9.10	16.50
				4.9							
A 11.50	70.8	C W Y	D N	GRAHAM	R O	91	513	L 12.10	L 24.30	L 8.50	L 16.30
Mon. Wed. Fri. 205				CENTRAL TIME				Tues. Thurs. Sat. 206	Daily 716	Daily 720	Daily 722

Speed Restrictions

Trains must approach and pass through Conmee and Graham yards prepared to stop unless the main track is seen or known to be clear.

Unless authorized by Time Table or Train Order freight trains must not exceed a speed of twenty-two (22) miles per hour, light engines or engines with caboose only twenty-five (25) miles per hour, at any point.

50% or heavier engines will enter and leave all sidings not to exceed four (4) miles per hour. Other class engines six (6) miles per hour.

Tunnel

Mileage 10.6—length 600 feet.

Special Instructions

Southbound trains must stop at Ellis not less than five (5) minutes, and train must be thoroughly inspected at this point.

Main track switch at Dog River is in normal position when set and locked for Raith Subdivision.

Yard Limit Boards

Conmee—4000 feet north of Dog River.
Ellis—4000 feet north of north switch.
Raith—4000 feet south of south yard switch.
4000 feet north of north yard switch.
Larson—4000 feet south of south switch.
4000 feet north of north switch.
Graham—4000 feet south of south yard switch.
4000 feet north of north switch.

Spurs	Mileage	Capacity	Connected
Prov. Paper Mills	36.8	20 Cars	South end
Masahba Development Co.	48.1	13 Cars	South end
L. Lahti	51.0	12 Cars	South end
Fort William Paper Co.	66.6	20 Cars	South end

Registering Points
Conmee
Graham

Bulletin Point
Graham

Comparison Clock
Graham

QUORN SUBDIVISION

NORTHBOUND TRAINS Inferior Direction						SOUTHBOUND TRAINS Superior Direction			
SECOND CLASS 205 Mixed Mon. Wed. Fri.	Miles from Conmee	Coal, Turntable, Water, Wye	Telegraph Offices D—Day. N—Night	STATIONS	Telegraph Calls	Car Capacity 40 ft. Av'ge Passing Tracks	Car Capacity 40 ft. Av'ge Other Tracks	SECOND CLASS 206 Mixed Tues. Thurs. Sat.	THIRD CLASS 708 Freight Daily	THIRD CLASS 712 Freight Daily	THIRD CLASS 714 Freight Daily
L 12.15	70.8	C W Y	D N	GRAHAM	R O	91	513	A 11.50	A 8.10	A 16.40	A 24.40
				7.5							
f 12.37	78.3			OSCAR			78	f 11.26	7.45	16.15	24.15
				7.2							
f 12.59	85.5			PETRY			9	f 11.04	7.20	15.50	23.50
				7.2							
f 13.21	92.7	C W	D	QUORN	Q N	71	21	f 10.42	6.55	15.25	23.25
				5.3							
f 13.37	98.0			REBA			78	f 10.26	6.35	15.05	23.05
				7.5							
f 13.55	105.5			SOWDEN			75	f 10.04	6.10	14.40	22.40
				4.6							
f 14.17	110.1			TANNIN		75	12	f 9.49	5.50	14.17	22.20
				4.3							
	114.4	W		WATER TANK							
				1.8							
f 14.39	116.2			UNAKA		81	9	f 9.34	5.28	13.35	21.58
				6.6							
f 15.00	122.8			VALORA		73	13	f 9.14	5.05	13.10	21.35
				8.3							
f 15.27	131.1			WATCOMB			96	f 8.46	4.35	12.35	21.05
				6.3							
f 15.50	137.4	W	D	HUNT	H N	75	9	f 8.28	4.12	12.12	20.42
				4.3							
f 16.10	141.7			YONDE			77	f 8.15	3.57	11.57	20.27
				7.4							
f 16.32	149.1	W	D	ZARN	N A	75	8	f 7.52	3.32	11.32	20.02
				7.2							
f 16.57	156.3			ALCONA		73	11	f 7.30	3.07	11.07	19.37
				3.2							
A 17.20	159.5	Y	D N	SUPERIOR JCT. Jct. with Bucke Sub.	SU		68	L 7.20	L 2.55	L 10.55	L 19.25
Mon. Wed. Fri. 205				CENTRAL TIME				Tues. Thurs. Sat. 206	Daily 708	Daily 712	Daily 714

Speed Restrictions

Trains must approach and pass through Graham and Superior Jct. yards prepared to stop unless the main track is seen or known to be clear.

Unless authorized by Time Table or Train Order freight trains must not exceed a speed of twenty-two (22) miles per hour, light engines or engines with caboose only twenty-five (25) miles per hour, at any point.

50% or heavier engines will enter and leave all sidings not to exceed four (4) miles per hour. Other class engines six (6) miles per hour.

Special Instructions

The position of the junction switch with Bucke Subdivision at Superior Jct. is normal when set and locked for the Bucke Subdivision.

Yard Limit Boards

Graham—4000 feet south of south yard switch.
4000 feet north of north switch.
Quorn—4000 feet south of south switch.
4000 feet north of north switch.
Hunt—4000 feet south of south switch.
4000 feet north of north switch.
Superior Jct.—4000 feet south of south wye switch.

Spurs	Mileage	Capacity	Connected
Fort William Ice & Fuel Co.	74.1	6 Cars	South end
J. B. Hardy	120.0	31 Cars	South end
J. B. Hardy	120.6	4 Cars	South end
J. E. Cook	131.1	4 Cars	South end

Registering Points
Graham
Superior Jct.

Bulletin Points
Graham

Comparison Clocks
Graham

NORTHBOUND TRAINS
Inferior Direction

SOUTHBOUND TRAINS
Superior Direction

CREST SUBDIVISION

Miles from Midway	Coal, Water, Wye	Telegraph Offices D—Day. N—Night.	STATIONS	Telegraph Calls	Car Capacity 40 ft. Av'ge Passing Tracks	Car Capacity 40 ft. Av'ge Other Tracks
0.0			MIDWAY Jct. with Kashabowie Sub.			
			1.0			
1.0			EMPIRE AVE.		58	117
			6.3			
7.3			ALBA			37
			5.4			
12.7			BAIRD			72
			7.8			
20.5			CREST			75
			5.5			
26.0			DONA		62	10
			3.1			
29.1			DOG RIVER Jct. with Raith Sub.			

CENTRAL TIME

Registering Points
Midway.
Dog River.

Special Instructions
Switch at Dog River is in normal position when set and locked for Raith Subdivision.
Trains will not receive a Terminal Clearance at Midway or Dog River.

Speed Restrictions
Unless authorized by Time Table or Train Order freight trains must not exceed a speed of twenty-two (22) miles per hour, light engines or engines with caboose only twenty-five (25) miles per hour, at any point.
Trains reduce speed to six (6) miles per hour over Bridges 23.5 and 27.7.
50% or heavier engines will enter and leave all sidings not to exceed four (4) miles per hour. Other class engines six (6) miles per hour.

Spurs

	Mileage	Capacity	Open
Ballast Pit	26.9	47 Cars	North end
Ft. William Paper Co.	26.9	109 Cars	North end

Yard Limit Boards
Empire Avenue—4000 feet north of north switch.
Conmee—4000 feet north of Dog River.

Drawbridge
Over Kaministiqua River, one-quarter mile south of C.P.Ry. and Kashabowie Sub. Crossings (interlocked).

WESTBOUND TRAINS
Inferior Direction

EASTBOUND TRAINS
Superior Direction

NORTH LAKE SUBDIVISION

SECOND CLASS 201 Mixed Daily Ex. Sun. Thurs.	Miles from Twin City	Coal, Water, Wye	Telegraph Offices D—Day. N—Night	STATIONS	Telegraph Calls Telephone Service	Car Capacity 40 ft. Av'ge Passing Tracks	Car Capacity 40 ft. Av'ge Other Tracks	SECOND CLASS 202 Mixed Daily Ex. Sun. Thurs.
L 8.45	0.0			TWIN CITY Jct. with Kashabowie Sub.			24	A 14.50
				1.2				
s 8.49	1.2			SLATE RIVER			40	s 14.45
				6.0				
s 9.05	7.2	W	D	STANLEY	S J T		50	s 14.30
				9.4				
s 9.40	16.6			HYMERS			16	s 13.30
				2.9				
s 9.50	19.5			LEEPER			13	s 13.05
				2.8				
s 10.05	22.3			NOLALU			15	s 12.45
				1.8				
f 10.22	24.1			HILLSIDE			11	f 12.30
				3.5				
s 10.47	27.6			SILVER M'NTAIN			22	s 12.15
				3.0				
s 11.00	30.6			WHITEFISH			45	s 12.05
				1.7				
f 11.05	32.3			WOLFE			13	f 11.50
				2.7				
A 11.20	35.0	Y		MACKIES			50	L 11.30
Daily Ex. Sun. Thurs. 201				CENTRAL TIME				Daily Ex. Sun. Thurs. 202

Registering Points
Twin City
Mackies

Spurs

Superior Brick	Mileage	1.6,	Cap'y	16 Cars,	connected West end.
Ballast Pit	"	3.5,	"	50 "	" East end.
Harstone	"	9.9,	"	15 "	" East end.
Flint	"	13.1,	"	10 "	" East end.
Silver Creek	"	14.6,	"	8 "	" East end.
Sellers	"	18.7,	"	7 "	" East end.
Manns	"	26.3,	"	4 "	" East end.
Cox	"	28.1,	"	8 "	" East end.
Kyro	"	34.1,	"	3 "	" East end.

Speed Restrictions
Mixed trains must not exceed schedule time; other trains must not exceed any one mile in less than four (4) minutes at any point.

Special Instructions
No. 201 is Superior in Direction to No. 202, Twin City. to Mackies.
Crews on these trains are assigned to any other work between Twin City and end of track.
Trains will not receive a Terminal Clearance at Twin City or Mackies.

Special Instructions

The single track between East Fort William Jct. and West Fort William Jct. will be known as the Fort William Loop.

Trains will not receive a terminal clearance at Mileage 1.5, East Fort William Jct., West Fort William Jct., Mileage 6.1, Mount or Twin City.

No. 33 will stop at Mokomon, Glenwater, Huronian and Kawene to exchange Royal Mail.

Operators at Neebing, Conmee and Mabella will register first class trains except when displaying green signals.

Double Track between Mileage 1.3 and Mileage 6.1; also between Mount and Conmee.

Switch at west end of double track, Mileage 6.1, is normal when set and locked for eastbound track.

Switch at east end of double track, Mount, is normal when set and locked for westbound track.

Switch at west end of double track, Conmee, is normal when set for eastbound track.

Crossovers located at Twin City, Jelly, Kakabeka Falls, Hume, Mokomon and Conmee.

All territory will be considered yard limits between yard limit board 4000 feet west of west switch receiving yard, Neebing and Port Arthur passenger station, Arthur St.

Eastbound freight trains must stop and thoroughly inspect their trains at Glenwater.

Automatic Interlocker at Fort William Road Crossing—Color light signals and audible crossing protection. It operates wigwag signal and bell-ringing protection covering Fort William Road, also derail and signal protections on the Port Arthur Electric Railway level crossing. Color light signals governing double track railway operations are located as follows and will be strictly observed in accordance with rules herein set forth.

The color light signals located about 500 ft. west of Port Arthur Electric Railway diamond crossing on south side of eastbound main track will govern all eastbound train movements on either westbound or eastbound main tracks.

The color light signals located about 500 ft. east of Port Arthur Electric Street Railway diamond crossing on north side of westbound main track will govern all westbound train movements on either the westbound or eastbound main tracks.

These signals denote "Stop" when red light is displayed, and denote "Proceed with Caution," at all other times showing yellow light.

There are no distant signals.

The failure of these signals to operate properly within a reasonable length of time denotes a failure of automatic plant, and trains will under such conditions proceed under full flagging protection over both the Street Railway and Fort William Road Crossings. Such failures should be reported immediately to Superintendent by engineer.

A fixed two-position color light signal is located 1600 ft. west of Fort William Road Crossing; this signal indicates that the home signal at C.P.R. Crossing is in the proceed position. When this signal shows red all trains eastbound on eastbound track will come to a stop until it is changed to a yellow signal, when they may proceed, being governed by position of the next light signal.

Switch at Midway leading to Crest Subdivision is spiked for Kashabowie Subdivision Main Track.

KASHABOWIE SUBDIVISION

WESTBOUND TRAINS — Inferior Direction

417 Time Freight Daily	203 Mixed Mon. Fri.	201 Mixed Daily Ex. Sun. Thurs.	205 Mixed Mon. Wed. Fri.	33 Psgr. Mon. Thurs. Sat.	79 Psgr. Daily Ex. Tues.	Miles from Port Arthur	Coal, Turntable, Water, Wye	Telegraph Offices D—Day. N—Night	STATIONS	Telegraph Calls	Car Capacity 40 ft. Av'ge Passing Tracks	Car Capacity 40 ft. Av'ge Other Tracks
L 18.30	L 8.15	L 7.45	L 5.50	L 6.30	L 1.25	0.0	C'Tu W Y	D N	PORT ARTHUR	D C		
			5.58	6.36	1.35	2.9			2.9 East Ft. William Jct. 0.9			
	s 8.35	s 8.05	s 6.05	s 6.45	A 1.40	3.8		D	FORT WILLIAM	F W	17	17
			6.13	6.50		4.4			0.6 West Ft. William Jct. 0.6			
						5.0			MIDWAY Jct. with Crest Sub. 0.7			
	s 8.50	s 8.25	f 6.20	f 6.54		5.7			WEST FORT 0.7			15
19.05	8.52	8.28	6.22	6.56		6.4	Y		MOUNT 2.1			
	f 8.54	f 8.32	f 6.25	f 6.59		8.5		D N	NEEBING 3.5	B		
19.20	s 9.20	A 8.45	6.34	7.06		12.0			TWIN CITY Jct. wi North Lake Sb 3.8			24
19.33	f 9.35		6.43	7.13		15.8			JELLY 6.4			17
19.58	s 10.10		s 7.00	s 7.28		22.2		D	KAK'B'KA F'LS 3.8	B F		16
20.15	f 10.22		7.10	7.37		26.0	W		HUME 4.2			69
20.30	f 10.45		7.20	f 7.47		30.2			MOKOMON 5.2		156	
20.50	s 11.05		A 7.35	f 7.57		35.4		D N	CONMEE Jct. with Raith Sub. 8.0	C O		
21.20	s 11.35			s **8.14**		43.4	W	D	GLENWATER 8.8	M A	90	12
21.50	f 12.05			8.31		52.2			SHABAQUA 5.1		94	36
s 22.25	s 12.45			s 8.40		57.3	C W Y	D N	MABELLA 1.7	B A	90	57
22.35	12.50			8.49		59.0			ANNEX 6.4		90	
23.00	f 13.10			**9.00**		65.4			ROSSMERE 6.2		90	
23.25	f **13.45**			9.12		71.6			KABAIGON 9.0		96	
24.05	s 14.25			s 9.29		80.6	W	D	KASHABOWIE 8.9	K S	90	9
24.35	f 14.58			**9.47**		89.5			KEEGO 6.2		95	
1.00	f 15.11			f 10.00		95.7	Y	N	HURONIAN 5.3	N I	90	108
				f 10.11		101.0			BARIL LAKE 3.6			1
1.25	f 15.40			10.19		104.6	W		QUETICO 8.7			75
2.05	f 16.05			10.36		113.3			ABIWIN 6.9			79
2.25	s **16.27**			f **10.49**		120.2	W	D N	KAWENE 9.9	K A	72	7
2.50	f 16.55			11.08		130.1			HEMATITE 5.5			65
3.10	f 17.10			11.19		135.6			OLCOTT 5.5			64
A 3.30	A 17.30			A 11.30		141.1	C Tu W Y	D N	ATIKOKAN	A N	145	966

Double Track

See No. 201—North Lake Subdivision

See No. 205—Raith Subdivision.

EASTBOUND TRAINS — Superior Direction

34 Psgr. Mon. Wed. Sat.	80 Psgr. Daily Ex. Mon.	204 Mixed Tues. Sat.	202 Mixed Daily Ex. Sun. Thurs.	206 Mixed Tues. Thurs. Sat.	726 Freight Daily	730 Freight Daily	732 Freight Daily	418 Time Freight Daily
A 11.25	A 24.05	A 15.15	A 15.45	A 18.00				A 4.45
11.17	23.55			17.48				
s 11.13	L 23.50	s 14.50	s 15.30	s 17.40				
11.04				17.34				
f 11.01		s 14.30	s 15.09	f 17.29				
10.59		14.27	15.05	17.26				
f 10.56		f 14.23	f 15.01	f 17.22	A 10.00	A 17.20	A 23.05	4.15
10.47		s 14.12	L 14.50	17.13	9.50	17.10	22.55	4.00
10.40		f 14.00		17.04	9.39	16.59	22.44	3.44
s 10.29		s 13.45		s 16.52	9.22	16.42	22.27	3.27
10.19		f 13.30		16.40	9.10	16.30	22.15	3.15
10.10		f 13.15		16.31	8.55	16.15	22.00	3.00
f 10.02		s 13.00		L 16.20	8.40	16.00	21.45	2.45
f 9.45		s 12.35			**8.14**	15.35	**21.20**	2.20
9.26		f 12.10			7.30	15.10	20.50	1.55
s 9.15		s 11.50			s 7.10	s 14.50	20.30	s 1.35
9.12		11.30			6.55	14.35	20.15	1.20
9.00		f 11.00			6.30	14.10	19.37	24.55
8.45		f 10.40			6.05	**13.45**	19.13	24.30
s 8.26		s 10.15			5.40	13.15	18.50	**24.05**
f **9.47**		f 9.47			5.15	12.50	18.25	23.30
8.06		f 9.20			4.45	12.20	17.55	23.05
7.54								
f 7.44								
7.38		f 8.55			4.15	11.50	17.25	22.40
7.18		f 8.30			3.45	11.20	16.52	22.10
f 7.04		s 8.10			3.20	**10.49**	**16.27**	21.50
6.44		f 7.35			**2.50**	10.05	15.50	21.20
6.34		f 7.15			2.25	9.40	15.25	20.55
6.25		L 7.00			L 2.00	L 9.15	L 15.00	L 20.30

See No. 202—North Lake Subdivision.

See No. 206—Raith Subdivision.

Daily 417	Mon. Fri. 203	Daily Ex. Sun. Thurs. 201	Mon. Wed. Fri. 205	Mon. Thurs. Sat. 33	Daily Ex. Tues. 79	CENTRAL TIME	Mon. Wed. Sat. 34	Daily Ex. Sun. 80	Tues. Sat. 204	Daily Ex. Sun. Thurs. 202	Tues. Thurs. Sat 206	Daily 726	Daily 730	Daily 732	Daily 418

Automatic Block Signals

In operation between Mileage 7.7, Kashabowie Subdivision (4,300 feet west of Neebing Ave.) and 4,500 feet west of Mileage 12.0, same subdivision, on westbound Main Track; and between 3,200 feet west of Mileage 13.0, Kashabowie Subdivision, and Mileage 7.2, same subdivision (1,700 feet west of Neebing Ave.) on eastbound Main Track.

Trains and engines operating between these points will be governed by Automatic Block Signal Rules as shown in General Train and Interlocking Rules.

All main track switches are normal when set for Main Track. All switches leading to Main Track are normal when set for yard tracks. (Example: Trains leaving outgoing yard at Neebing, the first crossover switch must be set back for switching lead to be in normal position; likewise with trains setting off from Main Track in receiving yard, the inside switches must be set back the same as main track switches.)

Indicators are located at crossover switches and all yard leads to Main Track, which signify whether or not the block is occupied. These indicators are of a miniature semaphore type with a blade in perpendicular or ninety-degrees above the horizontal position indicating block is clear; in a horizontal position indicating block is occupied. (See diagrams posted in Conductors', Engineers' and Switchmen's rooms at Neebing and Port Arthur.)

Railway Crossings at Grade

Mileage 1.5—With C.P.R. (Interlocked).
Mileage 1.9—With St. Ry. (Half Interlocked).
Victoria Ave. and Franklin St., Ft. William Loop (Half Interlocked).
Mileage 5.5—With Street Railway.
Mileage 6.1—With C.P.R. (Interlocked).
Mileage 6.1—With Street Ry. (Interlocked).
Mileage 6.9—With C.P.R. (Half Interlocked).

Comparison Clocks—Port Arthur (Dispatcher's Office), Neebing, Atikokan.

Yard Limit Boards

Neebing—4000 feet west of lead switch entering receiving yard.
Kakabeka Falls—4000 feet east of east crossover.
2800 feet west of west crossover.
Hume—4000 feet west of water tank.
Conmee—4000 feet west of junction switch.
4000 feet east of junction switch.
Glenwater—4000 feet west of west switch.
Mabella—4000 feet east of east switch.
4000 feet west of west switch.
Huronian—4000 feet east of east switch.
4000 feet west of west leg of wye switch.
Atikokan—4000 feet east of east lead switch.

Spurs	Mileage	Capacity	Connected
Morrison's	29.0	7 Cars	East end
Rowan Spur	34.5	19 Cars	East end
Scotts'	38.0	9 Cars	East end
Fonger	39.0	3 Cars	East end
Timber Spur	44.1	12 Cars	East end
Stewart's	61.9	25 Cars	East end
Siding	61.9	13 Cars	Both ends
Ballast Pit	81.8	58 Cars	East end
Ballast Pit	120.4	59 Cars	West end

Speed Restrictions

Unless authorized by Time Table or Train Order freight trains must not exceed a speed of twenty (20) miles per hour on good track, and fifteen (15) miles per hour on muskeg track.

Trains must reduce speed to six (6) miles per hour when passing over Street Ry. and Road Crossings within City Limits, Lakehead Division.

50% or heavier engines must use extreme caution while turning on Mabella and Huronian wyes, and will enter and leave all sidings not to exceed four (4) miles per hour.

Special Rule "N" is applicable for use of retainers on grades Mabella to Shabaqua.

Trains must approach and pass through Lakehead Division, Conmee and Atikokan Yards prepared to stop unless the main track is seen or known to be clear.

Bulletin Points

Port Arthur
Neebing
Atikokan

Registering Points

Port Arthur
Neebing—For trains originating and terminating there.
Twin City—For North Lake Subdivision trains.
Conmee
Mabella
Atikokan

Derails

Neebing—On lead from east end Classification Yard to Main Track.
Kakabeka Falls—At east end of loading track.
Annex—At east end of siding.

FORT FRANCES SUBDIVISION

WESTBOUND TRAINS—Inferior Direction

	THIRD CLASS	SECOND CLASS			FIRST CLASS					Miles from Atikokan	Coal, Turntable Water, Wye	Telegraph Offices D-Day, N-Night	STATIONS	Telegraph Calls Telephone Service	Car Capacity 40 ft. Av'ge. Passing Tracks	Car Capacity 40 ft. Av'ge. Other Tracks
	409 Time Freight Daily	211 Mixed Tues. Wed. Sat.	211 Mixed Tues. Sat.	417 Time Freight Daily	35 Psgr. Daily Ex. Sun.	5 Psgr. Sun. Tues. Wed. Fri.	5 Psgr. Daily	33 Psgr. Mon. Thurs. Sat.	19 Psgr. Daily							
			L 6.40	L 4.00				L 11.35		0.0	CTu W Y	D N	ATIKOKAN	A N	145	966
			f 6.53	4.10				11.41		3.1			OVERFLOW			62
			f 7.10	4.29				11.54		7.0 10.1			ELIZABETH		63	9
Registering Points			f 7.35	4.48				12.08		7.3 17.4	W		BANNING		62	13
Atikokan			s 8.05	5.02				s 12.20		5.2 22.6		D N	FLANDERS	M R	64	62
Duluth Junction			f 8.30	**5.19**				12.32		6.1 28.7	W		LASEINE		68	12
Fort Frances			f **8.50**	5.35				12.40		4.6 33.3			MATHIEU		70	
Rainy River			f 9.05	5.51				12.50		5.2 38.5			GLENORCHY		66	16
Comparison Clocks			f 9.22	6.21				13.02		6.2 44.7	W Y	D N	TURTLE	R U	65	61
Atikokan—Telegraph Office			s 9.37	6.34				s **13.10**		3.2 47.9		D	MINE CENTRE	M C	127	14
Fort Frances—Telegraph Office			f 9.52	6.49				13.19		4.4 52.3			OLIVE		60	6
Rainy River—Telegraph Office			f 10.09	**7.05**				13.29		5.0 57.3			FARRINGTON		62	5
			f 10.30	7.28				**13.44**		7.2 64.5	W	D	BEARS PASS	B S	75	9
Derails			f 10.47	7.45				13.55		5.6 70.1			NICKLE LAKE		81	11
Flanders—West end of Log Siding.			f 10.57	8.00				14.02		4.1 74.2			SIMS		83	
Lockhart's Spur—Mileage 81.0.			f **11.16**	8.20				14.14		6.2 80.4			ROCKY INLET		71	
			f 11.25	8.30				14.19		2.4 82.8			RAINY LAKE		74	177
Yard Limit Boards			s 11.40	s 8.50	L 20.27		L 14 37	s 14.28	L 1.27	5.0 87.8			DULUTH JCT Jct. with D.W. & P.Ry.	T		
Atikokan—One (1) mile west of west switch.								A s **14.30**	A 1.30	1.0	C W			F C		
Turtle—4000 feet east of east switch and 4000 feet west of west switch.	A 8.50	L 12.15	A 11.45	A 730 9.00 L 730 **10.00**	**A 20.30**	L 15.00	A 25-418 **14.40**	A 25-418 **14.30** L 5-418 **15.00**	L 2.00	1.0 88.8	Y	D N	FORT FRANCES	T	50	738
		f 12.35		10.17		**15.14**		**15.14**	s 2.12	6.2 95.0			CROZIER		80	26
Fort Frances—One (1) mile east and one (1) mile west of outer switches east and west.		s 13.05		**10.27**		15.21		15.21	s 2.21	4.1 99.1		D	LAVALLEE	V A	75	25
Emo—4000 feet west of west switch.		s **13.10**		10.32		15.24		15.24	s 20-34 **2.26**	2.0 101.1		D	DEVLIN	D N	83	29
Rainy River—One (1) mile east of east switch.		s 13.40		10.50		15.37		15.37	s **2.43**	7.9 109.0	W	D N	EMO	M O	68	25
		s 14.00		11.06		15 50		15.50	s 2.58	6.8 115.8		D	BARWICK	W A	75	36
		f **14.33**		11.17		15.58		15.58	s 3.07	4.4 120.2			MANDERS		80	
		s 15.00		11.29		16.05		16.05	s 3.15	4.1 124.3		D	STRATTON	R S	77	19
		s 15.20		**11.44**		16.17		16.17	s 3.30	6.7 131.0	W	D	PINEWOOD	P I	73	21
		s 15.45		11.59		16.29		16.29	s 3.43	5.7 136.7		D	SLEEMANS	M S	77	42
		A 16.10		A 12.15		A 16.40		A 16.40	A 3.58	6.6 143.3	CTu W Y	D N	RAINY RIVER	R Y T	216	1287
	Daily 409	Tues. Wed. Sat. 211	Tues. Sat. 211	Daily 417	Daily Ex. Sun. 35	Sun. Tues. Wed. Fri. 5	Daily 5	Mon. Thurs. Sat. 33	Daily 19	CENTRAL TIME						

EASTBOUND TRAINS—Superior Direction

FIRST CLASS					SECOND CLASS			THIRD CLASS		
20 Psgr. Sun. Tues. Thurs. Fri.	34 Psgr. Mon. Wed. Sat.	20 Psgr. Daily	36 Psgr. Daily Ex. Sun.	6 Psgr. Daily	212 Mixed Mon. Wed. Fri.	212 Mixed Mon. Fri.	418 Time Freight Daily	726 Freight Daily	730 Freight Daily	410 Time Freight Daily	734 Freight Daily
	A 6.20					A 17.35	A 19.35	A 10.40	A 16.20		A 25-418 **3.55**
	6.13					f 17.25	19.25	10.30	16.10		3.44
	6.01					f 17.05	19.05	10.10	15.45		3.26
	5.45					f 16.45	18.43	9.47	15.18		3.09
	s 5.34					s 16.25	18.26	9.30	15.00		2.53
	5.19					f 16.05	18.00	9.10	14.37		2.31
	5.10					f 15.45	17.48	**8.50**	14.18		2.10
	5.01					f 15.30	17.33	8.10	13.55		1.55
	4.51					f 15.10	17.13	7.50	13.25		1.35
	s 4.43					s 14.55	16.50	7.34	**13.10**		1.15
	4.30					f 14.35	16.34	7.20	12.45		1.00
	4.21					f 14.15	16.20	**7.05**	12.28		24.45
	4.07					s **13.44**	15.56	6.24	12.06		24.20
	3.54					s 13.15	15.42	6.04	11.50		24.02
	3.47					f 13.00	15.30	5.51	11.40		23.37
	3.34					s 12.40	15.12	5.33	**11.16**		23.13
	3.28					f 12.25	15.05	5.23	11.02		23.03
	s 3.18	A 3.38	A 7.33	A 15.38		s 12.10	s 14.50	s 5.10	s 10.50	A 20.35	22.50
A 2.50	L 3.15 A 2.50	L 3.35	L 7.30	L 15.35 A 15.25	A 11.00	L 12.00	L 25-418 14.45 A 25-418 **13.50**	L 5.00 A 4.00	L 417 10.40 A 417 **9.45**	L 20.30	L 22.40 A 21.40
s 2.38	s 2.38			5-33 **15.14**	s 10.40		13.30	3.35	9.25		21.20
				15.07	s **10.27**		13.15	3.20	9.10		21.05
s 2.29	s 2.29			15.04	s 10.15		**13.10**	3.15	9.05		21.00
s **2.26**	s **2.26**			14.52	s 9.50		12.47	**2.43**	8.35		20.35
s **1.52**	s **1.52**			14.41	s 9.05		12.29	L 25-34 2.12 A 25-34 1.42	8.12		20.10
s 1.42	s 1.42			**14.33**	f 8.35		12.16	1.25	7.55		19.55
s 1.31	s 1.31			14.27	s 8.20		12.05	1.10	7.40		19.40
s 1.16	s 1.16			14.15	s 7.52		**11.44**	24.45	7.10		19.10
s 1.03	s 1.03			14.05	s 7.30		11.20	24.25	6.50		18.50
L 24.50	L 24.50			L 13.55	L 7.10		L 10.55	L 24.05	L 6.30		L 18.30
Sun. Tues. Thurs. Fri. 20	Mon. Wed. Sat. 34	Daily 20	Daily Ex. Sun. 36	Daily 6	Mon. Wed. Fri. 212	Mon. Fri. 212	Daily 418	Daily 726	Daily 730	Daily 410	Daily 734

Speed Restrictions

Trains must approach and pass through Atikokan, Fort Frances and Rainy River yards prepared to stop unless the main track is seen or known to be clear.

Trains must reduce speed to four (4) miles per hour over Little Street and Government Road Crossing at Rainy River.

Freight trains use extreme caution between Duluth Junction and Fort Frances, expecting to find main track occupied.

Trains reduce speed to ten (10) miles per hour over bridge 61.2.

50% or heavier engines will enter and leave all sidings not to exceed four (4) miles per hour. **Other class engines six (6) miles per hour.**

Engines must not exceed four miles per hour while turning on wye at Fort Frances.

Unless authorized by Time Table or Train Order freight trains must not exceed a speed of twenty-two (22) miles per hour on good track, and fifteen (15) miles per hour on muskeg track.

Special Instructions

Eastbound Third Class and Extra Freight trains must use East extension while pulling out of Fort Frances.

Telephone at Duluth Jct. connecting with Ranier and Fort Frances.

No. 34 on Wednesdays will stop at Bears Pass and Farrington to exchange Royal Mail.

Draw Bridges

Over Rainy Lake, Mileage 83.8.

Over Bear's Pass Narrows, Mileage 68.1.

Spurs

	Mileage	Capacity	Open
Seine River Imp. Co.	2.6	27 Cars	East end
Shevlin-Clarke	22.7	26 Cars	West end
Thompson's	31.8	5 Cars	West end
Ballast Pit	44.6	75 Cars	East end
Lockhart's	81.0	48 Cars	West end
Border Lumber Co.	85.2	55 Cars	West end
Langstaffe	108.7	6 Cars	West end
Wood Spur	138.4	15 Cars	East end

Special Instructions

Trains will not receive a Terminal clearance at Baynham or Knight.

Terminal clearance Form B will be given all trains at Sprague.

No. 20 will stop on flag at platforms located south of Sandilands and Bedford stations, to receive and discharge passengers.

No. 19 must not stop at Middlebro to let passengers off from United States points without permission from Canadian Customs and Immigration Officers.

Double Track between Baynham and Knight will be governed as per Rule D-151 and other Double Track Rules.

Switch at Baynham is normal when set and locked for Eastbound track.

Switch at Knight is normal when set and locked for Eastbound track.

Operators Marchand and Paddington will register first class trains, except when such trains are displaying green signals. This does not relieve Conductors from checking Train Register in order for them and Engineers to know that Superior Trains have or have not arrived.

Passengers will not be allowed to get on or off trains at Longworth.

Passenger trains required to stop in Minnesota must consume at least one minute at stopping points.

The Passing and Other Track Car Capacities shown at Sandilands and Bedford apply to westbound track only.

Longworth Siding may be used to meet trains but on no account must freight be unloaded or cars set out or picked up without authority of U.S. Customs.

Trains between Paddington and Paddington Junction will be governed by block operators at points herein mentioned.

Be governed by the following revision of Rule 614 (Interlocking Rules), when operating in the State of Minnesota:

When the route is clear the signals must be cleared sufficiently in advance of approaching trains to avoid delay.

Unless otherwise provided, levers must be tested before each regular train is due, to ascertain if the plant is in good working order.

Automatic Block Signals

Trains between Marchand and Knight will be governed by automatic block signal rules as shown in the General Train and Interlocking Rules.

Signals 101.9 and 105.4 are designated as a "Ston" signal, and govern the entrance to the block. A train stopped by this signal should, after a reasonable length of time, flag through until they find a signal at "Proceed" or "Caution," when the train can proceed under normal signal indications. When stopped at other signals, train will come to a full stop, then proceed under flag until it arrives at a signal giving a favorable indication.

All westbound trains will stop before reaching signal M.P. 101.9; this signal will clear or give a proceed indication when the switch has been set and the block is unoccupied. Indicator located at switch will indicate whether or not the block is occupied.

Clear signals will be authority for trains to enter block regardless of second and third class trains.

Eastbound trains approaching Marchand station will also be governed by signals which are located at M.P. 106.2 and 107.0. These signals govern the approach to the block.

In case of any train proceeding under flag, as mentioned above, close watch should be kept for possibility of a broken rail.

Indicators (known as miniature type signals) are located as follows: West passing track switch, Marchand, Spur at M.P. 106.1. When these indicators are at zero or horizontal position they indicate that the block is occupied or train is approaching. When they are in perpendicular or 90-degree position they indicate that block is clear or unoccupied.

Rule 504, Automatic Block Signals.—Refer to sixth line and that part reading: "it may then proceed at once with caution." The following will be substituted therefor: "it may then proceed at once under flag protection."

Spurs

	Mileage	Capacity	Connected
Spooner, Main Track	1.7	182 Cars	West end
Spooner, other Tracks	1.7	91 Cars	
Gravel Pit	48.8	360 Cars	West end
Wood Spurs	51.7	31 Cars	West end
Winnipeg Brick Co.	106.1	120 Cars	East end
Jackson's	106.5	17 Cars	East end
Cusson's	123.6	95 Cars	West end
Jackson's	123.6	61 Cars	East end

SPRAGUE SUBDIVISION

WESTBOUND TRAINS Inferior Direction					EASTBOUND TRAINS Superior Direction													
SECOND CLASS		FIRST CLASS			Miles from Rainy River	Coal, Turntable Water, Wye	Telegraph Offices D—Day N—Night	STATIONS	Telegraph Calls Telephone Service	Car Capacity 40 ft. Av'ge. Passing Tracks	Car Capacity 40 ft. Av'ge. Other Tracks	FIRST CLASS			SECOND CLASS		THIRD CLASS		
417 Time Freight Daily	213 Mixed Tues. Thurs. Sat.	33 Psgr. Mon. Thurs. Sat.	5 Psgr. Sun. Tues. Wed. Fri.	19 Psgr. Daily								6 Psgr. Daily	34 Psgr. Mon. Wed. Sat.	20 Psgr. Sun. Tues. Thurs. Fri.	418 Time Freight Daily	214 Mixed Mon. Wed. Fri.	736 Freight Daily	740 Freight Daily	742 Freight Daily
									R Y T									
L 13.30		L 16.50	L 16.50	L 4.08	0.0	C Tu W Y	D N	RAINY RIVER		216	1287	A 13.45	A 24.40	A 24.40	A 9.15		A 15.35	A 20.55	A 3.35
								1.4											
s 13.40		A 16.55 L 17.00	A 16.55 L 17.00	A 4.11 L 4.16	1.4		D N	BAUDETTE	B U T	119	170	L 13.40 A 13.35	L 24.35 A 24.30	L 24.35 A 24.30	s 9.05		s 15.25	s 20.45	s 3.25
								6.5											
14.05		17.10	17.10	f 4.29	7.9		D	PITT	K	75	25	13.25	f 24.16	f 24.16	8.45		15.05	20.20	3.00
								4.9											
14.15		17.18	17.18	f 4.39	12.8		D	GRACETON	G N	80	12	13.19	f 24.06	f 24.06	8.30		14.50	20.05	2.45
								5.7											
14.30		17.28	17.28	s 4.45	18.5	W	D	WILLIAMS	W	75	54	13.10	s 23.52	s 23.52	8.15		14.30	19.45	2.25
								6.8											
14.49		17.38	17.38	s 4.51	25.3		D	ROOSEVELT	T R	67	62	13.01	s 23.38	s 23.38	7.55		14.00	19.20	2.00
								6.7											
15.07		17.47	17.47	f 5.03	32.0		D	SWIFT	S F	65	25	12.51	f 23.24	f 23.24	7.35		13.40	19.00	1.40
								6.0											
A 15.23 L 15.33		A 17.55 L 18.00	A 17.55 L 18.00	A 5.27 L 5.32	38.0	W	D N	WARROAD	O A	158	65	L 12.42 A 12.37	L 23.10 A 23.03	L 23.10 A 23.03	s 7.18		s 13.20	s 18.40	s 1.20
								5.6											
15.45		18.10	18.10	5.42	43.6			LONGWORTH		73	20	12.28	22.53	22.53	6.55		12.50	5-33 18.10	24.50
								1.3											
					44.9			Internat'l Bound'y											
								3.6											
16.00		18.19	18.19	f 5.54	48.5			MIDDLEBRO			62	12.20	f 22.44	f 22.44	6.40		12.20	17.25	24.35
								9.0											
A 16.25 L 16.40	L 7.00 A 7.15	A 18.33 L 18.38	A 18.33 L 18.38	A 6.11 L 6.16	57.5	C W Y	D N	SPRAGUE	R A T	303	79	L 12.07 A 12.02	L 22.25 A 22.17	L 22.25 A 22.17	L 6.15 A 5.45	A 19.15	L 11.40 A 11.30	L 16.55 A 16.35	L 24.10 A 23.50
								6.0											
s 16.55		s 18.48	s 18.48	s 6.28	63.5			SOUTH JCT. Jct. with Ridgeville Sub.	T		37	s 11.52	s 22.03	s 22.03	s 5.30	L 19.00	s 11.05	s 16.20	s 23.30
								5.1											
17.10		18.57	18.57	s 6.39	68.6	W	D	VASSAR	S A	76	13	11.45	s 21.53	s 21.53	5.15		10.50	16.05	23.15
								4.8											
17.22		19.05	19.05	6.48	73.4			MOODIE			66	11.39	21.45	21.45	5.00		10.35	15.50	23.00
								4.0											
17.34		19.11	19.11	f 6.55	77.4			BADGER		75	10	11.33	f 21.37	f 21.37	4.48		10.20	15.35	22.45
								5.7											
17.51		19.20	19.20	f 7.06	83.1			CARRICK		71	10	11.26	f 21.28	f 21.28	4.30		10.00	15.15	22.25
								0.9											
					84.0	W		WATER TANK											
								4.6											
18.05	See No. 213—Ridgeville Subdivision.	19.29	19.29	s 7.17	88.6	Y	D N	WOODRIDGE	W D	69	113	11.18	s 21.18	s 21.18	4.10	See No. 214—Ridgeville Subdivision.	9.40	14.55	22.05
								6.2											
18.20		19.37	19.37	7.29	94.8			Double Track BAYNHAM				11.09	21.05	21.05	3.51		9.21	14.36	21.46
								1.2											
18.25		19.39	19.39	f 7.32	96.0			Double Track SANDILANDS		77	18	11.07	f 21.03	f 21.03	3.45		9.15	14.30	21.40
								3.6											
18.33		19.44	19.44	f 7.41	99.6			Double Track BEDFORD		76	44	11.02	f 20.55	f 20.55	3.32		9.02	14.17	21.27
								2.2											
18.44		19.47	19.47	7.46	101.8			Double Track KNIGHT				10.59	20.51	20.51	3.22		8.52	14.07	21.17
								3.9											
18.55		19.54	19.54	s 7.53	105.7	C W	D N	MARCHAND	D F	83	12	10.53	s 20.42	s 20.42	3.10		8.40	13.55	L 5-33 21.02 A 5-33 20.30
								7.3											
19.15		20.06	20.06	s 8.09	113.0			LA BROQUERIE		60	11	10.42	s 20.29	s 20.29	2.45		8.09	13.30	5-33 20.06
								5.2											
19.28		20.15	20.15 20-34	s 8.26	118.2		D	GIROUX	K I	77	16	10.32	s 20.15	s 5-33 20.15	2.30		7.35	13.15	19.28
								7.8											
20-34 19.54		20.27	20.27	s 8.52	126.0	W	D	STE. ANNE	N S	77	22	10.21	s 19.54	s 19.54	2.05		7.10	12.50	18.50
								4.8											
20.10		20.32	20.32	f 9.05	130.8			DUFRESNE		66	11	10.14	f 19.41	f 19.41	1.50		6.55	12.35	18.35
								7.3											
A 20.34 L 21.04		417 20.44	417 20.44	s 9.27	138.1			LORETTE		75	13	10.02	s 19.22	s 19.22	1.25		6.30	12.10	18.10
								7.6											
21.25		20.55	20.55	f 9.50	145.7			NAVIN			50	9.50	f 19.05	f 19.05	1.00		6.05	11.45	17.45
								3.2											
A 21.30		A 21.00	A 21.00	A 9.55	148.9	W Y	D N	PADDINGTON	J N		1200	L 9.45	L 19.00	L 19.00	L 24.45		L 5.50	L 11.30	L 17.30
Daily 417	Tues. Thurs. Sat. 213	Mon. Thurs. Sat. 33	Sun. Tues. Wed. Fri. 5	Daily 19				CENTRAL TIME				Daily 6	Sun. Tues. Fri. 34	Mon. Wed. Thurs. Sat. 20	Daily 418	Mon. Wed. Fri 214	Daily 736	Daily 740	Daily 742

Yard Limit Boards Located

Baudette—1 mile west of outer main line switch.
1 Mile East and 1 Mile West of Outer Main Line Switches, Warroad and Sprague.
Baynham—4000 feet east of main track switch.
Knight—4000 feet east of main track switch (westbound track).

Derail

Sprague—West end coal dock
South Jct.—East end of siding
Williams—West end loading track

Speed Restrictions

Trains must approach and pass through Rainy River, Sprague and Paddington yards prepared to stop unless the main track is seen or known to be clear.

Trains reduce speed to ten (10) miles per hour over Drawbridge 1.1.

Unless authorized by Time Table or Train Order freight trains must not exceed speed of twenty-five (25) miles per hour on good track and eighteen (18) miles per hour on muskeg track.

Trains and engines must not exceed speed of four (4) miles per hour over Little Street and Government Road Crossing at Rainy River, also while going over Lake Street Crossing at Warroad.

50% or heavier engines will enter and leave all sidings not to exceed four (4) miles per hour. Other class engines six (6) miles per hour.

Railway Crossings at Grade

With Great Northern Ry. at Warroad, on main track and siding (interlocked).

Registering Points

Rainy River
Warroad
Sprague
South Junction
Baynham (westbound trains only)
Knight (first class trains only)
Marchand
Paddington

Comparison Clocks

Rainy River—Telegraph Office
Winnipeg—Telegraph Office

Bulletin Points

Rainy River
Winnipeg—Telegraph Office
Passenger train crew Director's Office
Sprague, for to or from the Ridgeville Subdivision only.

Drawbridge

Over Rainy River, between Baudette and Rainy River, Mileage 1.1.

Milk Stands

La Broquerie
Giroux
Ste. Anne

1. Freight trains must be inspected within thirty miles after leaving terminal. This can be done while train is moving at slow speed, when conditions will permit. Thereafter an inspection must be made at least every thirty miles.

2. When Conductors are required to call Dispatcher on telephone, Engineer will be furnished with clearance if no orders are obtained, but clearance will not be required if orders are copied by Conductor.

3. No train will pass a catch post at a point where mail is to be picked up at a greater speed than twenty miles per hour.

4. Between the hours of 22 o'clock and 8 o'clock at all open telegraph offices trains (except first-class) must receive a "proceed" signal (illustrated by diagram "B" or stop and obtain a clearance. Signal to be given when engine is approaching and again when rear of train is close. When order board indicates "stop," a clearance must be obtained before proceeding. Engineers when approaching stations will give four short sounds of the whistle (14 "J"), as an indication to operator that their train is approaching.

5. Employees must not stand on top of cars passing under low overhead bridges, or through low tunnels.

6. At a safe distance before commencing the descent of steep grades and approaching railway crossings at grade, junctions, drawbridges, and at points where trains are to be met and passed, and where at any other point failure of brakes would be attended with hazard, brakemen must be on the rear car of each train within convenient access of Conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once.

7. Unless some form of block signal is used, freight trains in the same direction must keep at least ten minutes apart, except in closing up at stations.

8. When one train is found by another train occupying the main track without proper protection as provided by the rules, the engineer will stop his train at the first telegraph office, notify his conductor, and the two will sign a joint telegram to the Superintendent, notifying him of the occurrence. Any failure to report matters of this kind will be considered as serious an offence as though they were guilty of a violation of the rules themselves.

9. Cars left on sidings must be properly secured by setting hand brake to prevent them from running out or being blown out foul of the main track.

10. Before coupling on to cars being loaded or unloaded at freight sheds, team tracks, and other places, or to boarding outfit cars, persons working in or about such cars must be warned, in order to avoid injury.

11. Conductors are required to give personal attention to the performance of switching at terminals and intermediate points.

12. Before coupling on to passenger cars, or cars occupied by employees, engine must be brought to a full stop, 20 feet distant.

13. Engineers must receive proper signal and know that same is intended for their train before backing up.

14. Loud talking and other sounds, except when necessary to avoid accident, is prohibited in or about passenger trains.

15. Conductors and Engineers of mixed and freight trains, consisting of ten or more cars, must see that one trainman is on front portion of train or engine while train is in motion.

16. Conductors of mixed and freight trains must see that doors of all empty cars in their train are kept closed.

17. In case of accident, conductors of trains may command the services of work trains, trackmen and other employees in the vicinity when their assistance is required.

18. Fusees must not be used near public crossings or on tridges, or where they may communicate fire.

19. No light engine shall run any one mile in less than two (2) minutes.

SPECIAL RULES

20. **SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES.—**

(a) **To All Employees**—Employees must be thoroughly conversant with the Brake and Signal Equipment, and report promptly any trouble or defects.

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

(c) **Terminal Test**—When an engine has been coupled to an outgoing train, Inspector will make a proper Terminal Test of train brakes and report condition of same to Engineer and Conductor, who must not leave without receiving this information.

(d) **Running Test**—Engineers on passenger trains must make a running test when leaving a terminal or any point where consist of train has been changed (at a speed not less than fifteen miles per hour when practicable) by making a brake application sufficient to insure the proper control and safety of train.

(e) **Road Test**—When the brake pipe on any train has been uncoupled, brakes must be applied and released from Engineer's brake valve after recoupling and before starting out. Trainmen must see that brakes behind point of separation operate properly.

(f) **Double Heading, Assisting or Pusher Service**—When two or more engines are coupled in any train, all hose must be coupled and brakes tested, and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all engines except the leading engine.

(g) **Emergency Application**—Brakes must be applied in Emergency only when necessary to avoid accident, when brake valve handle must be placed in emergency position and left there until train stops.

(h) **Observing Air Gauges**—Air gauges on locomotives and caboose must be observed frequently to ensure the maximum pressure being maintained at all times.

(i) **Cutting Out Brakes**—Brakes must not be cut out unnecessarily. The car immediately behind engine must always have its brake cut in and operative, and brakes must not be cut out on more than two consecutive cars on any train.

(j) **Setting Out Cars**—When cars are set off at any point, auxiliary reservoirs must be bled and hand brakes applied.

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

(l) **Calling For Brakes**—A call for brakes from an engine when running must be promptly responded to by each Trainman opening a Conductor's valve, and then applying hand brakes. Conductor's valves must not be closed until train stops.

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

(m) **Percentage of Operative Brakes**—Passenger trains must have 100% of brakes operative when leaving originating terminals, and must not be run with less than 85% at any time.

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

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

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

22. Freight trains passing stations where work trains are tied up will leave a register of their train with engine watchman, or with conductor of work train.

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

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

24. Lamps and torches must be kept a safe distance away from gas transports, and cars being supplied therefrom, or when gas is being transferred from one car to another.

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

26. Snow plows working on double tracks when passing trains on the other track must not be run at a speed exceeding ten (10) miles per hour, and points must be lifted and wings closed. Flangers must also be lifted when passing trains on the other track. Snow plows or flangers working must not be run at a speed exceeding ten (10) miles per hour when passing stations or other buildings which are liable to damage by snow or ice being thrown against them.

27. Trains using cross-overs on double track must not be run over switches at a speed exceeding six (6) miles per hour.

28. In handling dead locomotives in trains, they must be hauled with the pilot end ahead, and must be placed at least five cars from the train engine. If more than one dead engine in train, they must be separated by at least five cars. Trains hauling dead, switch or road engines without engine-truck must not exceed a speed limit of fifteen (15) miles per hour at any point. Speed must in all cases be regulated to safety limit.

29. When engines are unable to haul their rating, Engineers must notify Conductors, stating reason, who will write message to Chief Dispatcher, and both Conductor and Engineer will sign same.

30. Red fusees must be used AT ALL TIMES and in the same manner during the Day, as required to be used during the Night, as per sixth paragraph, Rule 99.

31. If a superior train is given an order to take siding and meet a train, at a given point, and then the meeting point is superseded, the superior train will, at the final meeting point, hold main line, unless again instructed by train order to take siding.

32. Engines in pusher service must have air coupled through to road engine, and trains must be brought to a stop before disconnecting pusher. This also applies in pushing trains out of yards.

33. Sections 306 and 307 of Railway Act require that trains, engines and electric or street cars shall come to a full stop before passing over any level railway crossing not interlocked, and must not proceed until a proper signal has been received indicating that the way is clear.

34. Extra trains, light engines or yard engines will not require running orders where automatic block signals are operative.

35. In the event of any train or engine striking stock or any obstruction, same must be brought to a stop and a careful examination made of equipment, to see that everything is in proper order before again proceeding.

36. A passenger train holding a meet order, will come to a full stop at the meeting point. (See Rule 90.)

37. A section of freight train carrying green signals on the engine for a section following will also carry an additional marker on the cupola of the caboose, a green flag by day and standard tail lamp by night. This additional tail lamp will show red to the rear when the regular markers are turned that way, and will be turned to show green to the rear when the regular markers are so turned. No other lights will be displayed on rear of such trains. This will not relieve the crew of the train carrying signals from the strict observance of Rule 31, reading as follows: "Signal 14 (K) must be sounded by a train displaying green signals for a following section to call attention of extra trains or trains of the same or inferior class or inferior right to signals displayed and must hear the answer 14 (O) or stop and notify them of green signals displayed."

INSTRUCTIONS TO PASSENGER TRAIN CONDUCTORS AND TRAINMEN

Conductors and trainmen assigned to passenger train service, when on duty, are required to be neat and clean in their appearance, dressed with standard uniform, clean white linen, black shoes, dark tie, clothes pressed and brushed.

At initial stations the conductor to stand at the rear of the train when practicable. Trainmen must stand between the coaches (with stepping boxes when necessary) coats buttoned, ready to ask destination and direct passengers to their proper cars.

Employees on passes are prohibited from riding in first class coaches in dirty or greasy working clothes that would soil seats in coaches to the detriment of other passengers who might occupy such seats afterwards.

Trainmen must announce the next station (when leaving station in advance) in each coach, saying—"Next station ————," and again when coming into station, saying: "———— Station, this way out." When coming into a junction station where passengers may be required to change, trainmen will announce change of cars and name principal stations along the line or lines to which passengers may be destined. Coach seats must be turned in the direction in which train is running when not in use. See that all coaches carrying passengers are supplied with drinking and washing water. Vestibules of coaches (except rear vestibule of rear coach) to be closed between stations. Vestibule curtains to be closed and not uncoupled till train stops at Terminal or whenever change is made in equipment. Stepping boxes must be used when required; coach closets to be locked before arriving at Terminals or important stations. Attention must be given to the heating, ventilating and lighting; the end to be attained is comfort, proper ventilation and even temperature. The carriage of other than reasonable hand baggage in coaches and obstruction of car aisles and vestibules must not be permitted. Doors and vestibules of passenger equipment being dead-headed must be kept closed.

On arrival at Terminals, stand at coaches, in full uniform, until the last passenger has disembarked, direct passengers to exit or give information that may be asked for.

Train baggagemen must not permit any one to ride in baggage cars except officers of this railroad and the Express Company, messengers and conductors and brakemen, in the discharge of their duties. Train baggagemen must remain in the baggage car, except when required by the conductor to perform other duties. When necessary to leave the car, they must see that all the doors are locked.

Conductors of trains carrying passengers must report by wire to their Superintendents any case or cases that they know of or have reason to suspect of a passenger or passengers suffering from contagious or infectious diseases having travelled in any of the cars in their train, in order that arrangements may be made for such cars to be immediately fumigated.

PERSONAL INJURIES

1. Whenever passengers or employees are injured, everything must be done to care for them promptly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.

No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.

2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.

When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Local Surgeon being notified by wire to come immediately to the place of the accident.

3. When tramps, boys or other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.

4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.

5. A report of all accidents must be made, and immediately sent by wire to officers stated on Form 3903, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries.

6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employees, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

7. In every case of personal injury in any Department, a full and complete report must be made at once by every employee immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.

8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.

9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

INJURIES TO PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES

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

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

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

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

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

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

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

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

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

ASSISTANT CHIEF MEDICAL OFFICER

Winnipeg, Man.	Dr. J. M. Leney

DISTRICT MEDICAL OFFICERS

Port Arthur, Ont.	Dr. G. W. Brown and Dr. J. A. Crozier
Fort William, Ont.	Dr. G. E. McCartney
Sioux Lookout, Ont.	Dr. W. E. C. Day, Dr. G. Bell and Dr. H. Mitchell
Atikokan, Ont.	Dr. R. Henderson
Fort Frances, Ont.	Dr. J. E. O'Donnell
Emo, Ont.	Dr. F. H. Bethune
Rainy River, Ont.	Dr. J. K. McBane
Spooner, Minn.	Dr. J. E. Corrigan
Warroad, Minn.	Dr. L. Parker
Transcona, Man.	Dr. W. H. T. Peake and Dr. M. Mackay
Winnipeg, Man.	Dr. C. A. Mackenzie and Dr. W. A. Gardiner

WATCH INSPECTORS

Winnipeg, Man., 203 Confederation Life Building	Sydney Y. Ball, General Time Insp. R. Coulson, Asst. General Time Insp.
Port Arthur, Ont.	Martins
Fort William, Ont.	McCartney & Burke
Westfort, Ont.	S. J. O'Brien
Sioux Lookout, Ont.	McCartney & Burke
Fort Frances, Ont.	Geo. H. Gledhill
Rainy River, Ont.	E. T. Johnson
Warroad, Minn.	Julius Anderson
Transcona, Man.	C. A. Magee
Winnipeg, Man.	Andrew & Co., Ltd.
Fort Rouge, Man.	M. J. Dilger

GENERAL ORDERS

Paragraph 2, of Board's Order No. 236, dated May 20th, 1918, which reads, "When more than one engine is attached to a train, the Engineer of the leading engine shall operate the brakes," has been amended by General Order No. 335, dated April 1st, 1921, by the following addition to paragraph No. 2: "In case of the leading engine giving up the train short of the destination of the train, a test of the brakes must be made to see that the same are operative from the Engineer's valve of the engine remaining with the train."

Rule 99 revised in accordance with General Order No. 336, Board of Railway Commissioners, dated April 2nd, 1921.

The Board orders that the said paragraphs 6 and 9 of Rule 99 be struck out and the following substituted therefor, namely:

"If recalled before another train arrives, he must, in addition to the two torpedoes, leave a fusee burning red at the point he returns from, and while returning to his train when snow plows or flangers may be running, curvature, weather, or other conditions governing—a fusee burning red must be placed at such points or times as the flagman may find necessary to insure full protection.

"To maintain the proper interval between trains, a fusee burning red must be left by the protected train, at the point from which it moves.

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

General Order No. 159 of the Board of Railway Commissioners provides the addition of the following to Rule No. 93: "By night, or in foggy or stormy weather, proper lights must be placed on cars or engines obstructing main tracks within yard limits."

General Order No. 361 of the Board of Railway Commissioners for Canada requires that certain accidents be reported by telegram as under:—

"That in the case of all accidents occurring on the railway, attended by personal injury, and in which accidents the movement of trains, engines or cars is involved, also where such accidents cause damage to any bridge, culvert, viaduct or tunnel on the railway, rendering the same impassable or unfit for immediate use (and whether attended by personal injury to any person or employee of the company or not), the conductors or other employees of every such company shall, at the expense of the company, and at the same time they report to the company, send to the Board addressed to its Chief Operating Officer, at Ottawa, Ont., a telegram containing the following information:—

"(a) Date and place.
"(b) Name of railway.
"(c) Number and description of train or trains, engine or engines concerned.
"(d) Number of passengers, employees or others killed and injured.
"(e) Statement of any damage to any bridge, culvert, viaduct or tunnel.
"(f) A short and concise statement of the apparent cause of the accident.
"(g) Name and title of person sending report."

Every employee sending a message to the Board must telegraph a copy to the General Superintendent of Transportation and Superintendent.

The Board further desires to point out that strict compliance with the said General Order will be expected, and to say that, in every case where the railway, or its conductor or other employee, either wilfully or negligently fails to carry out the said requirements, the imposition of penalties, as provided for in Section 412 of the Railway Act, will be enforced.

Under General Order No. 282 of the Board of Railway Commissioners, in all cases of derailing or accident to passenger cars lighted with Pintsch Gas or Commercial Acetylene the supply of gas must be shut off by closing the stud valves in storage tanks underneath the car.

Arrangements have been made to place a key in the gauge box under the car for this purpose. Trainmen will see that gas is shut off in this manner in all such cases. The valves are opposite to the standard threads, that is, turn to the left to close off and to the right to open.

Order No. 21243, amended by Order 21901, of the Board of Railway Commissioners, provides:

It is ordered that the Canadian National, Grand Trunk Pacific and Midland Railway Co. prohibit the whistling by those in charge of any locomotive steam engines operating within the limits of the City of Winnipeg, such whistling to be allowed only where it will be deemed necessary by those or any of those in charge to prevent an accident.

And it is further ordered, that any person or persons offending against this regulation shall be liable to a penalty of ten dollars for each and every offence.

WORKING INSTRUCTIONS IN CONNECTION WITH GENERAL ORDER No. 362 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, DATED APRIL 19th, 1922

To All Employees Generally

In carrying out this Order, it will be the duty of all officers and employees generally to take precaution to prevent fires on or along the roadway of the Company, to promptly extinguish and prevent spread of fires outside the right-of-way, and to investigate and report fires and probable cause thereof.

To All Conductors, Enginemen, Trainmen

Conductors, Enginemen or Trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right-of-way, or of a fire which threatens lands adjacent to the right-of-way, shall report same by wire to the Superintendent, and also to the Agent or person in charge at the next or nearest point where there shall be telegraph or telephone communication, giving exact location by mileage.

Enginemen shall, on discovering or receiving notice of a fire, stop and notify the first section employees passed of such fire, unless it is practicable for the train crew to extinguish same immediately, in which case this action shall be taken.

No employee shall do or cause damage or injury to any of the fire-protective appliances on any engine.

Fire, live coals or hot ashes shall not be deposited on the tracks or right-of-way unless extinguished immediately thereafter, except in pits provided for the purpose. On no account shall ashpans be dumped, or ashes from cars or cabooses be thrown out on the right-of-way while running. Burning or smouldering waste taken from hot-boxes shall be covered with earth or otherwise completely extinguished.

To All Agents, Dispatchers and Operators

Conductors, Enginemen and Trainmen have received instructions to report all fires occurring on or adjacent to the right-of-way, and it shall be your duty, on receiving such report, to notify immediately the Superintendent and Roadmaster by wire, also the section foreman and local Fire Inspector of the Railway Commission, giving the exact location, by mileage, of the fire, its extent, and any other information which may be of value, particularly as to the number of men needed to fight same.

To Section Foremen, Extra Gang Foremen, Bridge Foremen, Telegraph or Other Construction Gangs, and Other Track Employees.

In all cases where fire occurs, it shall be your duty to proceed immediately to such fire and extinguish same, remaining as long as may be necessary to do this. It must be understood that this is the most important work that can be done, and that the carrying on of your work, though it may be important, must be set aside until the fire is completely extinguished. In case the fire cannot be extinguished as above, additional help shall be immediately requested by telegraph or telephone message to the Superintendent or Roadmaster. The section foreman on whose section the fire occurs shall, in the absence of an official of the Company, make a thorough investigation regarding the origin of the fire, and submit a full report to the Roadmaster. A report shall be submitted covering every fire starting or burning within three hundred feet of the track, regardless of size or damage done.

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

To Superintendents, Roadmasters, and Other Officials Concerned

If the fire is of such an extent that the section gang, or other local force available, cannot control it unaided, the Superintendent or, in his absence, his representative, must immediately arrange for the dispatch of the Roadmaster or other competent Officer with the necessary additional men, who can be drawn from those available in any Department, and all necessary fire-fighting appliances, to the scene of the fire, and must so arrange the train service that they will get to the fire with the least possible delay, in order that no time may be lost in getting it under control.

The officer in charge must also arrange to obtain promptly complete statements from all witnesses, so that the origin of, or responsibility for, the fire can be accurately determined.

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

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

REGULATIONS FOR THE UNIFORM MAINTENANCE-OF-WAY FLAGGING RULES FOR IMPASSABLE TRACK IN CONNECTION WITH GENERAL ORDER No. 188 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, EFFECTIVE JUNE 1st, 1917, AND AMENDED BY GENERAL ORDER No. 248, AUGUST 19th, 1918, AND AMENDED BY GENERAL ORDER No. 368, DATED JUNE 29th, 1922

1. Before undertaking any work which will render the main track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employees of the Company shall protect the same as follows:

2. (a) On double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent or fast train service:

Send out a flagman in each direction with stop signals, at least

1500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6000 feet from an approaching train.

3600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5400 feet if there is a down grade towards the obstruction within one mile.

The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3. On other lines:

(a) By day place a red flag and, in addition, by night a red light, on the same side of the track as the engineer of an approaching train at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:

(b) By day place a red flag, and, in addition, by night a red light, on the same side of the track as the engineer of an approaching train so that it will be clearly in his view at least

3600 feet from the defective or working point, if there is no down grade towards the obstruction.

5400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.

(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal.

(d) Between sunset and sunrise, and during stormy, foggy or smoky weather conditions, flagmen must be placed instead of the outer signals referred to in Clause (b).

4. Trains stopped by flagmen, as per Rule 2 and Rule 3 (d), shall be governed by his instructions and proceed to the working point, or working point signal, as the case may be, and there be governed by signal or instructions of the foreman in charge.

5. Trains stopped by red signal, as per Rule 3 (b), shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

6. In the event of train order protection being provided, the defective or working point must be marked by signals placed in both directions, as follows:

Yellow flags by day and in addition yellow lights by night, 3600 feet from the defective or working point; red flags by day, and in addition red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train; except on double track, where trains run to left, in which case signals shall be placed to the left hand side as seen by an engineer of an approaching train, and there is a clear view of at least 1200 feet.

7. When weather or other conditions obscure day signals, night signals must be used in addition.

8. "Frequent service" shall mean nine or more trains a day, and "fast train service" shall mean a service at a speed of thirty-five miles or more an hour.

9. That a signal of a serviceable type, consisting of a bunting flag 22x28 inches five feet above rail level, supported by any satisfactory device which will securely maintain such flag in proper position, be used to display the signals directed to be provided under Rules 3 (b) and 6 (Yellow Signal) of this Order and Rule 35 (Yellow Signal) of the Uniform Code of Operating Rules.

10. Flagmen must each be equipped for day time with a red flag and four torpedoes, and for night time and when weather or other conditions obscure day signals, with a red light, a white light, four torpedoes, three fusees and a supply of matches.

Note.—Rule 2 (d) will apply on the following Subdivisions:
Kashabowie, Quibell, Minaki, Fort Frances and Sprague.
Rule 3 will apply on all other Subdivisions.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.	16	3.45	21	2.51	26	2.18	31	1.56	36	1.40	41	1.27	46	1.18
8	7.30	17	3.31	22	2.43	27	2.13	32	1.52	37	1.37	42	1.25	47	1.16
19	6.	18	3.20	23	2.36	28	2.8	33	1.49	38	1.34	43	1.23	48	1.15
12	5.	19	3.9	24	2.30	29	2.4	34	1.45	39	1.33	44	1.21	49	1.13
15	4.	20	3.	25	2.24	30	2.	35	1.42	40	1.30	45	1.20	50	1.12

CLASSIFICATION AND PERCENTAGE RATING OF LOCOMOTIVES

CANADIAN NATIONAL RAILWAYS

(Western Region)

Class	Type	Engine Nos.	Superheater	Rating
B-26-a	8-Wheeler	331, 336, 340, 348, 351, 387, 388, 389, 392	S	19%
"	"	328-330, 332, 335, 337, 339, 342, 343, 345, 346, 349, 350, 353, 355-357, 360-365, 368-373, 377-379, 382-386, 390, 391, 395		19%
C- 5-b	Mogul	412-416, 418-420		28%
"	"	409-411	S	28%
C- 7-a	"	423-428	S	28%
D- 1-a	"	470, 471		17%
D-12-a	"	485, 486		25%
D- 4-a	"	490-494		18%
E- 8-a	"	865-869, 889	S	25%
E- 8-b	"	870-888	S	25%
G- 3-a	10-Wheeler	1028, 1029		22%
G- 6-a	"	1034-1038	S	23%
G- 9-a	"	1043-1047		23%
G-10-a	"	1050, 1052, 1053, 1055	S	23%
"	"	1051, 1056, 1057		23%
G-10-b	"	1058, 1060		23%
"	"	1059, 1067	S	23%
G-11-a	"	1083-1102	S	26%
G-16-a	"	1111-1130	S	25%
H- 3-a	"	1207-1210	S	21%
H- 3-b	"	1211-1216	S	21%
H- 4-a	"	1229, 1230	S	21%
"	"	1225	S	23%
H- 4-b	"	1231, 1232, 1235, 1237, 1239, 1243, 1245	S	21%
"	"	1233, 1234, 1240, 1244	S	23%
H- 5-a	"	1246-1260	S	24%
H- 6-a	"	1261-1267	S	28%
H- 6-b	"	1268-1275, 1277	S	28%
H- 6-c	10-Wheeler	1278-1302, 1304-1310	S	28%
H- 6-d	"	1327-1336	S	28%
H- 6-e	"	1343-1346	S	28%
H- 6-g	"	1370-1384	S	28%
H-10-a	"	1423-1452	S	25%
I- 3-b	"	1515, 1517		24%
I- 4-a	"	1534		25%
M- 4-f	Consolidation	1860, 1869	S	30%
M- 4-h	"	1884	S	30%
M- 4-j	"	1912	S	30%
M- 4-k	"	1916, 1923, 1926, 1934	S	30%
M- 4-l	"	1939	S	30%
M- 7-a	"	1971-1980	S	31%
M- 1-a	"	2010, 2019	S	35%
M- 1-b	"	2027-2064	S	35%
M- 2-a	"	2065, 2066, 2072, 2073, 2075, 2077-2079, 2081-2083, 2089	S	35%
"	"	2067-2071, 2074, 2076, 2080, 2088		35%
M- 3-a	"	2090-2116, 2119, 2121-2124	S	35%
M- 3-d	"	2130-2154	S	35%
M- 3-e	"	2155-2179	S	35%
N- 3-b	"	2342, 2343	S	50%
N- 1-b	"	2386-2389, 2391, 2396, 2399, 2420-2444	S	50%
N- 1-a	"	2400-2419	S	50%
N- 1-c	"	2450	S	50%
N- 2-b	"	2465-2514	S	50%
N- 5-a	"	2687-2706	S	38%
N- 5-b	"	2707-2746	S	38%
S- 1-d	Mikado	3388	S	53%
S- 1-e	"	3395	S	53%
S- 2-a	"	3525-3559	S	55%
S- 2-b	"	3560-3569	S	55%
S- 2-c	"	3580-3599	S	55%
T- 1-c	Santa Fe Pacific	4025-4044	S	65%
J- 1-a	"	5000-5003	S	35%
J- 4-a	"	5080-5083	S	34%
J- 4-b	"	5085, 5088, 5089	S	34%
J- 4-c	"	5090-5099	S	34%
J- 4-d	"	5115-5124	S	38%
J- 4-e	"	5125-5141	S	38%
J- 4-f	"	5145-5156	S	38%
K- 2-b	"	5547, 5549	S	36%
K- 3-g	"	5612-5626	S	32%
O- 2-a	6-Wheel Switcher	7000, 7001		28%
O- 3-a	"	7002-7005		28%
O- 4-a	"	7006		29%
O- 6-a	"	7007, 7008		28%
O- 7-a	"	7009-7020		28%
O- 7-b	"	7021-7025		28%
O-10-a	"	7032-7044		28%
O-10-b	"	7051-7062		28%
O-14-d	"	7079		28%
O- 5-a	"	7300, 7301		35%
O-13-a	"	7302-7304	S	35%
O-15-b	"	7307		35%
O-15-c	"	7313		35%
O-15-d	"	7316		35%
O-12-d	"	7333-7338	S	35%
O-16-a	"	7339-7346	S	35%
O-12-a	"	7362-7368, 7375-7387, 7394-7413	S	35%
O-12-f	"	7414-7423	S	35%
O-20-a	"	7532-7541		35%
P- 4-a	8-Wheel Switcher	8205-8209	S	55%

DULUTH, WINNIPEG AND PACIFIC RAILWAY

Class	Type	Engine Nos.	Superheater	Rating
D-12-a	Mogul	484		25%
H- 6-f	10-Wheeler	1347-1351	S	30%
H- 7-a	"	1352, 1353	S	24%
L- 5-a	Consolidation	1800-1802		32%
L- 6-a	"	1803, 1804		32%
M- 3-c	"	2125-2129	S	35%
N- 2-a	Consolidation	2455-2464	S	50%
R- 1-a	Mikado	3000		35%
O-11-a	6-Wheel Switcher	7066		28%

EQUATED TONNAGE RATINGS

GENERAL INSTRUCTIONS

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

Example.—(1) 42 Cars——Total Gross Weight——2100 Tons.
Car Factor—10 x 42 Cars——420 Tons.
EQUATED TONS—2520

(2) 84 Cars——Total Gross Weight——1680 Tons.
Car Factor—10 x 84 Cars——840 Tons.
EQUATED TONS—2520

2. The car factor is an allowance for frictional car resistance and varies on different subdivisions according to the ruling grade, the principle being that on low gradients the frictional resistance is a higher proportion of the total resistance than on steeper gradients. By use of the car factor the trainload is so adjusted that the resistance is the same for all trains of equal equated tonnage whether composed of fully loaded, partly loaded or empty cars.

3. Established ratings will be exceeded by 1% if by so doing another car can be handled in the train.

4. The equated ratings shown are "A" or fair weather. These ratings will be reduced as authorized by ratings "B" to "K" for temperature.

TONNAGE REDUCTIONS

TEMPERATURES	Weather Condition Modifications	
	RATING	Reduction in tonnage
To 25°F. above	A	Nil
24°F. above to 11°F. above (or bad rail)	B	5%
10°F. above to Zero	C	10%
Zero to 10°F. below	D	15%
11°F. below to 20°F. below	E	20%
21°F. below to 25°F. below	F	25%
26°F. below to 30°F. below	G	30%
31°F. below to 35°F. below	H	35%
36°F. below to 40°F. below	I	40%
41°F. below to 45°F. below	J	45%
46°F. below to 50°F. below	K	50%

The Chief Dispatcher will issue special instructions in case of storm or temperatures lower than those shown.

5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first outward trip and 10% light on return trip. Locomotive Foreman will advise Train Dispatcher and Yardmaster in such cases.

6. Passenger engine in freight service will be allowed a further reduction of one hundred (100) tons.

7. Unless special ratings are given, a reduction of 10% from the ratings shown in tables will be allowed for certain specified time freight trains. General Superintendent of the district will designate for which trains this allowance is to be made.

8. When an engine of different capacity from those shown in the tables is used, the proper equated tonnage will be arrived at by taking the rating for the 100% engine and reducing this figure to the percentage rating for the engine in question. This is done by multiplying the equated tonnage of the 100% engine by the percentage of the engine in question and striking off the last two figures.

Example.—To find the equated tonnage for a 38% engine.
Equated tonnage for a 100% engine = 5835.
5835 x 38 = 2217.30.
Equated tonnage for 38% engine is therefore 2217.

9. To determine proper tonnage for pusher, double-header or helper engines, unless special rating is given, add to equated rating of the first engine 95% of the equated rating in effect for each class of helper.

10. In making up trains, weights must be obtained by taking tare from the car and contents from the waybill. When tare weights are not available, car weights may be taken as under:

Passenger cars with 4-wheeled trucks	50 tons	Hart cars	18 tons
Passenger cars with 6-wheeled trucks	60 tons	Stock cars	17 tons
Passenger refrigerator cars	40 tons	Wooden frame box cars	17 tons
Freight refrigerator cars	27 tons	Flat cars	14 tons
100,000 cap. steel gondolas	23 tons	Caboose or vans	20 tons
Steel frame box cars	20 tons		

11. In computing tonnage, fully loaded cars of grain, coal, rails, ties, lumber, etc., for which scale weights are not available, will be considered as carrying car capacity plus 10%.

12. In the application of the car factor, when dead engines are included in a train, each such engine will be counted as four cars. Weights of engines being hauled dead are to be taken as under:

65% to 51% engines	175 tons	30% to 21% engines	100 tons
50% to 41% engines	150 tons	20% to 15% engines	75 tons
40% to 31% engines	125 tons	Below 15% engines	50 tons

Example.—Established rating, 3000 equated tons.
Car Factor, 10.
50 cars—gross weight——2070 tons.
2 dead engines, 53%—gross weight—— 350 tons.
Equivalent to 2 x 4 — 8 cars.
58 cars x 10, Car Factor——580
Equated Tonnage——3000

13. The ratings given in the rating table are for the ruling grade; excess tonnage will be handled when it is to be set out short of or picked up beyond the ruling grade.

14. When an engine is unable to handle the authorized rating, a joint message, signed by Conductor and Engineer, will be sent to the Chief Dispatcher, advising the reduction made and giving the reason for same.

15. Yardmasters and Conductors will be held responsible for their trains being loaded to full authorized rating, less the proper reduction for weather or rail condition, when tonnage is available.

EQUATED TONNAGE RATINGS

Car Factor	53% Eng.	55% Eng.	55% Booster Eng.	65% Eng.	100% Eng.	STATIONS	100% Eng.	65% Eng.	55% Booster Eng.	55% Eng.	53% Eng.	Car Factor
Westbound or Northbound (Read Down)						LAKEHEAD DIVISION	Eastbound or Southbound (Read Up)					
5	2440	2620	2810	2990	4600	Port Arthur BETWEEN and Neebing	8600	5590	5250	4900	4560	12
						PORT ARTHUR DIVISION						
						CREST, RAITH, QUORN, QUIBELL AND MINAKI SUBDIVISIONS						
9	2490	2680	2680	3055	4700	Midway BETWEEN and Dog River						
						Conmee BETWEEN and Raith	8300	5400	5060	4730	4400	12
9	3445	3705	3965	4225	6500	Raith BETWEEN and Graham						
						Graham BETWEEN and Sioux Lookout	7550	4910	4450	4380	4000	12
10	3815	4100	4250	4680	7200	Sioux Lookout BETWEEN and Redditt	8000	5200	4720	4560	4240	12
10	4400	4730	3900	5400	8300	Redditt BETWEEN and Dott						
						Dott BETWEEN and Transcona	8300	5400	4900	4730	4400	12
						BUCKE SUBDIVISION						
9	3445	3705	3965	4225	6500	Armstrong BETWEEN and Superior Jct.	7400	4810	4515	4220	3920	12

EQUATED TONNAGE RATINGS

Car Factor	53% Eng.	55% Eng.	55% Booster Eng.	65% Eng.	100% Eng.	STATIONS	100% Eng.	65% Eng.	55% Booster Eng.	55% Eng.	53% Eng.	Car Factor
Westbound or Northbound (Read Down)						PORT ARTHUR DIVISION (Cont'd)	Eastbound or Southbound (Read Up)					
						KASHABOWIE, FORT FRANCES AND SPRAGUE SUBDIVISIONS						
9	2490	2680	2680	3055	4700	Neebing BETWEEN and Conmee						
5	1750	1815	2145	2145	3300	Conmee BETWEEN and Annex	8600	5590	5250	4900	4560	12
8	3075	3305	3540	3770	5800	Annex BETWEEN and Huronian						
						Huronian BETWEEN and Atikokan	5450	3540	3325	3105	2890	8
9	2915	3025	3355	3575	5500	Atikokan BETWEEN and Bears Pass	6200	4030	3780	3535	3285	10
9	3815	4100	4390	4680	7200	Bears Pass BETWEEN and Rainy River						
10	4480	4815	4815	5490	8450	Rainy River BETWEEN and Sprague	7600	4940	4635	4330	4030	10
10	3390	3650	3905	4160	6400	Sprague BETWEEN and Woodridge						
		Car Limit				Woodridge BETWEEN and Paddington	7000	4550	4270	3990	3710	10
						NORTH LAKE SUBDIVISION						
5	----	----	----	----	2400	Twin City BETWEEN and Mackies	5050	----	----	----	----	5