

# GRAND TRUNK RAILWAY SYSTEM

## **SAFETY** EASTERN LINES **FIRST**

### OTTAWA DIVISION

# EMPLOYEES' TIME TABLE N<sup>o</sup>. 45

THIRTIETH. THIRTY-FIRST AND THIRTY-SECOND DISTRICTS

**TO TAKE EFFECT AT 12.01 O'CLOCK A.M. SUNDAY, OCTOBER 1st, 1922**

(SUPERSEDED TIME TABLE No. 44.)

**EASTWARD TIME**

**WESTWARD RULES**

This Time Table is for the government and information of employees only, and is not to be used for any other purpose.

The Company reserves the right to vary therefrom as circumstances may require.

READ CAREFULLY RULES AND SPECIAL INSTRUCTIONS. RAILWAY COMMISSIONERS OF PRIVY COUNCIL AND BOARD OF RAILWAY COMMISSIONERS, EXTRACTS FROM RAILWAY ACT AND RAILWAY REGULATIONS. IMPORTANT CHANGES HAVE BEEN MADE.

For Operating Rules and General Regulations, see Book of Rules.

ON SINGLE TRACK EAST OR SOUTHBOUND TRAINS AS INDICATED BY THE TIME TABLE. (UNLESS OTHERWISE SPECIFIED) SUPERIOR TO TRAINS OF SAME OR INFERIOR CLASS RUNNING IN OPPOSITE DIRECTION IN ACCORDANCE WITH RULE No. 72.

**DESTROY FORMER TIME TABLES.**

W. H. SH,  
Superintendent.

C. M. WALTON,  
Superintendent Transportation.

F. L. LAMPLOUGH,  
Superintendent.

**FIRST CLASS**

W. E. W.



30th District

OTTAWA SUB-DIVISION

30th District

Miles from Alburgh Jct.	Time Table No. 45 Effective October 1st. 1922			Tele- graph Offices	Water and Coal	EAST BOUND TRAINS													
	STATIONS	D Day N Night	FIRST CLASS					SECOND CLASS											
			2			48	50	52	56	340	342	344	498	Manifest Freight					
			Pgr.			Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.	Pgr.						
0	ALBURGH JCT.	D	N																
1.45	ALBURGH SPRINGS VT.																		
7.57	NOYAN JCT., QUE.	D																	
9.84	LACOLLE JCT.	D	N						7 45 PM										
10.96	NAPIERVILLE JCT.	D	N																
11.26	LACOLLE.	D							7 40										
14.78	HENRYSBURG.	D							7 33										
21.42	BARRINGTON.	D	N						7 22										
25.96	HOLTON.	D							7 11										
31.42	AUBREY.	D	W						7 00										
36.72	HOWICK JCT.	D	N						6 48										
42.45	ST. LOUIS.	D	W						6 36										
48.72	CECILE JCT.	D							6 22										
51.23	VALLEYFIELD.	D	N						6 15	9 45 AM	11 55 AM	5 15 PM							
54.36	SOULANGES.								6 05	9 35	11 45	5 05							
56.58	COTEAU JCT.	D	N	W	8 53 AM	10 55 AM	5 25 PM	9 53 PM	6 00 PM	9 30 AM	11 40 AM	5 00 PM	2 40 AM						
60.47	ST. POLYCARPE.	D			8 45	10 46	5 17	9 43					2 27						
62.78	ST. POLYCARPE JCT.	D	N		8 41	10 41	5 13	9 37					2 20						
67.58	STE. JUSTINE, QUE.	D			8 34	10 33	5 05	9 28					2 05						
72.12	GLEN ROBERTSON, ONT.	D	N		8 28	10 26	4 57	9 20					1 50						
79.59	ALEXANDRIA.	D	N	W	8 17	10 10	4 46	9 08					1 25						
86.24	GREENFIELD.	D			8 06	9 55	4 35	8 53					12 58						
90.99	MAXVILLE.	D			7 59	9 45	4 28	8 43					12 40						
96.90	MOOSE CREEK.	D			7 51	9 35	4 20	8 33					12 20 AM						
104.10	CASSELMAN.	D	N	W	7 40	9 22	4 11	8 20					11 55						
112.48	SOUTH INDIAN.	D			7 28	9 08	4 01	8 06					11 23						
117.38	VARS.	D			7 21	8 59	3 55	7 56					10 55						
123.89	CARLSBAD SPRINGS.	D			7 13	8 48	3 47	7 45					10 35						
129.50	HAWTHORNE.	D	N																
133.15	C. P. RY. CROSSING.																		
133.25	RIVERSIDE.				6 59	8 34	3 34	7 30					10 05 PM						
133.35	RIDEAU JCT.	D	N		6 59	8 34	3 34	7 30											
134.93	OTTAWA, ONT.	D	N	W	6 55 AM	8 30 AM	3 30 PM	7 25 PM											
134.08 MILES																			
					Daily	Daily	Daily	Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily					
					2	48	50	52	56	340	342	344	498						

The movement of all trains between Ottawa, Bank Street Yard and Riverside will be governed by the Ottawa Terminal Time Table.

Q. M. &amp; S. trains running between Noyan Jct. and Napierville Jct. will be governed by Grand Trunk Ry. Time Table and Train Rules.

No. 50, on Sundays only, will make regular stop at Carlsbad Springs, South Indian, Casselman Ste. Justine and St. Polycarpe.

Stations indicated by \* have no side track. Maintenance of Way Employees will provide manual flagging protection as per Rule 36, pages 17 and 18 of Maintenance of Way Rules and Instructions.

WAY FREIGHTS—

East bound leave Bank Street Yard at 7.15 a.m. Ex. Sunday.

East bound leave Coteau Jct. at 7.30 a.m. Ex. Sunday

For Special Instructions, see pages 7, 8, 9, 10, 11, 12, 13 and 14.

W. E. WEEGAR, Train Master, OTTAWA

# 30th District ROCKLAND SUB-DIVISION 30th District

## NORTH BOUND TRAINS

### SECOND CLASS

395

Mixed

Ex. Sunday

11 15AM

11 30

11 55

12 20

12 50PM

Ex. Sunday

395

Time Table No. 45  
Effective October 1st  
1922

## STATIONS

SOUTH INDIAN, ONT.

CHIENEY

C. P. RY. CROSSING

HAMMOND

CLARENC CREEK

C.N.R. ROCKLAND, ONT. C.N.R. L

15.96 MILES

Telegraph  
Office

D Day  
N Night

Water and Coal

## SOUTH BOUND TRAINS

### SECOND CLASS

396

Mixed

Ex. Sunday

10 45AM

10 27

10 15

9 55

9 25AM

Ex. Sunday

396

Rockland Sub-Division trains must protect against Ottawa Sub-Division trains at South Indian.  
Maintenance of Way Employees will provide manual flagging protection as per Rule 36, pages 17 and 18 of Maintenance of Way Rules and Instructions

# 30th District HAWKESBURY SUB-DIVISION 30th District

## NORTH BOUND TRAINS

### SECOND CLASS

135

Mixed

Ex. Sunday

5 35PM

5 50

6 15

6 55

7 30PM

Ex. Sunday

135

Time Table No. 45  
Effective October 1st  
1922

## STATIONS

GLEN ROBERTSON, ONT.

GLENSANDFIELD

DALKEITH

VANKLEEK HILL

C. P. RY. CROSSING

C.N.R. HAWKESBURY, ONT. C.N.R. L

21.02 MILES

Telegraph  
Office

D Day  
N Night

Water and Coal

## SOUTH BOUND TRAINS

### SECOND CLASS

136

Mixed

Ex. Sunday

9 45AM

9 20

9 00

8 25

7 45AM

Ex. Sunday

136

Hawkesbury Sub-Division trains must protect against Ottawa Sub-Division trains at Glen Robertson.

Stations indicated by \* have no side track.

Maintenance of Way Employees will provide manual flagging protection as per Rule 36, pages 17 and 18 of Maintenance of Way Rules and Instructions.

For Special Instructions, see pages 7, 8, 9, 10, 11, 12, 13 and 14

W. E. WEEGAR, Train Master, OTTAWA.

31st District

PEMBROKE SUB-DIVISION

31st District

## NORTH BOUND TRAINS

### THIRD CLASS

C.N.R. 209

63

59

Mixed

Monday, Wednesday and Friday

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

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9 10PM

Ex. Sunday

8 15PM

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Ex. Sunday

8 15PM

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Ex. Sunday

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9 10PM

Ex. Sunday

8 15PM

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9 10PM

Ex. Sunday

8 15PM

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9 07

9 10PM

Ex. Sunday

8 15PM

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8 48

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9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday

8 15PM

8 32

8 48

8 55

9 07

9 10PM

Ex. Sunday



31st District

## MADAWASKA SUB-DIVISION

31st District

## WEST BOUND TRAINS

Time Table No. 45

Effective October 1st

1922

## STATIONS

## EAST BOUND TRAINS

FIRST CLASS

SECOND CLASS

THIRD CLASS	FIRST CLASS		STATIONS	D Day N Night	Water and Coal	FIRST CLASS		SECOND CLASS
	Page	Page				Page	Page	
359	63	47				58	52	360
Mixed								Mixed
Ex. Sunday	Ex. Sunday	Ex. Sunday				Ex. Sunday	Ex. Sunday	Ex. Sunday
	5.15 PM	8.20 AM	L. OTTAWA ONT. A.	D	N W C	11.35 AM	6.40 PM	
	5.20	8.25	134.88 BANK STREET YARD	D	N W	11.28	6.35	
	5.23	8.28	135.78 * CHAUDIERE JCT.			11.25	6.32	
	5.35	8.38	142.14 GRAHAM BAY.			11.15	6.21	
	5.40	8.48	147.52 SOUTH MARCH			11.04	6.11	
	6.00	9.00	153.48 CARP	D		10.51	6.00	
	6.17	9.16	161.90 KINBURN.	D		10.20	5.41	
	6.27	9.26	166.49 GALETTA.	D	N W	10.10	5.31	
	6.32	9.31	168.76 * MARSHALLS BAY			10.14	5.25	
	6.38	9.37	171.57 ARNPRIOR	D		10.08	5.20	
			172.02 * C. P. RY. CROSSING					
	6.53	9.52	179.21 GLASGOW	D		9.52	5.05	
	7.00	10.01	183.05 GOSHEN.			9.43	4.58	
			185.75 HORTON PIT					
	7.12	10.13	187.99 RENFREW	D	W	9.33	4.46	
	7.15	10.16	189.01 RENFREW JCT.	D		9.28	4.41	
	7.25	10.26	194.24 ADMASTON			9.18	4.31	
	7.35	10.36	199.90 DOUGLAS	D		9.07	4.21	
	7.42	10.43	202.92 CALDWELL	D		9.00	4.14	
	7.57	10.58	210.19 EGANVILLE	D	N W C	8.45	4.00	
3.50 PM	8.15 PM	11.20	217.93 GOLDEN LAKE	D		8.30 AM	3.45	11.00 AM
		11.25					3.40	
4.40		11.45	227.06 KILLALOE	D	W		3.19	10.15
5.20		12.00 PM	235.46 WILNO.	D		2.59		9.30
6.00		12.20	241.99 BARRYS BAY.	D	N W	2.45		9.00
6.35		12.40	251.25 AYLEN LAKE			2.25		8.05
7.20 PM			263.12 MADAWASKA, ONT.	D	N W C	2.00 PM		7.30 AM
Ex. Sunday	Ex. Sunday	Ex. Sunday	128.24 MILES			Ex. Sunday	Ex. Sunday	Ex. Sunday
359	63	47				58	52	360

The movement of all trains between Chaudiere Jet. and Ottawa will be governed by The Ottawa Terminal Time Table. Derail at East end of passing tracks at Killaloe and Golden Lake Nos. 47 and 63 are allowed 5 minutes in schedule time between Eganville and Golden Lake for taking coal.

Stations indicated by \* have no side track. Nos. 47 and 52 will stop on signal at Opeongo (Mileage 255.33) and Jamiesons Siding (Mileage 222.57). Nos. 359 and 360 will stop at Opeongo (Mileage 255.33) and Jamiesons Siding (Mileage 222.57) to let off and pick up passengers and will do way work at all stations.

## WAY FREIGHT—

West bound leave Bank Street Yard 7.00 a.m. Ex. Sunday.

Maintenance of Way Employees will provide manual flagging protection as per Rule 35, pages 17 and 18 of Maintenance of Way Rules and Instructions.

For Special Instructions see pages 7, 8, 9, 10, 11, 12, 13 and 14

## WAY FREIGHT—

East bound leave Golden Lake 8.00 a.m. Ex. Sunday.

W. E. WEEGAR, Train Master, OTTAWA

32nd District

## DEPOT HARBOR SUB-DIVISION

32nd District

WEST BOUND TRAINS			Miles from Alburgh Jct.	Time Table No. 45 Effective October 1st 1922			EAST BOUND TRAINS		
THIRD CLASS	FIRST CLASS			STATIONS			FIRST CLASS	THIRD CLASS	
571	47						52	584	
Way Freight	Page						Page	Way Freight	
Ex. Sunday	Ex. Sunday						Ex. Sunday	Ex. Sunday	
8.00AM	1.25PM	268.12	L.	MADAWASKA, ONT.			1.15 PM	5.00PM	
9.15	1.34	266.69		EGAN ESTATE			1.05	4.50	
8.30	1.45	271.23		L'AMABLE			12.53	4.35	
9.20	2.02	278.90		WHITNEY			12.33	4.15	
10.00	2.05	280.24		BELLWOOD			12.28		
10.35	2.30	289.78		ROCK LAKE			12.01PM	3.35	
11.10	3.00	301.76		ALGONQUIN PARK			11.30	3.00	
	8.18	308.75		SIMS PIT			11.10	2.20	
	3.20	309.40	★	JOE LAKE			11.08		
11.15	3.23	309.72		CANOE LAKE			11.05	2.15	
11.40	3.39	316.25		BRULE LAKE			10.48	1.55	
12.15PM	4.00	324.17		RAINY LAKE			10.27	1.25	
12.45	4.24	338.57		RAVENSWORTH			10.00	12.45	
1.15	4.41	340.79		KEARNEY			9.38	12.10 PM	
1.40	4.55	346.21		SCOTIA JCT.			9.30	11.40	
2.55	5.10	351.67		MUD LAKE			9.05	10.40	
3.20	5.23	357.10		SPRUCEDALE			8.50	10.20	
3.55	5.36	361.18		WHITE HALL			8.38	10.00	
4.15	5.44	364.69		BEAR LAKE			8.29	9.40	
4.35	5.60	369.19		SEGUN FALLS			8.20	9.25	
5.00	6.05	375.42		EDGINGTON			8.07	9.00	
5.30	6.21	378.52		MAPLE LAKE			7.53	8.25	
5.45	6.26	380.99		BEATTYS			7.45	8.15	
6.00	6.35	388.13		OTTER LAKE			7.38	8.05	
6.35	6.53	390.64		JAMES BAY JCT.			7.22	7.42	
6.50	7.00PM	393.77		ROSE POINT			7.15AM	7.35	
7.10		396.68	A.	DEPOT HARBOR, ONT.				7.0052	
7.25PM								6.50	
Ex. Sunday	Ex. Sunday	133.51 MILES					Ex. Sunday	6.35AM	
571	47						52	584	

Stations indicated by ★ have no side track.

No. 52 may leave James Bay Jct. without a Terminal Clearance.

First class trains must not exceed schedule running time.

Nos. 47 and 52 will stop on signal at McAuley Jct. Mileage 267.75.

Maintenance of Way Employees will provide manual flagging protection as per Rule 36, pages 17 and 18 of Maintenance of Way Rules and Instructions.

No. 52 will wait connection with No. 584, and No. 571 will wait connection with No. 47 at James Bay Jct.

Nos. 571 and 584 will carry passengers between Depot Harbor and Madawaska.

Nos. 571 and 584 will stop on signal at Walls (mileage 349.70) to let off and pick up passengers.

For Special Instructions see pages 7, 8, 9, 10, 11, 12, 13 and 14

W. E. WEEGAR, Train Master, OTTAWA.



# SPECIAL INSTRUCTIONS

Operating Rules and General Regulations in book form, effective June 18th, 1911, will govern the movement of trains on this time table.

No Engineer or Conductor must undertake to handle an engine with or without cars over any portion of this division until he has learned the road, location and use of signals, passed an examination on Grand Trunk operating rules, and provided himself with copy of current time table.

## STANDARD TIME

Standard clocks indicating Standard Time are located at:—

Swanton	Bank Street Yard
Coteau Jct.	Golden Lake
Rockland	Pembroke
Ottawa, Train Dispatcher's Office	Madawaska
Ottawa, Loco. Foreman's Office	Depot Harbor

## TRAIN REGISTERS

Train Registers are located at:—

<b>For 30th District</b>	
Alburgh Jct.	Hawkesbury
Noyan Jct.	South Indian
Lacolle Jct.	Rockland
Napierville Jct.	Riverside
Coteau Jct.	Rideau Jct.
Valleyfield for second class trains only.	Ottawa (Train Dispatcher's Office)
Glen Robertson	Bank Street Yard (Office)
<b>For 31st District</b>	
Bank Street Yard	Pembroke
Golden Lake	Madawaska
National Jct.	
<b>For 32nd District</b>	
Madawaska	Scotia Jct.
Depot Harbor	James Bay Jct.

Inferior trains receiving notice by train order that all trains due at Valleyfield have arrived and left will not be required to examine register at that station.

Operator at Napierville Jct. will register all regular Ottawa Sub-Division Trains. Operators at Lacolle Jct., Glen Robertson and South Indian will register all regular Ottawa Sub-Division Trains during hours of duty.

Operator at Bank Street Yard will register all Madawaska Sub-Division first-class trains.

At Golden Lake, Train Register will be left in box on south side of station for Conductors to register their trains and examine register after the Agent has retired from duty.

Conductors of trains not required to stop at Register Stations must deliver O.S. slip to operator, who will register the train and file slip—failing to deliver slip to Operator, Conductor must register.

## BULLETIN STATIONS

Alburgh Jct.	Ottawa Train Dispatcher's Office
Noyan Jct.	Ottawa, Loco. Foreman's Office
Lacolle Jct.	Bank Street Yard
Napierville Jct.	Pembroke
Coteau Jct.	Madawaska
Rockland	Depot Harbor

It will not be necessary for trains to obtain terminal clearance in passing from double to single track at Deep Cut and Rideau Junction.

## WHISTLE SIGNAL TO BE SOUNDED WHEN APPROACHING CURVES.

Engineers on all trains shall sound Whistle Signal 14 (L) when approaching curves where view of track ahead is obscured.

## HANDLING PASSENGER CARS

Engine-men, trainmen and yardmen must see that air brakes are in service while switching Passenger Equipment.

Passenger Equipment must not be detached from engine while in motion when same is occupied or when such Equipment will come in contact with passenger cars which are occupied.

When Freight Trains haul passenger cars "Deadhead," such cars must be placed ahead of the caboose. When the passenger cars carry passengers, they must be placed in rear of the caboose, on rear of train.

## HANDLING DEAD ENGINES

In handling dead engines 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 and not more than four dead engines will be handled in one train. Speed of trains handling dead engines must not exceed twenty-five miles per hour.

## ELECTRIC HEADLIGHTS ON LOCOMOTIVES

Electric headlights on locomotives will be dimmed:

- Where yard engines are employed.
- At meeting point.
- Approaching stations where:
  - Stops are to be made.
  - Trains receiving or discharging passengers.
  - Train orders or clearance are to be picked up.
- When standing.
- On two or more tracks when approaching trains running in opposite direction.

## DOUBLE HEADING

Considerable damage has resulted recently to engines on account of, when double heading, the small engine being placed next to the train. Small engines must always be placed ahead of large engines, when double heading.

When running engines double-header, the air-brakes, in every case, must be operated by the leading engine which must be in charge of engineer having the better knowledge of the road. In the case of passenger trains, the regular engineer should operate the leading engine, and the less experienced engineer remain with the engine next to train. Engines that are being moved over the road for convenience, must not be used double-header unless the air-brake appliances are sufficient to supply sufficient air to control the movement of the train. Engines should be moved light.

## HANDLING OF CARS ON COAL CHUTE

Not more than one engine must be used when placing cars on or removing them from coal chute. Air brakes must be coupled and working between all cars and engine and not more than two cars to be put up ramp at one time.

## HANDLING OF PILE DRIVERS, STEAM SHOVELS, ETC.

Pile drivers, steam shovels, boarding, advertising or other cars occupied by employees or passengers handled on a freight train must be placed 5 cars ahead of caboose when the train is handling as many as 5 cars other than those referred to.

## HANDLING SNOWPLOWS

Trains when running with snow plows of any description must reduce speed when passing trains on double track. The men in charge of the plows must lift the flange and close the wings when passing trains on double track.

## USE OF BACK-UP AIR HOSE

A back-up air hose equipped with air whistle must be in service on rear platform of all passenger trains moving backwards and sounded approaching public highways or where necessary to warn people crossing or approaching the track.

## USE OF TRACK IN OPPOSITE DIRECTION OF TRAFFIC

When engines are required to use track in opposite direction to current of traffic, whistle must be sounded at frequent intervals as a warning to employees and others on or about to cross track, except at places whereon it would be unlawful to sound whistle; at such places speed must be reduced so that train may be stopped within distance engineer can see that track is clear.

## USE OF MOTOR CARS, VELOCIPEDS, ETC.

The unauthorized use of hand cars, motor cars, velocipeds, and push cars, is forbidden: see special regulations governing their use posted in all section tool houses.

Engine-men, trainmen and yardmen are warned not to ride on top or side of engines or cars passing through any tunnel, subway, or under any overhead bridge protected by tell-tales, or where it is known such structure will not clear a man on top of car. They are also warned not to ride on side of engine or car passing high switch stands, water columns, stock chutes or other obstructions known to be closer than six feet to the nearest rail, and when approaching or passing over any through truss bridge.

## TRAINS ENTERING SIDINGS

For greater safety at meeting and passing points as well as junctions, trains pulling into the siding must when possible pull in with the rear end entirely clear, then if necessary stop and wait for brakeman who has closed the switch at the rear end of the train, instead of stopping with the rear car foul of the main track, waiting for brakeman, then pulling into clear. The switch must not be closed until the train is into clear.

## "TELL TALES" OR WARNING SIGNALS

On either side of overhead bridges that will not clear a man on top of a box car, tell tales or warning signals, consisting of pieces of rope suspended from a wire have been located, the idea being to have the ropes strike a man whose duty requires him to be on top of the cars in sufficient time to enable him to sit down on car before coming to and while passing under the overhead bridge, thereby avoiding injury by reason of striking the bridge.

Some trainmen have tied ropes together and thrown them up over wires so that the rope would clear a man on top of a car, thereby exposing other employees to imminent danger.

In future employees guilty of removing or intentionally displacing these ropes, except to repair or renew same, will be dismissed from the service of this Company. Conductors will be expected to promptly report such cases by wire, also notifying the Terminal Superintendent or Trainmaster by wire where tell tales or warning signals are required, or where they are not in proper place.

(a) No car or dead engine must be placed on or foul of a passing track without protection, or permission from Train Master.

(b) Levers in horizontal position on H. & B. cars have struck and injured men; when cars are unloaded levers must be put in a vertical position and locked with clip at top, thereby securing lever in vertical position.

(c) Engines of the 100, 485, 500, 600 and 700 class or engines of same weight must not be coupled when passing over any bridge.

(d) On double track water cranes must be left with spout pointing in direction traffic moves.

## AUTOMATIC SIGNAL, GLEN ROBERTSON

An Automatic Signal has been installed five thousand feet (5,000 feet) East of the East Wye Switch at Glen Robertson.

This signal will automatically go to "STOP" position if any main track switch is open, if there is a broken rail, or if a train is foul of the main track between the signal and the crossing bell circuit West of the Station.

Westbound trains finding this signal at "STOP" must STOP before passing it, and then proceed under full control through the automatic circuit expecting to find the main track obstructed.

## ALGONQUIN PARK BANJO SIGNALS

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

We have also placed an electric bell 3,500 feet east of the station, and another bell 2,410 feet west of station. These bells can be rung by pushing a button in the telegraph office.

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

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

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

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

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

## SWITCHING, ALGONQUIN PARK

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

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



## GENERAL SPEED RESTRICTIONS

The figures in this Time Table are not to excuse or authorize the non-observance of Statutory or other By-laws, as to speed at special places.

Conductors and Engineers, especially those in passenger service, are cautioned not to run their trains at an excessive rate of speed, particularly on descending grades, around sharp curves, or through junction stations and large yards: safety to passengers and property is of the greatest consideration.

No passenger train must exceed a speed of 50 miles per hour; freight train, engine with caboose or light engine, 30 miles per hour.

A speed of 8 miles per hour must not be exceeded when passing through Cross-overs, the end of double track, or wye tracks, or passing through sidings.

Engines running tender first, with or without cars, including pilot and assisting engines, must not exceed a speed of twenty miles per hour, except specially constructed suburban type engines.

## SPECIAL SPEED RESTRICTIONS

## Ottawa Sub-Division—

St. Lawrence River bridge M.P. 53.21-54.36. Passenger trains with a stop at Soulanges, 4 mins.; Passenger trains without a stop at Soulanges, 2 mins.; Freight trains without stop, 5 minutes.

No light Engine or Freight Train shall run any one mile in less than two (2) minutes, between Alburgh Jet. and Ottawa.

## Hawkesbury Sub-Division—

Public Crossing (Wason's) 17½ poles North M.P. 19.00, 10 miles per hour.

Public Crossing (Paquette's) 3 poles south of M.P. 20.00, 10 miles per hour.

## Rockland Sub-Division—

Freight trains and light engines must not exceed speed of 20 miles per hour.

## Madawaska Sub-Division—

Galetta Bridge M.P. 166.26, 10 miles per hour for 1,600 class consolidation engines.

John Street Crossing, First Public Crossing east of Araprior Station, 10 miles per hour.

Araprior Bridge M.P. 171.14, 10 miles per hour for all trains.

Madawaska Bridge M. P. 262.89, 10 miles per hour for all trains.

Except when handling auxiliaries, snow plows and passenger trains when special speed instructions will be issued by Train Master, 600, 700, 1200, 1300, 1400, and 1600 consolidation engines must not exceed speed of 20 miles per hour, between Madawaska and Killaloe and 25 miles per hour between Killaloe and Ottawa, and engines of a lighter class must not exceed speed of 30 miles per hour.

East bound Freight trains with 20 cars or more must stop at Wilno and set up necessary retainers to insure safe handling to Killaloe and must stop at Killaloe to turn down retainers and examine train.

## Pembroke Sub-Division—

Freight trains and light engines must not exceed speed of 20 miles per hour.

## Depot Harbor Sub-Division—

Bluff ..... M.P. 300.00 All trains 6 miles per hour.

Cache Lake Bridge, No. 1 ..... M.P. 300.36 " " 10 " " "

Cache Lake Bridge, No. 2 ..... M.P. 300.63 " " 10 " " "

Cashman Bridge ..... M.P. 332.76 " " 6 " " "

Rose Point Drawbridge and approaches ..... M.P. 393.84 " " 6 " " "

Except when handling auxiliaries, snowplows and passenger trains, when special speed instructions will be issued by Train Master, 1200, 1300, 1400, and 1600 consolidation engines must not exceed speed of 20 miles per hour, and engines of a lighter class must not exceed speed of 25 miles per hour and must reduce to 10 miles per hour descending grades over a quarter of a mile in length.

## YARD LIMIT BOARDS ARE LOCATED AS FOLLOWS:

30th District		
Coteau Jet. ....	5622 ft.	East of Passenger Depot.
Coteau Jet. ....	4929 "	West of Passenger Depot.
Glen Robertson. ....	3912 "	North of Passenger Depot.
Hawkesbury ..... 5779 "		South of Passenger Depot.
Ottawa ..... 9989 "		East of Passenger Depot.
31st District		
Bank Street Yard. ....	7479 ft.	West of Bank Street Yard.
Pembroke ..... 5591 "		South of Passenger Depot.
Madawaska ..... 3571 "		East of Passenger Depot.
32nd District		
Madawaska ..... 5865 ft.		West of Passenger Depot.
Scotia Jet. .... 3171 "		East of Passenger Depot.
Scotia Jet. .... 5794 "		West of Passenger Depot.
Depot Harbor ..... 6312 "		East of Passenger Depot.

By night, or in foggy or stormy weather, proper lights must be displayed on all cars or engines obstructing main track within yard limits.

## RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

30th District	
Alburgh Jet. ....	Junction with Central Vermont Railway.
Noyan Jet. ....	Junction with Rutland Railway, Quebec, Montreal & Southern Railway, Rutland Railway Crossing. Interlocked.
Lacolle Jet. (1.11 miles East) .....	Drawbridge over Richelieu River, governed by semaphores. Not interlocked. No derail.
Lacolle Jet. ....	Crossing and Junction with 4th District. Governed by semaphores. Not interlocked. No derails.
Napierville Jet. ....	Crossing and Junction with Napierville Jet. Railway. Interlocked.
Barrington ..... 53	Crossing with 4th District. Governed by semaphores. Not interlocked. No derails.
Howick Jet. ....	Crossing and Junction with 4th District. Governed by semaphores. Not interlocked. No derails.
Cecile Jet. ....	Crossing and Junction with New York Central and Hudson River Railway. Interlocked.
Soulanges (0.28 miles East) .....	Drawbridge. Interlocked.
Soulanges (0.04 miles West) .....	Drawbridge. Interlocked.
Coteau Jet. ....	Crossing and Junction with 5th District. Governed by semaphores. Not interlocked. No derails. Which also controls cross-overs between 5th and 30th Districts.
St. Polycarpe Jet. ....	Crossing and Junction with Canadian Pacific Railway. Interlocked.
Glen Robertson. ....	Junction with Hawkesbury Sub-Division.
South Indian. ....	Junction with Rockland Sub-Division.
Hawthorne ..... 31	Crossing with New York Central Railway. Interlocked.
Riverside (0.10 miles East) .....	Crossing with Canadian Pacific Railway and Canadian National Railway. Interlocked.
Ottawa Station (0.82 miles East) .....	Junction with Canadian Pacific Railway.
Hawkesbury Sub-Division—	
Vankleek Hill (1.57 miles North) .....	Crossing with Canadian Pacific Railway. Interlocked.
Hawkesbury ..... 37	Crossing and Junction with Canadian National Railway. Movement over diamond must be made under protection of a flagman.
Rockland Sub-Division—	
Hammond (0.45 miles South) .....	Crossing and Junction with Canadian Pacific Railway. Interlocked.

## 31st District

Bank Street Yard (0.49 miles East) .....	Drawbridge governed by semaphores. Not interlocked. No derail.
Chaudiere Branch, Ottawa. ....	Junction with Canadian Pacific Railway.
Chaudiere Branch, Ottawa (Preston Street) .....	Crossing with Ottawa Electric Railway. Movement over this crossing must not be made except between the hours of 12:00 midnight and 5:00 A.M., and then under the protection of Flagman stationed at the crossing.
Chaudiere Branch, Ottawa (Queen Street) .....	Crossing with Ottawa Electric Railway. Governed by semaphores and gates. Half Interlocked Derails on Street Railway only.
Chaudiere Branch, Ottawa (Bridge Street) .....	Crossing with Ottawa Electric Railway. Movement over this crossing must be made under the protection of a flagman.
Arnprior (0.45 miles West) .....	Crossing with Canadian Pacific Railway. Interlocked.
Renfrew Jet. ....	Crossing and Junction with Kingston and Pembroke Railway. Governed by semaphores. Not interlocked. No derail. Between 7:30 P.M. and 7:30 A.M. all trains must be flagged over crossing.
Golden Lake ..... 33	Junction with Pembroke Sub-Division.
National Jet. (mileage 19.94) .....	Junction with C. N. Ry.

## 32nd District

Scotia Jet. ....	Crossing and Junction with 12th District. Governed by semaphores. Interlocked. No derail.
James Bay Jet. ....	Junction with Canadian National Railway.
Rose Point ..... 33	Drawbridge governed by semaphores. Not interlocked. No derail.

## CAPACITY OF PASSING TRACKS EXCLUSIVE OF ENGINE

30th District	
STATION	Cars.
Alburgh Jet. ....	19
Noyan Jet. ....	51
Lacolle Jet. ....	28
Lacolle ..... 13	
Henrysburg ..... 83	
Barrington ..... 53	
Aubrey ..... 58	
Howick Jet. ....	65
St. Louis ..... 46	
Cecile Jet. ....	46
Valleyfield ..... 68	
St. Polycarpe ..... 33	
St. Polycarpe Jet. ....	23
St. Justine ..... 37	
Glen Robertson. ....	70
Alexandria ..... 81	
Greenfield ..... 23	
Maxville ..... 33	
Moose Creek ..... 74	
Casselman ..... 31	
South Indian ..... 47	
Vars ..... 47	
Carleton Springs ..... 89	

## 31st District

South March ..... 40	
Carp ..... 41	
Kinburn ..... 42	
Galetta ..... 42	
Arnprior ..... 26	
Glasgow ..... 47	
Goshen ..... 26	
Horton Pit ..... 38	
Renfrew ..... 27	
Renfrew Jet. ....	65
Admaston ..... 26	
Douglas ..... 38	
Caldwell ..... 7	
Eganville ..... 51	
Golden Lake ..... 26	
Killaloe ..... 67	
Wilno ..... 71	
Barry's Bay ..... 67	
Aylen Lake ..... 38	

## 32nd District

Egan Estate ..... 14	
L'Amable ..... 30	
Whitney ..... 45	
Rock Lake ..... 45	
Algonquin Park ..... 50	
Sim's Pit ..... 23	
Canoe Lake ..... 10	
Brule Lake ..... 25	
Rainy Lake ..... 42	
Havensworth ..... 30	
Kearney ..... 30	
Scotia Jet. ....	51
Mud Lake ..... 33	
Sprucedale ..... 29	
Whitehall ..... 14	
Bear Lake ..... 40	
Seguin Falls ..... 21	
Edgington ..... 34	
Beatty ..... 26	
Otter Lake ..... 35	



**ORDERS FROM THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL  
BOARD OF RAILWAY COMMISSIONERS FOR CANADA, EXTRACTS  
FROM THE RAILWAY ACT, SOME MUNICIPAL BY-LAWS  
AND INSTRUCTIONS AFFECTING TRAIN AND  
STATION SERVICE**

**WORKING INSTRUCTIONS IN CONNECTION WITH ORDER NO. 107 OF THE  
BOARD OF RAILWAY COMMISSIONERS FOR CANADA,  
DATED JULY 4, 1915**

**To all Conductors, Engineers, Trainmen and other Employees concerned:**

Conductors, Engineers, Trainmen and other Employees concerned: 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, giving exact location by mileage, and also to the Agent or person in charge at the next or nearest point where there is telegraph or telephone communication.

Engineers, on discovering or receiving notice of a fire, shall notify the first sectionmen met of such fire by three short blasts of the whistle, repeated twice, thus: 000-000-000.

No employee shall damage or cause injury to any of the fire protective appliances on any engine. The back dampers of engines shall not be opened while running ahead, nor the front dampers while running tender first, except when there is snow on the ground and it is necessary to take such action in order to have engine steam properly.

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

**To all Agents, Dispatchers and Operators:**

All employees having received instructions to report fires occurring on or adjacent to the right-of-way, it shall be the duty of Agents, Dispatchers and Operators, on receiving such report, to notify immediately the Section Foreman and the Local Fire Inspector of the Railway Commission, also the Superintendent and Supervisor of Track by wire, 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 it.

**To Section Foremen, Extra Gang Foremen, Bridge Foremen, Telegraph or other Construction Gangs, and other Track Employees:**

In all cases of fire discovered burning upon or near the right-of-way it shall be your duty to proceed immediately to such fire and extinguish it, remaining at the place of the fire as long as may be necessary to do so. It should be distinctly understood that this is a most important duty, and demands precedence over all work in which track employees may be engaged at the time, except such as immediately necessary to the safety of trains. In event the fire cannot be extinguished by individual efforts, additional help must be requested immediately by telegraph or telephone message to the Supervisor of Track or Superintendent. The section foreman on whose section the fire occurs shall, in the absence of an official of the Company, make a thorough investigation to determine the origin of the fire and submit a full report to his Supervisor. A report must be submitted giving all details possible of every fire starting or burning within three hundred feet of the track, regardless of its size or the amount of damage done.

Employees shall at all times keep the right of way free from dead or dry grass, weeds and other combustible debris. 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 require that no such burning be done along specified portions of the line, except with the written permission or under the direction of the Chief Fire Inspector or other authorized officer of the Board.

**To Superintendents, Supervisors of Track and other Officers Concerned:**

If the fire is of such extent that the section gang or other local force cannot control it unaided, the Superintendent, or in his absence his representative, must immediately arrange for the despatch of the Supervisor of Track 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 origin of and responsibility for the fire may be accurately determined.

Where fires have been reported within three hours from the time of the passage of any engine, said engine must be examined upon arrival at its terminal and a signed record kept of its condition.

**Penalty:**

General Order No. 107 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."

**Orders Nos. 188, 248, 280 and 334. Maintenance of Way Flagging Rules:**

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

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

Send out a flagman in each direction with stop signals, at least 1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 3,000 feet from an approaching train, 3,000 feet at other times and places, if there is no down grade towards the obstruction within one mile, 5,400 feet if there is a down grade towards the obstruction within one mile.

The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1,500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the Engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3.—On other lines:—

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

(b) By day place a red flag and, in addition, by night a red light, on the same side of the track as the Engineer of an approaching train, so that it will be clearly in his view, at least 3,000 feet from the defective or working point if there is no down grade towards the obstruction, 5,400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to ensure 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 flagman, as per Rule 2 and Rule 3 (d), shall be governed by his instructions and proceed to the working point or working point signal, as the case may be, and there be governed by signals or instructions of the foreman in charge.

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

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

Yellow flags by day, and in addition yellow lights by night, 3,000 feet from the defective or working point; red flags by day, and in addition red lights by night 600 feet from the defective or working point on the same side of the track as the Engineer of an approaching train, except on double track where trains run to the left, in which case signals shall be placed to the left hand side as seen by an Engineer of approaching train, and there is a clear view of at least 1,200 feet.

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

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

9.—That a signal of a serviceable type, consisting of a hunting flag 22 x 28 inches, five feet above rail level, supported by any satisfactory device which shall 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 daytime with a red flag and four torpedoes, and for night time, and when weather or other conditions obscure day signals, with a red light, a white light, four torpedoes, three red fuses, and a supply of matches.

**Order No. 236:**

1.—Whereas subsection 3 of Section 264 of the Railway Act provides that:—

There shall also be such a number of cars in every train equipped with power or train brakes that the engineer of the locomotive drawing such train can control its speed, or bring the train to a stop in the quickest and best manner possible, without requiring brakemen to use the common hand brake for the purpose.

Therefore, at least eighty-five per cent (85%) of the number of cars in every train shall be equipped as above required.

2.—When more than one engine is attached to a train the engineer of the leading engine shall operate the brakes.

3.—No light engine, nor two or more light engines coupled, when the movement is either on a single track or against the current of traffic on a double track,

shall be run a greater distance than twenty-five miles in any one direction without a Conductor appointed for service as such and possessed of the qualifications set out in Paragraph (b) of Section 5 of this Order.

4.—No Railway Company shall permit any employee to engage in the operation of trains, or handle train orders, without first requiring such employee to pass an examination on train rules and undergo a satisfactory eye and ear test by competent examiner.

5.—(a) Locomotive engineers must be at least twenty-one years of age, undergo a satisfactory eye and ear test by a competent examiner, and pass an examination on train rules and regulations and the proper care and operation of locomotives and air brakes.

(b) Conductors must be at least twenty-one years of age; undergo a satisfactory eye and ear test, and pass an examination on train rules and regulations and the operation of air brakes.

(c) Telegraph and telephone operators engaging in the operation of trains or handling train orders must be at least eighteen years of age; write a legible hand; and pass an examination on train rules and regulations. Telegraph operators must be able to send and receive messages at the rate of not less than twenty words a minute.

(d) Train dispatchers must be at least twenty-one years of age, be familiar with the line over which they have charge and pass an examination on train rules and regulations.

(e) Railway companies shall (within ninety days from the date of this order) file with the Board a copy of each examination paper for the examinations herein required to be passed by the employees of such railway company.

6.—All railway companies shall strictly conform to the rules and regulations from time to time approved by the Master Car Builders' Association governing the loading of lumber, logs and stone upon open cars, and the loading and carrying of structural material, plates, rails and girders; and no material of any kind shall be carried on the roofs of cars.

7.—(a) All open drains crossing tracks in railway yards shall be safely covered for at least five feet from the gauge side of each rail, except in time of flood, when temporary open drains may be provided if necessary.

(b) No semaphores, signals, poles, high or intermediate switchstands, or piles of material, erected or placed in future, shall be nearer than six feet from the gauge side of the nearest rail.

(c) No structure, except mail cranes, which shall be erected and maintained as directed by Order of the Board No. 5647, dated November 20th, 1908, over four feet high shall hereafter be placed within six feet from the gauge side of the nearest rail without first obtaining the approval of the Board.

(d) Water stand-pipes shall not be nearer than two feet and six inches from the widest engine cab, and the spout of the stand-pipe shall, when not in use, be fastened parallel with main track, and engineers are required to see that this is done after using any such pipe.

8.—Every person or Company offending against any of the foregoing provisions shall forfeit and pay the sum of (\$50.00) for every such offence.

**Order No. 237.** Where two main tracks parallel each other and are less than twenty feet from 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.

**Order No. 255.**—Strike out the first paragraph of double track rule 35 and substitute:

"35. Yellow flag or yellow light placed beside the track on same side as Engineer of the approaching train or where the practice is for trains to run to the left, a yellow flag or yellow light placed on the left side of the track as well as on the same side (between tracks) as the engineer of an approaching train, so that the engineer of the approaching train shall have a clear view of said signal for a distance of at least 1,200 feet indicates that the track 3,000 feet distance is in condition for a speed of not less than six (6) miles per hour, unless otherwise instructed, and the speed of the train will be controlled accordingly. A green flag or a green light placed beside the track on the same side as the engineer of an approaching train, or on the left side of a track if so operated, at a point beyond the slow track, indicates that full speed may be renewed."

**Order No. 256.**—Rule 102—Book of Operating Rules and General Regulations.

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

(2) 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.

**Order No. 257.**—Strike out the present rule 33 and substitute:—

"Watchman stations at public road crossings must, by day, display a metal disc (16 inches in diameter, white background, with the word 'STOP' in large black letters, and a black border); and by night, a red light, to warn pedestrians and persons in vehicles that a train is approaching. Where gates are provided, a red light, hooded so as to show to the highway only, must be displayed by night."



Order No. 258.—(As amended by Order No. 347).—

"That all Railway Companies within the Legislative authority of the Parliament of Canada, operating by steam, be, and are hereby directed to display blue flag by day, blue light by night, required by Rule 26 the General Train and Interlocking Rules, that a height of five feet above the rail level on a steel frame secured to the rail. Day signals may be of rigid material 22" x 28" in size with rounded corners painted royal blue, with a border of white on both sides, one and one half inches in width, set at right angle to the track, and located between the switch and the first engine, car or train occupying the track. That all switches leading to repair track of every such Railway be locked with special locks, and keys carried by the Foreman in charge of the repair work, or other responsible party, whose duty it shall be to see that employees and workmen so engaged are warned and are clear from cars or engines before any switching movement is made on such track, and also that the switches are locked after the switching movement is completed."

Order No. 263.—Rules and Regulations governing the handling of guard rails, Vestibule doors, and platforms on passenger cars.

Through and local (except suburban) trains, double track, right hand operation.—When running, all doors and platforms, except those on rear right hand side of last car, are to be kept closed. When standing, the right hand doors and platforms only, are to be open, except when necessary to open left hand doors to receive or discharge passengers.

Through and local (except suburban) trains, single track.—All doors and platforms except those on rear of last car, are to be kept closed when running.

Suburban trains, double track, right hand operation.—Doors and platforms on right hand side of train may be kept open and when open are to be securely fastened. Those on left hand side must be kept closed, except when necessary to open them to receive or discharge passengers.

Suburban trains, single track.—All doors and platforms must be kept open and when open are to be securely fastened.

Movable Guard Rails.—When there are movable guard rails on non-vestibule or open vestibule cars, guard rails must be kept closed, except that when trains are standing they are to be opened only on the side at which passengers are to be received or discharged.

Vestibule Cars.—When rear car is observation car, side gates and platforms must be kept closed when running.

Tail Gates, Chain or Bar.—Tail gate, chain or bar at rear of last car in train must invariably be kept closed.

"Suburban Trains," as used in this Order, means and applies only to trains within commutation limits when carrying commutation traffic.

Order 282. In all cases of derailment or accident to passenger cars lighted with pintch Gas or Commercial acetylene, the supply of gas must be shut off, if possible, by closing the shut valves in storage tanks underneath the body of the car. Arrangements must be made to place a key securely in the gauge box underneath the car where it will readily be accessible. Instructions must be issued to train and wrecking crews to govern this matter so that there will be no misunderstanding in case of accident.

Order No. 336.—Paragraph 6 and 9 of Rule 99 Book of Operating Rules and General Regulations, Effective June 18th, 1911, are changed to read as follows:—If recalled before another train arrives, he must, in addition to the two torpedoes, leave a fuse 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 govern, a fuse 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 fuse 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" x 28" on a staff, at least six torpedoes and five red fuses; 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 fuses.

Order 5568. 1. That every electric bell upon the line of any Railway Company subject to the legislative authority of the Parliament of Canada, installed for the purposes of protection, be inspected every morning by the sectionman in whose division or section such bell is, and tested by placing a wire across the rail, upon each side of the crossing; and that if the bell fails to ring, or rings continuously, a flagman at once be placed at such crossing, whose duty it shall be to properly protect the same until such bell is repaired, and that notice of such non-repair be at once given to the station agent nearest to such bell, whose duty it shall be to report the matter at once to the department having charge of the operating and repair of such bells.

2. That failure to comply with the provisions of this Order shall subject the defaulter to a fine of \$50; payment of which may be ordered by the Board upon proof of the offence.

Order 5736. Every Railway company is forbidden to handle freight cars in through main line passenger trains, unless such freight cars are equipped with air brakes, steel tired wheels, and special trucks designed for use in through passen-

ger train service. Provided, however, that every such company shall be at liberty to use such freight cars in its through passenger service when its baggage cars or freight cars, especially equipped as aforesaid, become disabled or unfit for use while in transit, and such cars only are available to receive the baggage or freight, as the case may be, to avoid unnecessary delay in forwarding the same. In this event the cars must not be loaded beyond their marked capacity, and the speed of train must not exceed thirty-five miles an hour. Penalty, fine of fifty dollars (\$50.00) for every such offence.

Order 6065. Every Railway company is directed to keep all its passenger stations, waiting rooms and closets clean and well ventilated; to keep the said closets and those portions of its passenger stations, where germs of disease are liable to exist, properly disinfected, and to get reports at least monthly from its employees charged with the care of passenger stations, on the cleanliness, ventilation and disinfection of its said stations, waiting rooms and closets. To keep all its cars in which passengers may travel, including the closets and smoking apartments of such cars, clean, ventilated, and in cold weather properly heated, to have at least one employee on every passenger train whose duty it shall be to see that every such car in the train is kept clean, ventilated, and, when necessary, properly heated.

To adopt a by-law (if no such by-law has already been adopted) under Section 207 of the Railway Act, prohibiting spitting in passenger stations, waiting rooms, closets, or other premises of the company and in or upon the platforms of cars in which passengers may travel, except in receptacles suitable for the purpose, and providing a penalty for breach thereof; and to post up and maintain in a conspicuous place in its passenger stations, and in such places in its cars, in which passengers may travel, where smoking is permitted, a notice of such by-law and the penalty for breach thereof. Such notices in the Province of Quebec to be printed in French and English.

To provide and maintain cuspidors in such places in its passenger stations and in its cars in which passengers may travel where smoking is permitted; and to have such cuspidors emptied and washed clean whenever necessary, but at least once in every 48 hours. To fumigate promptly and thoroughly all cars known or suspected to have carried, and all stations known or suspected to have contained, any passengers or passenger suffering from any infectious disease.

To fumigate thoroughly all sleeping cars which are regularly in service at least once every thirty days.

And it is further ordered that every such railway company be liable to a penalty in a sum not exceeding fifty dollars (\$50.00) for every failure to comply with any of the provisions of this Order and that every Railway employee whose duty it is to carry out any of the provisions of this Order be liable to a penalty of not less than two dollars (\$2.00) nor more than fifteen dollars (\$15.00) for every failure to do so. Conductors will be held responsible for seeing that the train porters or brakemen keep clean, well ventilated, and, during cold weather, properly heated, the interior of cars in their charge. Agents will be held responsible for seeing that passenger stations, waiting rooms, and closets are kept clean, well ventilated, and properly disinfected.

Order No. 10453. Where passenger cars are equipped with marker sockets in the lower position, markers shall be displayed in such lower sockets.

Order 11446. 1. That every railway company subject to the legislative authority of the Parliament of Canada, operating by steam power any railway or railways, any part or parts of which are or are constructed of, or upon, wooden trestles, the whole of which cannot be seen from an approaching train for a distance of at least one thousand feet, do, during the months of May, June, July, August, September and October of each year, provide, place and keep a watchman, track walker, fire alarm signals, ballast flooring, zinc covering over caps and intersections, or approved fire-proof paint, as hereinafter directed, for the purpose of protecting the said trestle from fire: each such company having the option of adopting any of the said foregoing methods of protection.

2. That every such company shall cause to be placed and maintained at every trestle less than thirty feet in length, one barrel of a capacity of at least forty-five gallons, and on trestles of over thirty feet in length a like barrel upon or near each end, with intermediate barrels of the like capacity not more than one hundred and fifty feet apart: Provided, however, that pile trestles over streams or other bodies of water need not be furnished with intermediate barrels.

3. That every such company shall cause the said barrels to be kept filled with water.

4. That every such company shall cause all brush and dead grass to be removed from beneath and around every such trestle, and shall cause its right-of-way crossed by such trestle to be kept free from combustible matter.

5. That, on or in the neighbourhood of timber lands or in localities distant from settlement, every such company shall cause to be provided pails for use at all trestles, and all watchmen and track-walkers shall carry such pails while upon duty at trestles.

6. That, where the protection provided is by watchman or track-walker, all trestles on main lines shall be inspected at least twice each 24 hours, at intervals of not less than 8 hours, and once every 24 hours on branch lines.

7. That in the event of any such barrel or pail not being in good and efficient condition for holding water, every such watchman or track-walker shall forthwith repair or replace the same, or if it cannot be done by him, he shall forthwith report such condition to his superior officer. Every such watchman or track walker shall see that water barrels are at all times kept filled to within ten inches of the top, or forthwith report same to his superior officer. Every such watchman or track walker, whenever any such trestle is injured by fire, shall, as soon as possible thereafter, report the same to his superior officer.

8. That the fire alarm signals be equal, in the opinion of an Engineer of the Board, to the Montauk Thermostat.

9. That if fire-proof paint is used, one coat thereof, at least equal to the Clapp Fireproof Paint, be applied at least every five years.

10. That the ballast flooring be of gravel and be at least equal to the standard of the flooring adopted by the Great Northern Railway Company, plans of which are on file with the Board under file No. 4966, case 1860. This consists of a complete coating of gravel from beneath the head of the rail to the ties, and extends laterally from outside guardrail to outside guardrail.

11. That if zinc or galvanized iron is used, the caps, stringers, and the outside of the batter posts of every such trestle, and, if the company desires, the ties, be covered with a zinc or galvanized iron covering.

12. That every such watchman or track-walker failing or neglecting to make inspection in accordance with the foregoing regulations, or failing or neglecting to make any of the reports herein required of him, or otherwise defaulting in any of the duties imposed upon him by this order, shall be subject to a penalty of fifteen dollars for each such failure or neglect.

13. That every such railway company shall cause every such watchman or track-walker to be furnished with a copy of this Order.

Sections 271 and 395. The station agent or other person in charge must record with white chalk on blackboard provided for the purpose the probable time of arrival of passenger trains that stop at station where notice is posted. Penalty \$50.00.

Sections 273 and 390. During the time navigation is open or swing bridges used to allow boats to pass every train shall stop before coming on or crossing over such bridge and not proceed until proper signal has been given, except where such swing bridge is interlocked. Penalty \$400.00 or six months' imprisonment or both.

Sections 274 and 392. Any engine approaching a highway crossing at rail level must sound whistle at least eighty rods before reaching such crossing. The bell shall be rung continuously from the time of the sounding of whistle until engine has crossed such highway except within the limits of cities or towns where municipal by-laws are in force prohibiting such sounding of whistle and ringing of the bell. Penalty \$8.00 for each offence.

Sections 275 and 393. No train shall pass in or through any thickly peopled portion of any city, town or village at a greater speed than ten miles an hour unless the track is fenced or properly protected. Penalty \$100.00.

Section 387. Every employee of any company who directs or knowingly permits any freight, merchandise or lumber car to be placed in any passenger train in the rear of any passenger car in which any passenger is carried is guilty of an indictable offence.

Section 413. Every Conductor, Engineer, Train Dispatcher, Telegraph Operator, Station Agent, Switchman, Signalman, Bridge Tender, or any other person who is intoxicated or under the influence of liquor while on duty in charge of any train in any employment having to do with the movement of trains upon any railway is guilty of an offence and shall be punished by a fine not exceeding \$400.00 or imprisonment not exceeding five years or both.

Section 414. Every person who sells, gives or barter any spirituous or intoxicating liquor to or with any servant or employee of any company while on duty is liable on summary conviction to a penalty not exceeding \$50.00 or to imprisonment with or without hard labor for a period not exceeding one month or both.

#### To Passenger Trainmen:

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

THE CLEARANCE OF THE FOLLOWING STRUCTURES IS LESS THAN SIX FEET FROM THE NEAREST RAIL, AND NO EMPLOYEE MUST RIDE ON THE SIDE OF CARS OR ENGINES NEXT THERETO WHILE PASSING SAME:—

#### 30th District

Valleyfield.....McDonald & Robb's Siding; Shed.  
".....Montreal Cotton Co.'s Siding-Boiler House.

#### 31st District

Bank Street Yard.....Ottawa Construction Co.'s Siding (Bridge and Platform).  
Export Lumber Co.'s Siding (Building).  
Bank Street Subway Bridge.



# Laws Pertaining to Hours of Service Must be Strictly Observed by All Employees.

**AN ACT to promote the safety of employees and travelers upon railroads by limiting the hours of service of employees thereon.**

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of this act shall apply to any common carrier or carriers, their officers, agents, and employees, engaged in the transportation of passengers or property by railroad in the District of Columbia or any Territory of the United States, or from one State or Territory of the United States or the District of Columbia to any other State or Territory of the United States or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States. The term "railroad" as used in this act shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any common carrier operating a railroad, whether owned or operated under a contract, agreement, or lease; and the term "employees" as used in this act shall be held to mean persons actually engaged in or connected with the movement of any train.

Sec. 2. That it shall be unlawful for any common carrier, its officers or agents, subject to this act, to require or permit any employee subject to this act to be or remain on duty for a longer period than sixteen consecutive hours, and whenever any such employee of such common carrier shall have been continuously on duty for sixteen hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten consecutive hours off duty; and no such employee who has been on duty sixteen hours in the aggregate in any twenty-four-hour period shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty: Provided, That no operator, train dispatcher, or other employee who by the use of the telegraph or telephone dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements, shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four-hour period in all towers, offices, places, and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places, and stations operated only during the daytime, except in case of emergency, when the employees named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four-hour period of not exceeding three days in any week: Provided further, The Interstate Commerce Commission may after full hearing in a particular case and for good cause shown extend the period within which a common carrier shall comply with the provisions of this proviso as to such case.

Sec. 3. That any such common carrier, or any officer or agent thereof, requiring or permitting any employee to go, be, or remain on duty in violation of the second section hereof, shall be liable to a penalty of not less than \$100 nor more than \$500 for each and every violation, to be recovered in a suit or suits to be brought by the United States district attorney in the district court of the United States having jurisdiction in the locality where such violation shall have been committed; and it shall be the duty of such district attorney to bring such suits upon satisfactory information being lodged with him; but no such suit shall be brought after the expiration of one year from the date of such violation; and it shall also be the duty of the Interstate Commerce Commission to lodge with the proper district attorneys information of any such violations as may come to its knowledge. In all prosecutions under this act the common carrier shall be deemed to have had knowledge of all acts of all its officers and agents: Provided, That the provisions of this act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employee at the time said employee left the terminal, and which could not have been foreseen: Provided further, That the provision of this act shall not apply to the crews of wrecking or relief trains.

Sec. 4. It shall be the duty of the Interstate Commerce Commission to execute and enforce the provision of this act, and all powers granted to the Interstate Commerce Commission are hereby extended to it in the execution of this act.

## TRAIN SERVICE

The requirement for ten consecutive hours off duty applies only to such employees as have been on duty for sixteen consecutive hours. The requirement for eight consecutive hours off duty applies only to employees who have not been on duty sixteen consecutive hours, but have been on duty sixteen hours in the aggregate out of a twenty-four-hour period. Such twenty-four-hour period begins at the time the employee first goes on duty after having had at least eight consecutive hours off duty.

The term "on duty" includes all the time during which the employee is performing service, or is held responsible for performance of service. An employee goes "on duty" at the time he begins to perform service, or at the time he is required to be in readiness to perform service, and goes "off duty" at the time he is relieved from service and from responsibility for performance of service.

"Employees Amenable": All employees engaged in or connected with the movement of any train, as described in Section 1, are within its scope. Train dispatchers, conductors, engineers, telegraphers, firemen, brakemen, train baggage-men, who, by rules of carriers, are required to perform any duty in connection with the movement of trains, yardmen, block signal operators, come within the provisions of the statute.

"Act of God": An act of God has been generally defined as something which occurs exclusively by the violence of nature; at least an act of nature which implies an entire exclusion of all human agencies.

"Casualty": Casualty within the meaning of the proviso in Section 3 of the Hours of Service Act, is an act which proceeds from an unknown cause or is an unusual effect of a known cause.

"Unavoidable Accident": An unavoidable accident must be an inevitable accident which could not have been foreseen and prevented by the exercise of that degree of diligence which reasonable men would exercise under like conditions, and without any fault attributable to the party sought to be held responsible.

"Unforeseen Delays": Unforeseen delays are those the result of a cause not known to the carrier or its officer or agent in charge of such employee at the time said employee left a terminal, and which could not, by the exercise of reasonable diligence, have been anticipated and prevented.

Train dispatchers are charged with responsibility for observance of the law. They must make due allowance for the time employees are on duty before starting from initial point and time ordinarily consumed in securing release after arrival at terminal.

They must in directing the movement of a train, at all times, consider not only conditions known to exist, including state of repair, or efficiency of the locomotive or cars in the train, physical characteristics of the road, weather conditions, performance of the train during earlier part of trip, tonnage of train and all things which, in the judgment of a man skilled in train operation, may retard its movement, but also such customary and usual delays as experience has shown are reasonably likely to arise; and they must allow in addition to the running time of the train a reasonable time to meet such conditions and delays so that employees will not be kept on duty by reason thereof beyond the legal period.

They must not permit a train to pass a relay point or leave a terminal unless it has sufficient time to run to the next relay point or terminal before the expiration of sixteen hours from the time the crew went on duty, or unless adequate provision is made to relieve the crew of said train before the expiration of sixteen hours on duty; and in determining such questions of time reasonable allowance must be made, as above stated, not only for all known conditions but also for such customary and usual delays as experience has shown are reasonably likely to arise.

Should a train fail to make the expected run, the dispatcher must ascertain the cause, and if delayed by a "casualty," "unavoidable accident," "act of God," or "any occurrence which could not have been foreseen and guarded against," the crew may continue on duty as intended to the next relay point or terminal; otherwise, the crew must be relieved before the expiration of sixteen hours on duty.

A "relay point" is defined as an intermediate station between terminals at which provisions are made to terminate, exchange and start crews; to care for and furnish fuel and water to engines, and at which facilities exist to store and switch trains clear of the main track.

## TELEGRAPHERS

The proviso in Section 2 of the Statute covers every employee, who, by the use of the telegraph or telephone, handles orders pertaining to or affecting train movements. In order to preserve the obvious intent of the law this provision must be construed to include all employees who, by the use of an electrical current, handle train orders, or signals which control movements of trains.

The prime purpose of this law is to secure additional safety by preventing employees from working longer hours than those specified in the act. Therefore a telegraph or telephone operator who is employed in a night and day office may not be required to perform duty in any capacity or of any kind beyond nine hours of total service in any twenty-four-hour period.

Operators in a continuously operated night and day office who remain on duty ten hours in two shifts of five hours each in a twenty-four-hour period, perform excess hours of service.

A telegraph operator employed for six hours and then, after an interval, for three, in the same twenty-four, is not employed for a longer period than nine hours.

Brief periods allowed for meals should not be deducted from the time of service and does not break its continuity.

The statute is remedial in its intent and must have a broad construction so that the purpose of the Congress may not be defeated. The phrase "continuously operated night and day" is interpreted as applying to all offices, places, and stations operated during a portion of the day and a portion of the night, a total of more than thirteen hours.

The phrase "operated only during the day time" refers to stations which are operated not to exceed thirteen hours, in a twenty-four-hour period, and is not considered as meaning that the operator thereat may be employed only during the day time.

The act provides that operators employed at night and day stations, or at day time stations may, in case of emergency, be required to work four additional hours on not exceeding three days in any week. Manifestly, the emergency must be real and one against which the carrier cannot guard.

"In any week" is construed to mean in any calendar week beginning with Sunday.

These provisions apply to employees in towers, offices, places, and stations, and do not include train employees, who, by the terms of the law, are permitted to be or remain on duty sixteen hours consecutively or sixteen hours in the aggregate in a twenty-four-hour period, and who may occasionally use telegraph or telephone instruments for the receipt or transmission of orders affecting the movement of trains.

NOTE.—In all cases where schedules or agreements conflict with the law, the law takes precedence.

There should be no change made in the application of these rulings without first taking it up with the management.

It is not permissible for any member of the relieved crew, when tied up on excess hours of service law, to watch engine, and every effort must be made to secure a competent person to act as engine watchman.

All excess hours of service must be reported by wire to Trainmaster.

Conductors will, in addition to wire report, send to Trainmaster Form 304 reporting excess hours of train and enginemen, and full information concerning same.

Telegraphers will, in addition to wire report, send to Chief Train Dispatcher special form, showing their full name and address, point at which employed, occupation, dates on which excess service is performed, hours worked and hours and minutes of excess service performed, and full information concerning same.



# AIR BRAKE AND AIR SIGNAL RULES

## GENERAL NOTICE

The following rules are issued for the government of all employees whose duties bring them in contact with the operation of the Air Brake and Air Train Signal. If in the judgment of anyone whose duty it is to enforce a rule, such rule cannot be or ought not to be enforced, he must at once bring it to the attention of those in authority. It is also expected that prompt report will be made of any difficulty experienced in controlling trains.

### Rule No. 1.

Engineers, trainmen, inspectors and Air Brake repairmen must be thoroughly conversant with the operation and care of the Air Brake and Air Train Signal.

### Rule No. 2.

## RESPONSIBILITY

The Conductor and Engineer are both responsible for seeing that the brake is in perfect working order, and properly connected throughout the entire train, before starting from terminal stations and points at which it has been disconnected.

### Rule No. 3.

## PIPES, UNDER LOCOMOTIVE TENDER

The brake pipe and Air Signal pipe, under locomotive tender, must always be blown out thoroughly just before the air hose are coupled. The Inspectors or trainmen making couplings must do this.

### Rule No. 4.

## TERMINAL TEST

When an engine has been coupled to a train at the initial point of its run (and after taking whack of same) a terminal test of brakes must be made. Test to consist of a car to car examination to note that brake can be applied and released from locomotive, adjust piston travel, stop leakage, and do any other brake work possible to put train in a serviceable condition.

### Rule No. 5.

## BLEEDING OFF BRAKES

Bleeding off brakes while road engine is coupled to train is prohibited, except when a brake cannot be released from engine and cause cannot be remedied; it must then be cut out by closing cut-out cock in cross over pipe, and auxiliary reservoir bled; release valve attached to auxiliary reservoir on passenger cars must be left open and remaining brakes in train again tested as per Rule No. 8.

### Rule No. 6.

## RUNNING TEST

Engineers on passenger trains, after leaving a terminal or any port where the make-up of their train has been changed, must, as soon after starting as the speed of the train will permit without closing the engine throttle, apply the brakes sufficiently to know that they are in good working order, and noting that the length of the train line exhaust is in keeping with the length of the train.

This must also be done with all trains at a safe distance before commencing the descent of steep grades, approaching railway crossings at grade, junctions, draw-bridges, and points where trains would be attended with accident.

### Rule No. 7.

## CONDUCTOR MUST STOP TRAIN

If Engineer fails to observe Rule No. 6, Conductor must stop train by opening Conductor's valve and ascertain cause of such failure. A report must be made of all such cases.

Passenger cars of recent build are fitted with two complete brake equipments, which apply and release in both service and emergency applications. The brake cylinders are both connected to the same brake rods, and therefore assist each other. In addition to the auxiliary reservoir belonging to each brake equipment there are also two large supplementary reservoirs but are not used at present by this Company, the handles of cut-out cocks in pipes leading to these reservoirs being wired in a closed position.

## ROAD TEST

When train, for any reason, is parted between air cars, or air hose has burst, after all couplings have again been united, brakes must be applied and released from Engineer's brake valve, and trainmen must see that brake on car immediately behind the point of separation, and on last two cars, operates properly. If a car is taken into a passenger train, the signal to apply brakes must be given from the air signal on that car, but signal to release brakes must be given from air signal on rear car in train. In every case of testing air brakes on passenger trains the signals to apply and release brakes must be given from train signal.

### Rule No. 9.

Before starting trains, trainmen must see that all brakes are released and brake-shoes clear of the wheels.

### Rule No. 10.

## AIR GAUGES

Conductors must consult the air gauge in caboose frequently and Engineers must likewise consult Engine air gauge to be sure that full pressures are being maintained at all times.

### Rule No. 11.

## CUTTING OUT BRAKES

Brakes must be cut out when any portion of the rigging has failed, where with proper handling continual sticking occurs, or where there is a leak at triple valve exhaust, or at pressure retaining valve, which cannot be stopped, but they must not be cut out unnecessarily. More than two consecutive brakes must not be cut out, and none on the car next to Engine, which must always have a quick action triple valve in good working order.

### Rule No. 12.

## NOTIFY ENGINEER

Engineer must be notified at once when it is necessary to cut out any brake in his train.

### Rule No. 13.

## DEFECTIVE BRAKE PIPE ON PASSENGER CAR

Should the brake pipe on a passenger car be defective, so that it cannot be used in a train, the car must not be sent out of any terminal point on a passenger train, without authority from the Trainmaster or Superintendent, and when such is given the car must be placed on rear end of the train and its hose coupled to the car ahead, and all train pipe angle cocks opened except the one on head end of car with defective pipe. To guard against running back in case it uncouples on a grade, a brakeman must ride in this car and be prepared to use hand-brakes which must previously be known to be in good condition.

Should the air-brake and the hand-brake both be defective, and it is necessary to haul the car, it must be placed second from the rear, and the hand brake on the last car known to be in good condition. The car must be set out at first opportunity.

### Rule No. 14.

## DEFECTIVE ENGINEER'S BRAKE VALVE

Engineers must not attempt to handle an air-brake train down any grade if Engineer's valve is defective in service or lap position, or if air-pump is unable to keep the train line (brake-pipe) properly supplied with air.

Complaints have been received of the brakes dragging on these as well as on other cars in long passenger trains, and when such a condition develops, all concerned must be guided by Rule No. 5, which as will be noted prohibits the indiscriminate bleeding of brakes by trainmen. Instead of resorting to this method of releasing stuck brakes, a clear and distinct release brake signal as per rules must be given to the engineer by the train air signal and engineer must release brake with his brake valve. If brake cannot be released by this method, while

### Rule No. 8.

## 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 valve must not be closed until train stops. Under no other circumstances must hand-brakes be applied on cars upon which the air-brake is being used.

### Rule No. 16.

## STANDING ON GRADES

When necessary for a train with an engine to stand on a grade for over five minutes air-brakes must be released and train held by hand-brakes. If cars are to be detached from a train or engine, the air brakes must be released and hand-brakes immediately applied before they are detached, and held applied until signal is received from engine to release same.

### Rule No. 17.

When cars upon which the air-brake is working are set out at any point, the auxiliary reservoirs must be bled before hand-brake is applied to secure cars in siding.

### Rule No. 18.

## DOUBLE HEADING OF LOCOMOTIVES

When two or more engines are coupled in the same train, the air hose must be united and the brakes tested and operated from the head engine. For this purpose a cut-out cock in the brake pipe just below the brake valve on all engines except the leading engine, must be closed, air pumps kept running, brake valve handles in running position, and the maximum air pressure maintained. This procedure must also be followed when handling dead engine in train, but in this case the pump, of course, cannot be run.

### Rule No. 19.

## EMERGENCY APPLICATION OF BRAKES

Brakes must not be applied quickly only when necessary to avoid accident, and in such cases engine must not be reversed if driver brake is operating. Brake valve handle must be placed in emergency position, and left there until the train has stopped or the cause removed. On freight trains the brakes must not be released until after the train has stopped.

### Rule No. 20.

## USE OF SAND

Sand must always be used in emergency. When sand is once started it must be allowed to continue running until stop is completed.

### Rule No. 21.

## PARTING AIR HOSE

Air hose must not be pulled apart forcibly; instead they must be separated by hand.

### Rule No. 22.

Conductors on freight trains must attach an air-brake defect card to the cross-over pipe of every car which has a defective brake and which is not already so carded.

**Note A.**—Remember a loaded train cannot be stopped in the same distance as an empty train—all other conditions being the same.

**Note B.**—On level track all the braking power is available for stopping, while on descending grades a portion must be utilized to prevent increase in speed; therefore, the necessity for having trains under control from the start.

**Note C.**—Keep in mind also that on level track a train running 20 miles per hour will require four times the Distance to Stop as compared with a train running ten miles per hour, and a thirty mile per hour train will require nine times the Distance to Stop, as compared with a ten mile per hour train.

train is running, a stop signal must be given, when the act of applying the brake to bring the train to a stop will, in most cases, cause a sufficient difference in air pressure to make the next attempt on the part of the engineer to release, successful. It is only fair to engineer to let him know promptly by signal or otherwise of any brake in train not releasing satisfactorily, as in the majority of cases he can provide for this in the manipulation of his brake valve handle.



Miles per Hour.			Time per Mile.			Miles per Hour.			Time per Mile.			Miles per Hour.			Time per Mile.			Miles per Hour.			Time per Mile.		
Miles per Hour.	Time per Mile.		Miles per Hour.	Time per Mile.		Miles per Hour.	Time per Mile.		Miles per Hour.	Time per Mile.		Miles per Hour.	Time per Mile.		Miles per Hour.	Time per Mile.		Miles per Hour.	Time per Mile.				
4.00	15 min.	0 sec.	16.98	3 min.	32 sec.	20.81	2 min.	53 sec.	26.67	2 min.	15 sec.	37.11	1 min.	37 sec.	37.11	1 min.	37 sec.	37.11	1 min.	37 sec.			
5.00	12 "	0 "	17.06	3 "	31 "	20.93	2 "	52 "	26.87	2 "	14 "	37.50	1 "	36 "	37.50	1 "	36 "	37.50	1 "	36 "			
6.00	10 "	0 "	17.14	3 "	30 "	21.05	2 "	51 "	27.07	2 "	13 "	37.89	1 "	35 "	37.89	1 "	35 "	37.89	1 "	35 "			
7.00	8 "	34 "	17.22	3 "	29 "	21.18	2 "	50 "	27.27	2 "	12 "	38.30	1 "	34 "	38.30	1 "	34 "	38.30	1 "	34 "			
8.00	7 "	30 "	17.31	3 "	28 "	21.30	2 "	49 "	27.48	2 "	11 "	38.71	1 "	33 "	38.71	1 "	33 "	38.71	1 "	33 "			
9.00	6 "	40 "	17.39	3 "	27 "	21.43	2 "	48 "	27.69	2 "	10 "	39.13	1 "	32 "	39.13	1 "	32 "	39.13	1 "	32 "			
10.00	6 "	0 "	17.48	3 "	26 "	21.56	2 "	47 "	27.91	2 "	9 "	39.56	1 "	31 "	39.56	1 "	31 "	39.56	1 "	31 "			
11.00	5 "	27 "	17.56	3 "	25 "	21.69	2 "	46 "	28.12	2 "	8 "	40.00	1 "	30 "	40.00	1 "	30 "	40.00	1 "	30 "			
12.00	5 "	0 "	17.65	3 "	24 "	21.82	2 "	45 "	28.35	2 "	7 "	40.45	1 "	29 "	40.45	1 "	29 "	40.45	1 "	29 "			
13.00	4 "	36 "	17.73	3 "	23 "	21.95	2 "	44 "	28.57	2 "	6 "	40.91	1 "	28 "	40.91	1 "	28 "	40.91	1 "	28 "			
14.00	4 "	17 "	17.82	3 "	22 "	22.08	2 "	43 "	28.80	2 "	5 "	41.38	1 "	27 "	41.38	1 "	27 "	41.38	1 "	27 "			
15.00	4 "	0 "	17.91	3 "	21 "	22.22	2 "	42 "	29.03	2 "	4 "	41.86	1 "	26 "	41.86	1 "	26 "	41.86	1 "	26 "			
15.06	3 "	59 "	18.00	3 "	20 "	22.36	2 "	41 "	29.27	2 "	3 "	42.35	1 "	25 "	42.35	1 "	25 "	42.35	1 "	25 "			
15.13	3 "	58 "	18.09	3 "	19 "	22.50	2 "	40 "	29.51	2 "	2 "	42.86	1 "	24 "	42.86	1 "	24 "	42.86	1 "	24 "			
15.19	3 "	57 "	18.18	3 "	18 "	22.64	2 "	39 "	29.75	2 "	1 "	43.37	1 "	23 "	43.37	1 "	23 "	43.37	1 "	23 "			
15.25	3 "	56 "	18.27	3 "	17 "	22.78	2 "	38 "	30.00	2 "	0 "	43.90	1 "	22 "	43.90	1 "	22 "	43.90	1 "	22 "			
15.32	3 "	55 "	18.37	3 "	16 "	22.93	2 "	37 "	30.25	1 "	59 "	44.44	1 "	21 "	44.44	1 "	21 "	44.44	1 "	21 "			
15.38	3 "	54 "	18.46	3 "	15 "	23.08	2 "	36 "	30.51	1 "	58 "	45.00	1 "	20 "	45.00	1 "	20 "	45.00	1 "	20 "			
15.45	3 "	53 "	18.56	3 "	14 "	23.23	2 "	35 "	30.77	1 "	57 "	45.57	1 "	19 "	45.57	1 "	19 "	45.57	1 "	19 "			
15.52	3 "	52 "	18.65	3 "	13 "	23.38	2 "	34 "	31.03	1 "	56 "	46.15	1 "	18 "	46.15	1 "	18 "	46.15	1 "	18 "			
15.58	3 "	51 "	18.75	3 "	12 "	23.53	2 "	33 "	31.30	1 "	55 "	46.75	1 "	17 "	46.75	1 "	17 "	46.75	1 "	17 "			
15.65	3 "	50 "	18.85	3 "	11 "	23.68	2 "	32 "	31.58	1 "	54 "	47.37	1 "	16 "	47.37	1 "	16 "	47.37	1 "	16 "			
15.72	3 "	49 "	18.95	3 "	10 "	23.84	2 "	31 "	31.86	1 "	53 "	48.00	1 "	15 "	48.00	1 "	15 "	48.00	1 "	15 "			
15.79	3 "	48 "	19.05	3 "	9 "	24.00	2 "	30 "	32.14	1 "	52 "	48.65	1 "	14 "	48.65	1 "	14 "	48.65	1 "	14 "			
15.86	3 "	47 "	19.15	3 "	8 "	24.16	2 "	29 "	32.43	1 "	51 "	49.31	1 "	13 "	49.31	1 "	13 "	49.31	1 "	13 "			
15.93	3 "	46 "	19.25	3 "	7 "	24.32	2 "	28 "	32.73	1 "	50 "	50.00	1 "	12 "	50.00	1 "	12 "	50.00	1 "	12 "			
16.00	3 "	45 "	19.35	3 "	6 "	24.49	2 "	27 "	33.03	1 "	49 "	50.70	1 "	11 "	50.70	1 "	11 "	50.70	1 "	11 "			
16.07	3 "	44 "	19.46	3 "	5 "	24.66	2 "	26 "	33.33	1 "	48 "	51.43	1 "	10 "	51.43	1 "	10 "	51.43	1 "	10 "			
16.14	3 "	43 "	19.57	3 "	4 "	24.83	2 "	25 "	33.64	1 "	47 "	52.17	1 "	9 "	52.17	1 "	9 "	52.17	1 "	9 "			
16.22	3 "	42 "	19.67	3 "	3 "	25.00	2 "	24 "	33.96	1 "	46 "	52.94	1 "	8 "	52.94	1 "	8 "	52.94	1 "	8 "			
16.29	3 "	41 "	19.78	3 "	2 "	25.17	2 "	23 "	34.29	1 "	45 "	53.73	1 "	7 "	53.73	1 "	7 "	53.73	1 "	7 "			
16.36	3 "	40 "	19.89	3 "	1 "	25.35	2 "	22 "	34.62	1 "	44 "	54.55	1 "	6 "	54.55	1 "	6 "	54.55	1 "	6 "			
16.44	3 "	39 "	20.00	3 "	0 "	25.53	2 "	21 "	34.95	1 "	43 "	55.38	1 "	5 "	55.38	1 "	5 "	55.38	1 "	5 "			
16.51	3 "	38 "	20.11	2 "	59 "	25.71	2 "	20 "	35.29	1 "	42 "	56.25	1 "	4 "	56.25	1 "	4 "	56.25	1 "	4 "			
16.59	3 "	37 "	20.22	2 "	58 "	25.90	2 "	19 "	35.64	1 "	41 "	57.14	1 "	3 "	57.14	1 "	3 "	57.14	1 "	3 "			
16.67	3 "	36 "	20.34	2 "	57 "	26.09	2 "	18 "	36.00	1 "	40 "	58.06	1 "	2 "	58.06	1 "	2 "	58.06	1 "	2 "			
16.74	3 "	35 "	20.45	2 "	56 "	26.28	2 "	17 "	36.36	1 "	39 "	59.02	1 "	1 "	59.02	1 "	1 "	59.02	1 "	1 "			
16.82	3 "	34 "	20.57	2 "	55 "	26.47	2 "	16 "	36.73	1 "	38 "	60.00	1 "	0 "	60.00	1 "	0 "	60.00	1 "	0 "			
16.90	3 "	33 "	20.69	2 "	54 "																		

## List of Company's Surgeons.

COL. J. ALEX. HUTCHISON, M.D., Chief Medical Officer, Montreal.

H. B. CARMICHAEL, M.D., Division Surgeon, Montreal, Que.

R. W. POWELL, M.D., Consulting Surgeon, Ottawa.

NAME.	RESIDENCE.	DISTRICT.	NAME.	RESIDENCE.	DISTRICT.
Dr. C. E. Allen.....	Swanton.....	Swanton.	Dr. A. B. Hyndman.....	Carp.....	East Switch South March to East Switch Kinburn.
Dr. S. H. Martin.....	Alburgh Springs.....	Alburgh Springs.	Dr. J. G. Cranston.....	Arnprior.....	East Switch Kinburn to East Switch Goshen.
Dr. H. Gaudreau.....	Lacolle.....	Lacolle.	Dr. N. McCormack.....	Renfrew.....	East Switch Goshen to East Switch Admaston.
Dr. J. C. Shanks.....	Howick.....	Howick.	Dr. T. D. Galligan.....	Eganville.....	East Switch Admaston to East Switch Killaloe.
Dr. A. Brassard.....	Valleyfield.....	Valleyfield.	Dr. J. P. McDermott.....	Killaloe.....	East Switch Killaloe to East Switch Madawaska.
Dr. J. L. Hebert.....	Coteau Junction.....	Coteau Landing to East Switch Ste. Justine.	Dr. A. J. Sparling.....	Pembroke.....	North Switch Golden Lake to Pembroke.
Dr. J. T. Hope (Acting).....	Alexandria.....	East Switch Ste. Justine to East Switch Maxville.	Dr. N. A. Davis.....	Madawaska.....	Madawaska.
Dr. J. P. Boyle.....	Casselman.....	East Switch Maxville to East Switch Carlsbad Springs.	Dr. A. N. Kitt.....	Whitney.....	West Switch Madawaska to East Switch Canoe Lake.
Dr. R. M. Rutherford.....	Hawkesbury.....	North Switch Glen Robertson to Hawkesbury.	Dr. W. T. Pocock.....	Kearney.....	East Switch Canoe Lake to West Semaphore Scotia Jct.
Dr. M. Powers.....	Rockland.....	North Switch South Indian to Rockland.	Dr. G. F. R. Richardson.....	Sprucedale.....	West Semaphore Scotia Jct. to East Switch Seguin Falls.
Dr. F. W. McKinnon.....	Ottawa.....	East Switch Carlsbad Springs to East Switch South March.	Dr. A. G. Bremner.....	Depot Harbor.....	East Switch Seguin Falls to Depot Harbor.
			Dr. J. R. Stone.....	Parry Sound.....	

### 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 consideration 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 District.

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 the 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 General Auditor.

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

## FAIR WEATHER ENGINE RATING 30th, 31st AND 32nd DISTRICTS.

WEST											EAST										
2238-2240 PASSENGER		1625 AND 1638		1640-1649		600-700 CLASS CONSOLIDATED		1200-1300 AND 1400 CLASS CROSSOVER AND SIMPLE FREIGHT		D F Dead Freight Manifest Freight	2238-2240 PASSENGER		1625 AND 1638		1640-1649		600-700 CLASS CONSOLIDATED		1200-1300 AND 1400 CLASS CROSSOVER AND SIMPLE FREIGHT		
Single	With Help	Single	With Help	Single	With Help	Single	With Help	Single	With Help		Single	With Help	Single	With Help	Single	With Help	Single	With Help	Single	With Help	
800		1600	2500	1200		1700	3000	1300	2400	D F	30th DISTRICT SWANTON	900		1800	3000	1500	2800	2150		1600	
800		1500		1200		1600		1300		M F	COTEAU JCT	900		1800		1500		1950		1600	
800		1500	2500	1200		1700	3000	1300	2400	D F	COTEAU JCT	900		1800	3000	1400	2800	2100		1600	
800		1400		1200		1600		1300		M F	OTTAWA	900		1800		1400		1900		1500	
											31st DISTRICT										
400		900		700				750		D F	OTTAWA	600	1000	1350	1900	900	1600			1050	1700
400		900		700				750		M F	MADAWASKA	600	1000	1350		900				1050	1700
											32nd DISTRICT										
850		800		650				700		D F	MADAWASKA	500		950		650				750	
850		800		650				700		M F	DEPOT HARBOR	500		950		650				750	

In figuring the tonnage of trains weights must be obtained by taking the Tare from the Car and Contents from the Way Bills

HOWICK JCT. TO COTEAU JCT.	ENGS.	1200	1300	1400	.....	1800	TONS.
"	600	700	.....	2500	"		
"		1640	1649	.....	1600	"	
		1625	1638	.....	2900	"	

BRULE LAKE TO MADAWASKA 30 PER CENT. INCREASE OF TONNAGE.

BANK ST. YARD TO GOLDEN LAKE 40 PER CENT. INCREASE OF TONNAGE.

**J. S. McADAM,**  
Chief Train Dispatcher,  
OTTAWA.



