SAFETY RULES ARE ESSENTIAL TOOLS

CANADIAN NATIONAL RAILWAYS

CENTRAL REGION

NORTHERN-ONTARIO DISTRICT







WORK SAFELY

Taking Effect at 12.01 a.m. Sunday, September 30th, 1956

GOVERNED BY EASTERN STANDARD TIME

CHECK DAYS OF WEEK WITH CARE

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

FREAD SPECIAL RULES AND INSTRUCTIONS CAREFULLY, IMPORTANT CHANGES HAVE BEEN MADE

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

DESTROY ALL FORMER TIME TABLES

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EMPLOYEES WHOSE DUTIES ARE PRESCRIBED BY THESE RULES MUST HAVE A COPY OF THEM ACCESSIBLE AND A COPY OF THE CURRENT TIME TABLE, AND SUPPLEMENTS THERETO IF ANY, WITH THEM WHILE ON DUTY.

W. H. KYLE,

VICE-PRESIDENT, TORONTO

N. A. WALFORD,

GENERAL MANAGER,

W. E. TATE,

GEN'L SUPT. TRANSPORTATION,

J. W. DEMCOE,

GENERAL SUPERINTENDENT,

A. L. ENBORG

SUPERINTENDENT TRANSPORTATION.

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	Energy Frank	PREOL DIVISION 12 Alderdale	
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	L. J. SOREL J. G. WALDBROO	Ing Office—Capreol— G. E. DICKEY J. E. THOMPSON W. C. BURCH W. C. BURCH R. N. GACNON J. W. PERO W. M. BEZPALK N. H. I.ADOUCE M. G. PETIZ M. G. PETIZ M. G. PETIZ M. G. POUDREAL N. D. MARQUUS W. O. RYAN	
	L. J. SOREL J. G. WALDBROOK	Ing Office—Capreol—Telegraph G. E. DICKEY J. E. THOMPSON W. C. BURCH N. G. GENCH R. N. GAGNON J. W. PERO W. M. BEZPALKO N. H. LADOUCEUR M. G. PEITZ J. O. BOUDREAU N. D. MARQUIS W. O. RYAN	
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	L. J. SORKL J. G. WALDBROOK Relieving Train Dispatchers	ing Office—Capreol—Telegraph Call "K" G. E. DICKEY J. E. THOMPSON W. C. BURCH R. N. GAGNON J. W. PERO W. M. BEZPAIKO N. H. LADOUCEUR M. G. PEITZ M. G. PEITZ M. G. PEITZ M. G. PEITZ M. D. BOUDREAU N. D. MARQUIS W. O. RYAN	

Dispatching Office—Hornepayne—Telegraph Call "S F. W. GARVIN H. J. WALKER F. J. McCANN R. A. K. RYAN J. J. HAWRELUK C. P. COUSINEAU G. G. GILL C. M. PRIMEAU G. G. MCNABB A. STANLEY K. J. FISHER H.D. KINLOCH J. H. STAPLES				Hornepayne.				
Dispatching Office—Hornepayne—Felegraph Call "S E. P. BURNS,				S. A. McLEOD, Road Foremen of Engines.				
Dispatching Office—Hornepayne—Telegraph Call "S E. P. BURNS,	Relieving Train Dispatchers		H. D. KINLOCH J. H. STAPLES				Consult L	
Dispatching Office—Hornepayne—Telegraph Call "S E. P. BURNS, F. WALKER			K. J. FISHER	Master Mechanic, Hornepayne.	757.6	TOTAL		
Dispatching Office—Hornepayne—Telegraph Call "S E. P. BURNS,			A. STANLEY	A. F. J. WILLIAMS,	29.2	Nakina	19 Pagwa	
Dispatching Office—Hornepayne—Telegraph Call "S E. P. BURNS, F. W. GARVIN	Tram Preparence	¥	G. G. GILL C. M. PRIMEAU	Asst. Superintendent, Hornepayne.	147.8	Armstrong	17 KowkashNakina 15 Obs Foleyet	
Dispatching Office—Hornepayne—Telegraph Call "S E. P. BURNS, F. W. GARVIN Superintendent, H. J. WALKER H. J. WALKER F. H. GLANDER H. J. WALKER F. H. GLANDER R. J. K. RYAN H. J.			J. J. HAWRELUK C. P. COUSINEAU	S. NICHOLSON, William S. Control of the Control of	49 7	Jellicoe	17 Kinghorn Longlac	
Dispatching Office—Hornepayne—Telegraph Call "S E. P. BURNS, F. W. GARVIN Superintendent, H. J. WALKER Hornepayne,			F. J. McCANN		131.6	Nakina	16 Caramat	
E. P. BURNS, Dispatching Office—Hornepayne—Telegraph Call "S	Asst. Chief Train Disp.		H. J. WALKER	Superintendent, Hornepayne.	MILES	SCHANN OLKONE HVAN RE	8 8	7
Dispatching Office—Homepayne—Telegraph Call "S"	Chief Train Dispatcher		F. W. GARVIN	E. P. BURNS,	demonstrates		NEPAYNE DIVISION	HOR
	Call "S"	elegraph C	Office—Hornepayne—Te	Dispatching				

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Rules 261 to 271 apply between Athericy and Ortilia. Movements between mileage 20 and Toronto must be governed Toronto Terminals Timetable and movements not so provided must be arranged with train styptcher at Allandole.	Gravenhüäst yard	3.6va	EILWORTHY	SATARA 3.8	WASBAGO	LONGFORD	be Jct. with Midland Sub.	get Jet. with Midland Sub.	ORILLIA FREIGHT YARD	ОАБТЕВW	HAWKESTONE	080 080	S.6 5.6 S.0	Jet, with Meaford Sub.	STROUD	BRAMIEY	LEFROY	GILFORD	BRADFORD	HOLLAND LANDING	AURORA	CHIERRY	KING	MAPLE	CONCORD	1	FAIRBANK	_	PARKDALE	- f TORONTO		STATIONS	SUBDIVISION	NEWMARKET
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NEWMARKET SUBDIVISION FOOTNOTES

TORONTO—is an initial station, Newmarket Sub.

PARKDALE—All northward trains must obtain terminal clearance.

WILSON AVE.—Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on the Rolling 18 poblibited in respect to Wilson Ave, public crossing at Grade, Township of North Nath, Milagge 8.1. Newmarket Sub, except when necessary to prevent accident. (B.T.C. 80818). "This does not prohibit the sounding of engine whistle signals when necessary to train operation.

DOWNSVIEW-

"Movements on R.C.A.F. siding over Sheppard Are crossing, Mileage 10.4, Downsview, must be protected by a member of the crew as bell circuit only extends approximately fitry (50) feet on each side of the crossing.

MILEAGE 9.1.—Mail catch post.

MAPLE—Crossover switch Mileage 18.4 is entrance to Siding.

NEWMARKET—Switching movements over Davis Drive Mileage 34.1 must be protected by member of crew performing switching operations. Freight trains occupying the passing track shall not stand closer than fifty effect from the said crossing. Cars and engines on the tracks west of the main track must be kept back a distance of 70 feet north of and 100 feet south of the travelled portion of the highway.

The sounding of engine whistle signals on any locomotive, car or other mechanism is prohibited when approaching and passing over public crossings at grade within the limits of the Town of Newmarket between the hours of 10.00 p.m. and 60.00 a.m. except for the purpose of giving such signal necessary to prevent accident. This does not prohibit the sounding of engine whistle signals when necessary for train operation.

Limits of the town of Newmarket extend between Mileage 33.0 and Mileage 34.4.

(B.T.C. Orders 64180-85631-86642.)

BRADFORD-Siding is second track in front of station.

MILEAGE 49.0.—Mail catch post.

ALLANDALE-All trains must obtain Terminal Clearance at Allandale.

Second track in front of station on Newmarket Sub. between second crossover switch located 1588 feet South of station and crossover switch located 982 feet North of station is siding for the meeting of passenger trains, all movements over Bradiord Street on Canadian General Electric Co. track will stop clear and movement over crossing must be protected by a member of crew.

BARRIE—Trains instructed to meet or wait by train order will do so at lead switch South end of station platform.

ORILLIA FREIGHT YARD-Siding is first track East of main track. HAWKESTONE-Derail is located on siding 249 feet South of North switch.

MILEAGE 96.5.—Mail catch post.

WASHAGO-All trains must obtain Terminal Clearance at Washago.

Newmarket Sub, Main Track between switches connecting with Bala Sub. Main Track is known as "Joint Section". Normal position of switches is for Newmarket Sub. Double arm signals are located on both Sub. 281 feet north of north connecting switch on Bala Sub. 387 feet north of north connecting switch on south connecting switch, respectively. To parms govern through movements on same Subs.; lower arms govern movements from one Sub. to the other. Normal on same Subs. (Trains must approach signals are "Interlocking Signals" and movements over the "Joint Section" can be made only when signals are in proceed position for the movement intended. Trains must approach signals prepared to stop, as required by Rule 98. Switches and signals to be operated by or under direction of the station operators. Approach signals located in all four directions.

GRAVENHURST YARD-All trains must be given standing inspection on both sides by MILEAGE 100.4.—Mail catch postutgoing train crews

First track west of main track Gravenhurst Yard now known as siding will be used for meeting of passenger trains. Spring switch at South entrance to yard protected by automatic signals.

GRAVENHURST-All trains must obtain terminal clearance unless train order signal

Phillip St. (first crossing south of Gravenhurst station). within 100 feet of each side of this crossing. (B.T.C. 77261.) No car shall be left standing

Mustoka Road (Third crossing south of Gravenhurst Station) Automatic bells and flashing lights. To eliminate unnecessary operation of these signals, the board crossing signal circuits on main track are nontrolled by push button switches, in a small box marked "Trainmen" locked with switch lock, and located on side of large box at this box marked "Station No. I stops and button No. 2 starrs operation of crossing signals. Siding crossing. Button No. I stops and button No. 2 starrs operation of main track and operate signals regardless of push button operation.

Track for meeting of passenger trains is second track in front of station. The track known as "SERVICE TRACK" is first track immediately north of Gravenhurst station and west of main track. Capacity 82 cars.

INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS BETWEEN ATHERLEY AND ORILLIA

1. The signals are interlocking and semi-automatic. Signal 884, deard signal and signal 885 are controlled by the operator at Orillia. These signals are also controlled by drawbridge operators at Narrows during the advertised season of navigation. Signal 883 is controlled by drawbridge operators at Narrows. Signal 889 is an automatic block signal. Signal 881 is S.P.S. (Rule, 451a Fig. 1). Protection extends to "Block End" signal opposite signal 884 and dwarf signal Atherley.

Sub. 2. Junction switches at Atherley and Orillia are normal when set for the Newmarket

The junction switch must not be set for, nor may movements be made from Midland Sub, to the Newmarket Sub, at Orillia without permisson of the operator. the

4. Train or engine movements from the Midland Sub. to the Newmarket Sub. at Atherley must be conducted as follows: Crew member shall press switch indicator button. If switch indicator then shows "so train approaching", the crew member shall "phone operator for permission to reverse the switch and, if permission granted, shall notify the operator when the switch is actually reversed, and the operator may then clear the dwarf signal. If the switch indicator shows "train approaching", the crew member must communicate with the operator by 'phone for instructions,

5. A train or engine given permission to pass a home signal displaying stop indication under Rule 264 must not pass over Narrows drawbridge during the advertised season of mavigation without permission of the bridge operator.

Protection in accordance with Rule 99 is not required between the home signals at Atherley and Orillia when the signals are in operation.

YARD LIMIT SIGNS

Washago.... Orillia..... Atherley..... Barrie..... Allandale..... Downsview..... Clair Avenue..... \ \\ \{8841 feet South of Station.\ \\ 8010 feet North of Station.\ \\ \{7771 feet South of Yard Office.\ \\ \{849 feet North of Yard Office.\ \} \}

Gravenhurst Yard..... *Special Instruction D-2 applicable. SPEED RESTRICTIONS

Freight and Mixed..... Engine with caboose or light engines (steam only).... Passenger trains Miles per hour 888

Phillip St. (first crossing south of Gravenhurst station). No engine car or train shall pass over this crossing on the main track at a speed greater than 25 miles per hour. No engine car or train shall pass over this crossing on the side track at a speed greater than 10 miles per hour. (B.T.C. 77261). Mileage Muskoka Road (third crossing South of Gravenhurst Station)-33.3 to 36.4 62.9 106.5 to 108.9 98.7 63.0 to 65.5 Curves only. Northward trains over Junction switch of Meaford and Newmarket Sub. at South end of Allandale station (B. of T.C. Order No. 85774). Between signals Nos. 883 and 884 Atherley Drawbridge B.T.C. 81737 Gravenhurst Yard North leg of Wye. PERMANENT SLOW ORDERS Miles per hour 66 66 66 45 8 10

INTERLOCKED DRAWBRIDGE AND JUNCTION

 Narrows
 Mileage 88.4 (B.T.C. 71039)

 Joint Section with Bala Sub
 Mileage 98.7 (B.T.C. 52725)

ENGINE AND CAR RESTRICTIONS

Engines heavier than 700, 800, and 1300 class must not be used beyond switch on stock pen siding at Orillia. Yard. (6100-6410) cannot be turned on wye tracks Gravenhurst

Heaviest auxiliary crane permitted 160 tons.

Car Capacity	Points face	Mileage	
Downsview Lumber Co 4	z	9.2	
Spalding Lbr. Co.—Central Lbr. Co 14	Z	9.4	
Toronto & York Road Commission 11	Z	9.5	
DeHavilland Aircraft 28	NS	9.7	
McFarlane Construction Co 10	Z	9.8	
DeHavilland Engine Overhaul Plant 81	S	10.0	
R.C.A.F. Supply Depot	NS	10.5	
First track west of main track is set off track.			
Second track west of main track is pick up track.			
Other tracks can be switched on request.			
Ontario Dept. of Highways No. 1 3	z	10.5	
Warren Bituminous Paving Co. and	n	1	
Tom Apple 1 Co I to	Ζ, (11 4	
	No.	1 .	
Canadian Petrohna Ltd	U	0.11	
Robinson Clay Products	Z	14.1	
M. Palmer 6	S	18.0	
Superior Propane Ltd 8	Z	18.3	

Orillia Institute	FLAC	Dominion Tar & Chemical Co. Ltd	Orillia Institute	Federal Farms Ltd	R. T. Allman	Office Specialty	Newmarket Dist. Co-operative	Office Specialty	Hydro Electric Power Commission	Superior Propane Ltd	M. Palmer	Robinson Clay Products	Canadian Petrofina Ltd	Toro Asphalt Co. Ltd	Community Builders Ltd
	FLAG STOPS	40	11	18	6	13	6	7	CI	00	6	10	35	28	37
Mileage 84.5		s	z	NS	z	S	S	Z	S	Z	S	z	SN	z	S
For Trains		93.4	84.5	39.5	39.3	38.7	34.0	33.7	32.8	18.3	18.0	14.1	11.5	11.4	11.1

* CONDITIONAL STOPS

No. 53 will stop at Barrie and Orillia to entrain traffic for points Washago and West. No. 46 stop on flag at Hawkestone Mondays only. No. 45 will stop Mondays to Fridays inclusive at Downsview for exchange of mails.

WAY FREIGHTS

N 0 0 5. 522 leave Washago
 523 leave Allandale
 525 leave Toronto 7.45 a.m. Tuesday, Thursday and Saturday for Allandale 7.15 a.m. Monday, Wednesday and Friday for Washago. 6.45 a.m. Daily except Sunday for Allandale.

MANIFEST TRAINS

No	No.	No	No
No. 454 leave Gravenhurst Yard 3.30 p.m. daily.	. 453 leave Washago	No. 452 leave Gravenhurst Yard 1.00 p.m. daily.	No. 405 leave Parkdale
nhurst Yard	ogo	nhurst Yard	ale
3.30	1.00	1.00	8.00 p.m. daily (Except Se
p.m.	a.m. 0	p.m.	Exce
daily.	1.00 a.m. daily.	faily.	o.m. daily. Except Sat.
Arriv	Arriv	Arriv	Arrive & Sun.
Arrive Washago	Arrive Gravenhurst Yard 1.30 a.m.	Arrive Washago	Arrive Washago & Sun.)
4.00 p.m.	1.30 a.m.	1.30 p.m.	10.45 p.m.

A North member CALL Management of sidii	the sid MILE HUNT must b and no MILE BURK SOUT	orders Tr Tr Graver ward n *SCO7	GRAV outgoir GRAV indicat Se																			8		
All train movements being made over Ottawa Street crossing on shed track running North and South and located West of main track, Milesge 76.6, must be protected by member of crew. (B.T.C. 17152). CALLANDER— CALLANDER— CHALLANDER— CHALL		orders and engine and car restrictions same page. Tack for meeting of passenger trains is second track in front of station. The track known as "SERVICE TRACK" is first siding immediately morth of Gravenhurst station and west of main track. Capacity 32 cars. Trains moving northward must not leave this service track at speed exceeding five (5) miles per hour. **SCOTIA—Register station only for trains originating. Trains originating must obtain terminal clearance.	HUNTSVILLE SUBDIVISION FOOTNOTES GRAYENHURST YARD—All trains must be given standing inspection on both sides by outgoing train crews. GRAYENHURST—All trains must obtain terminal clearance unless train order signal indicates proceed. indicates proceed. indicates proceed.	49 41 47	Daily ex. Sunday	A 5.30 A		12.10 8 4.45 8 6.50	4.30	11.45 8 4.17 8	D	F 11.17 8 3.41 8 5.25	F 3.27	11.01 8 3.15 5.00 8 3.20 ¥ 5.05	10.54 8 3.01	10.28 8 2.32 4.10 8 10.39 8 2.45 8 4.20	8 2.23 F	10.08 8 2.10 3.49	9.53	L 9.37 L 1.28 L 3.08 8 9.45 8 1.40 8 3.20	er Passenger Pa Daily lay ex. Sunday		FIRST CLASS	NORTHWARD TRAINS
tted are	33.7" track			3.1	1		107.5	95.6	-		71.0	62.2	54.8	50 80 80		34.0	-		5 60	0.0	1	Miles fro Gravenh	uret	
Curves Curves Curves Curves Curves Curves Curves Curves	r trains	or easiward trains much route the Junction with a second authority to any train to move beyond switch, which must not be used unless, or it is known that right or schedule permits the movement. They do not afford retection. Operators will have charge of switches. Trains standing at Nipissing and requiring to call in flagman from the south Huntsville Sub. will do so in accordance with rule 14 (da). Miles p.	NIPISSING— Tain Order Signal governs movements on Alderdale Sub only. Tains Nos. 44, 46 and 50 may register by delivering register ticket to Operator. Tains Nos. 44, 46 and 50 may register by delivering register ticket to Operator. Single arm signal located 1016 feet south of Nipissing indicates to northward trains, single arm signal located 1010 feet east of Nipissing on Alderdale Sub, indicates to westward trains and single arm signal located 1200 feet west of Nipissing on Alderdale Sub, indicate trains and single arm signal located 1200 feet west of Nipissing on Alderdale Sub. indicates to we have the single sub signal to the signal single sub signal signal located 1200 feet west of Nipissing on Alderdale Sub. indicates the signal sig	The state of the s			Y CALLANDER.	POW ABBAN	DEL	WYZSOUTH RIVER	RENNEDYS		EATEINE 4.0	YZ Jet. with Algonquin Sub.	NOVAR	WZ HUNTSVILLE		JALKENBURG	BOUTH FALLS	WYZGRAVENHURST YARD WZGRAVENHURST	STATIONS	lymbols	SUBDIVISION	HUNTSVILLE
ing (North	tit engines (steam only). PERMANENT SLOW by y y y y y y y y y y y y y y y y y y	we beyond adule perm ge of switt sing and raccordance accordance SPEED.	may re 015 feet et east o	_	-	н	• •		1	<u>;</u>		: :	1:	: :		: : = -	:	! !	<u> </u>	Н.	1 7	rain Ord	er Off	-
orth	eam onl	requiring to call ince with rule 14 (d	ents on gister b gister b south f Nipissi		-	z	р : В :	WS	: "	z	5 T	: to	1: 1	w z		HU	SC	· t	z ~	z z z	or	Teleph	one	-
d Souti		which movem to call ule 14 CTION	Alderda y delive of Nipis ing on A		+		38	50 00	Ť		# : # 4	: 0	1: :	D 55	10001	43	2000	59	4:	J YA	s	Ndingo	Τ	_ و
and South legs wye	ORDERS	must nent. Ti	le Sub. ring reg sing ind lderdale pissing		1		52 -	23 13		208	4 =	4	0 :	20 5	80	124	1 72	8.4	3 - 2	RD	1	Other Tracks		Car
55 56 Callander) 44	Miles per h 200 200 455 455 455	ot be used unless, or hey do not afford rear man from the south or Miles per	only. ister ticket to Operat gister ticket to Operat licates to northward t Sub. indicates to west on Alderdale Sub. indi- These signals of	50 44	Dally ex. Sund	F ≧-	2.35 11.27 2.25 8 11.18	2.43 8 11.37	•	20	3.36 12.32 3.27 8 12.22	3.44 B 12.5	F 12	3.59 8 1.0 3.56 8 12.5	4.06 s 1	8 4.28 F 1.4	1 80	4.47	5.01 2 2.	8 5.18 8 2.4	Passeng Daily ex. Sund	_	TH	
	OG GO GO	on the	or. rains, ward	- Ai	By D	H	00	02 0	0	Ç0	00	36	0	5 Q F	14	33 8	55 57	5 5	1 22	43 A	Page 4	4.	RST	
Roy Connelly	The Forest Basket Co. Ltd. Canadian Petrofina Ltd. Musikoka Wood Products Ltd. Musikoka Wood Products Ltd. International Cenamic Mining Co. Taplin's. Scotial ct. Trading Co. Thomson Heyland Lumber Co. Oakville Basket Co. and Imperial Oil. Strong Lumber Co. Dominion Tar and Chemical Co.	OTHER TRACKS Shier's. Northern Construction Company Northern Planing Mills. Acme Planing Mills. City Service Oil Co. Canadian Oil Co. Supperies Perfoleum	Heaviest auxiliary crane permitted 160 tons. Heaviest auxiliary crane permitted 160 tons. BRACEBRI DGE—Shier Lumber Company's track, also the Anglo-Canadian Le Company's track in as far as the first building beyond the highway crossing—Herengine permitted to operate to company and the permissible speed 5 miles per hour.	46	Daily		11.16	11.28			12.35	000		12.59		1.30	1.48	2.01	2.20	2.40	Passenger Daily	46	CLASS	SOUTHWARD T
Yard.	td. ng Co. Co. perial Oil	Ompany	ne permitte number Co as the fire	818	Dally	т 1/2.01	12.10	12.45	1.14	1.45	2.05	7		2.28	2.38	2.58	3.18	3.49	4.15	A 4.30	Daily	818		TRAINS
1 4 4 WAY FREIGHTS 7,00 a.m. Daily ex 8,00 a.m. Tues,, T 8,00 a.m. Tues,			AR RES	528	Tue., Thu.		40	UT C		ъ Р	5 7.55 5 7.35	. 4	Ï	5 9.20	4000				12.50	0 A 1.05 8 1.03	i i	528	FOUL	
15 16 43 GHTS Daily except Mon., Wed. (lues., Thur.	360857755b248	Car Capacity 25 3 12 8 8 4 4 9 9 3	track, also beyond the	858	н	H	7.50	•	T		9.55 9.45	Ť,	T	20 10.25 05 10.20		10.55			50 J2.03	05 A 12.30 03 12.28	H3	1000	FOURTH CLASS	
15 NS 87 16 NS 87 17.00 a.m. Daily except Sunday for Scotia. 8.00 a.m. Mon. Wed. and Friday for Scotia. 8.00 a.m. Tues., Thur. and Sat for North Bay. 8.00 a.m. (Continued on page 6)	∾ ≾∾≾∾≾≾∾∾≾∾	Pol-	the Anglo-Canad highway crossing. highway crossing2500 or	862	_	_ _	4.20		5.05		5.45		1	6.35		7.20			8.30	8.40 8.38				
9 888	767775551448884 7677775551448	M	lian Leather ig—Heaviest r 2600 Class.						14.50		20 1/		1 0				Section No. 200	V money	(+) (+			220044	y 11 kg	

Heaviest earxiliary crane permitted 120 tons. 1300 Class and 40% Consols of 2662 type, other than that Mikado, Mountain Heaviest engine permitted to operate and Rorthern type engines may be operated within yard limits Scotia at a speed not exceeding 10 miles per hour. OTHER TRACKS Canadian Wood Products Ltd. OTHER TRACKS Canadian Wood Products Ltd. 21 W 47.3 Canadian Clarcoal Co. Ltd. 4 E 58.6 Ahola No. 2 And Sons and Sons 15 W 65.0 Feter Thompson and Sons 15 W 65.0	ALGONQUIN SUBDIVISION FOOTNOTES SCOTIA—All Trains must obtain terminal clearance. BRIDGE MILEAGE 55.1—Brakes must not be applied closely approaching or upon this bridge except in emergency. When trains are double-headed engines must be cut before passing over this bridge. ALGONQUIN PARK—Algonquin Sub. main track ends 789 feet East of station. Trains may leave without obtaining terminal clearance. YARD LIMIT SIGNS Scotia. Algonquin Park. Speed RESTRICTIONS All Trains. SPEED RESTRICTIONS All Trains. PERMANENT SLOW ORDER Miles per hour. 55.1 Bridge ENGINE AND CAR RESTRICTIONS	Sec. 3 WZ ALGONOCIAN PARKER D C H 23 ZZ	Symbols Sym	HUNTSVILLE SUBDIVISION FOOTNOTES—Continued MANIFEST TRAINS No. 452 leave North Bay No. 453 leave North Bay No. 453 leave North Bay No. 454 leave North Bay No. 455 leave Rorth Bay No. 456 leave North Bay No. 457 leave North Bay No. 458 leave Savenhurst Yard 2.00 a.m. daily. Arrive Gravenhurst Yard 2.20 p.m. No. 458 leave North Bay No. 458 leave North Bay No. 458 leave North Bay No. 459 leave North of Sation. South Savenhurst Yard 450 feet North of Sation. South River 412 feet North of Sation. South River 412 feet North of Sation. 5280 feet North of Sation. 5280 feet South of Sation. 5280 feet South of Sation. 5283 feet South of Sation. 5283 feet South of Sation.
YARD LIMIT SIGNS YARD LIMIT SIGNS Zephyr 3000 feet West of West Wys Switch. Zephyr 2000 feet West of West of West witch in normal when set for the North leg of wys. SUTTON SUBDIVISION FOOTNOTES Was Freight operates Tuesday, Thursday and Saturday—Zephyr to Sutton and return. Miles per bour SPEED RESTRICTIONS 2500 and 2500 Class engines. 2500 and 2500 Class engines. 2500 and 2500 Class engines. 2600 AND CAR RESTRICTIONS Heaviest auxiliary crans permitted 160 tons.	30— SNIVEL CHANTES → S	PENETANG SUBDIVISION FOOTNOTES COLWELL—Extra trains may leave Colwell without obtaining terminal clearance. RAILWAY CROSSING AT GRADE MILEAGE 2.4 Crossing Canadian Pacific Railway Atomastic Interlocking. No train shall exceed a speed of fifteen miles per hour at the approach signal. (B.T.C. 80291). Penetang SFEED RESTRICTIONS All trains SPEED RESTRICTIONS All trains PERMANENT SLOW ORDERS All trains 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.	18.3	HWARD TRAINS SUBDIVISION STATION STATION STATION FRANCISCO Train Order Office Train Order Office Train Office Signals Sidings COOLER Train Office Signals

(B.T.L. (1800b.) (B.T.L. (1800b.) (MILEAGE 83.—Crossing Canadian Pacific Rail MILEAGE 81.—Crossing Canadian Pacific Rail MILEAGE, When signalman not on duty signals will "Stop" indication. FLAG STOPS MI Ferndale YARD LIMIT SIONS Burlington. 13900 feet North of junction switch will coorgetown. 3698 feet South of cross-over switch. Georgetown. 3698 feet South of station. 4700 feet South of station.	Signalman is on duty 7.45 a.m. to 11.45 a.m., 12.45 p.m., o 4.45 p.m., and 7.60 p.m. to departure train No. 669 week days only. For any C.N.R. trains which are to pass outside these hours, signalman must be called to operate interlocking blan. When stans not conduty route must be left set clear for C.N.R. trains. All trains shall not exceed a speed of fifteen (15) miles per hour when they are approaching this crossing and are within five hundred elect of the home signal.	when necessary for train operation. GEORGETOWN—All trains must obtain terminal clearance. Conductors of Milton Sub. trains must etail the train dispatcher, stratford, from 'phone at junction awitch for information results of the strategy of the second substantial projects of the second substantial projects on the second substantial projects on the second substantial projects on the second substantial substanti	The sounding of any engine whistle in respect to Brant Street Highway Crossing, which is first highway crossing. North of station is prohibited except when necessary to prevent accident (B.T.C. 61080). This does not prohibit the sounding of whistle	MILTON SUBDIVISION FOOTNOTES BURLINGTON—Train order signals govern Oakville Subdivision and Beach Subdivision trains only. All Milton Subdivision trains only.	ex. Sunday 661	F 11.01 A 11.15	s 10.38 s 10.51		\$ 10.05 \$ 10.15		s 9.15 s 9.22	s 9.08 F 9.11	P 8.38	F 8.18	я 8.00 8 8.13	F 7.46	ex. Sinday AM	661 Passenger Dally	NORTHWARD TRAINS
dian Paduty signature duty signature	I.45 a.m Vo. 662 v itside the int. Wh P.R. tra per hou e hundre	t obtain s must nction sy nction sy ncher car cher flag y in train in front INGS A	whistle in first higher necest prohib	nals governals only.			74.4		54.9		36.2	30.9	25.6	22.5	7.8 . 13.9 .	5.6		Miles fro Burlingt Switch	on Jct.
					Rules 4 and 44 applicable.	-	OOOKHTOWNWWOTRAGO	Jet. with All	TOTTENHAM.	OALEDON BAST	OHBL/TÉNHAM	TERRA OOTTA	WYZ Jet. with Brampton Sub. GEORGETOWN Jet. with Brampton Sub.	MANSSTOOD		RWZ BURLINGTON 5.6	: Jet. St	Symbols	MILTON
Heaviest Bagine pernitred to operate. Heaviest auxiliary crane pernitred 190 OTHER TRACKS Car Capacity Poil Glover Basket Co. 26 Aluminate Chemicals 25 Butler Manufacturing Co. 31 Canadian Meter Co. Ltd. 9 P. L. Robertson 8 Meadowglen Growers Ltd. 3 Smith and Stone 8 WAY FREIGHTS	25.0 25.6 to 2 25.8 to 2 49.1 54.8 81.3 to 8 Through Meal	All Loaded I. All Loaded I. Georgetown All Loaded B Allandale Mileage (Way) no engith bour when it is (B.T.C. 81932 Mileage	Freight a Freight a Northwa George Northwa	Passenge Passenge Passenge		U :	U	1	 		Z 5	Q :	z z			U Z	T	rain Orde Telepho	er Office
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Heaviest Engine pentitis Heaviest Engine pentitis Heaviest auxiliary crane OTHER TRACKS Car Glover Basket Co	hward Tra hway Cros hway Cros e and Curv t Allandald that track	t Trains b t Trains b t Trains b t Trains b t MANEN7 Tossing of tr or train roaching at	Trains (40 Trains b	SPEED RESTRICTIONS as between Burlington and C s between Georgetown and s (over 40% engines)		YARD	30	1	7 : :	1 17	-	17		۰	30 33	N IO		Other Tracks	Car
AR RES	sing) (B.T sing) (B.T es (North connecti	between G petween G SLOW Middle Shall excee	5% or over etween I	TRICTIC rlington a orgetown angines)	ez. Sunday 662	₽ 4.44 L 4.35	8 5.05	F 5.16	8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	5.49	# 6.13 8 6.08	F 6.19	6.34 6.34 6.37	F 6.53	# 7.20 8 7.10	A 7.38	ex. Sunday	662 Passenger Dally	FIRST
Heaviest Bagine permitted to operate	26.0 Curre	Allandale. 20 All Loaded Ballast Trains between Burlington and Georgetown. 15 Georgetown. 15 All Loaded Ballast Trains between Georgetown and All Loaded Ballast Trains between Georgetown and Allandale. PERMANENT SLOW ORDERS 20 Mileage 0.3 Crossing of Middle Road Queen Elizabeth Way) no engine, car or train shall exceed a speed of 6 miles per hour when it is approaching and is within 300 test of the crossing, Mileage All II Trains Mileage 10.	Frieght and Mixed Trains	NS Miles per hour id Georgetown. 35 and Allandale. 45	CI B		7.45		9.30		10.35 10.25	10.45		3 12.01		1.45		Freight Mon., Wed.	SOUTHWARD TRAINS RST FOURTH CLASS
H. P. She Smart's Canadian Collingwo	Heaviest I Mg. 28.2 Heaviest	Mileage 4.2 to 4. 5.3 King 30.3 First	All Trains	Lake Junction	MILEAGE 4.3—Crossing Cana when it is passing the a		ALLIMIL, I		 ←			41						_	NORTHWARD TRAINS
H. P. Sheppard & Sons Smart's Canadian Oil Collingwood Milling Co	Engine per to Colling tuxiliary c	4 Approa St., Allis	All Trains	tion	dian Pacif pproach s	-	AKE JU			40.0 RW			23.2	9.5	5.7	0.0	+-	es from mil	
OTHER TR	ENGINE AND CAR RESTRICTIONS fleaviest Engine permitted to operate Allimil to Mig.5.5 40% consols of 2500 and 2500 Class. Mig. 23.2 to Collingwood	PERMANENT SLOW ORDERS Mi 4 Approach C.P.R. Crossing (B.T.C. 78874)	SPEED RESTRICTIONS	YARD LIMIT SIGN 9824 feet South of Junction Switch	MILEAGE 4.3—Crossing Canadian Pecific Railway Automatic interlocking. No train shall exceed a speed of fifteen miles per hour when it is passing the approach signal. (B.T.C. 79962).	RAILWAY CROSSING AT GRADE	ALLISTON SUBDIVISION FOOTNOTES AKE JUNCTION—Extra trains may leave without obtaining terminal clearance.		Special Instruction No. 2 applicable.			GLEN EURON	End of Steel	MAIN TRACK BETWEEN MILEAGE	ALLISTON	Jet. with Milton Sub.	STATIONS	WC CR	ALLISTON
Car Capacity 8 3 4	RICTION 5 40% con	RDERS	ONS	N 9624 feet	No ff	C GRADI	FOOTI e without			0	d .	. 0	\div		A :	۳ :	 	n Order elephone	
Points face N S S S	IS sols of 2500 an	, 🗷	20 miles per hour.	South of Junc	ain shall exce	ev	NOTES obtaining ter		-	··· YA RD		: 2			F :		Sidi		Capacity
	d 260 . 1300	Miles per hour All Trains 15 10	les per l	tion Sw	d a spec		minal cl		-		- 4		<u>:1</u>		- :		Tra	eks .	SOUTHWARD TRAINS

ALLANDALE—Train No. 62 will sarrive on and train No. 662 will leave from second track in front of Allandale Station. West Side. This track is known as Millon Sub. main track from first crossover switch north of Allandale Station. COLWELL Extra trains will not register unless so instructed ANGUS by Train Dispatcher. LAKE JUNCTION is Register station for first and second class trains. MILEAGE 41.3.—Mail catch post. MEAPORD—Movements over Bridge Street Crossing, just Sol. 5 to MEAPORD—Movements over Bridge Street Crossing, just Sol. 5 to MEAPORD—Movements over Bridge Street Crossing, just Sol. 5 to MEAPORD—Movements over Bridge Street Crossing, just Sol. 5 to MEAPORD—Movements over Bridge Street Crossing, just Sol. 5 to MEAPORD—Movements over Bridge Street Crossing, just Sol. 5 to MEAPORD—Movements over Bridge Street Crossing, just Sol. 5 to MILEAGE 7.5.—Crossing Canadian Pacific Railway; automatic interlocking, (B.T.C. 62815). WORD LIMIT SIGNS Allandale Allandale Sol. 5 to Sol.	CALINES CANADALE
Mileage Through turnout at Allandale, connecting Meslord and Milton Sib. main tracks Infall St., Northward trains 400 feet Infall St., Northward Milton Molect of the said creasing (B.T.C. 68968). 10. 4 Highway Crossing Angus (B.T.C. 68968). 10. 5 Hume St. Collingwood (B.T.C. 68969). 10. 6 Have St. Collingwood (B.T.C. 68969). 10. 6 Hume St. Collingwood (B.T.C. 68969). 10. 10 Hume St. Collingwood (B.T.C. 68969). 10. 2 Hume St. Collingwood (B.T.C. 68969)	SOUTHWARD TRAINS SILLONI OLLASS OLL
All trains—All Other Tracks. YARD LIMIT SIGNS YARD LIMIT SIGNS YARD LIMIT SIGNS Innetion with Meaford Sub. C.N.R. Junction. NOTE—These latter two boards provided protection trackage into respective stations and it will be understood protection is also provided between these boards on through track. DEPOT HARBOR SUBDIVISION PERMANENT PARRY SUBDIVISION Bay—Track extends 2,000 feet East from switch to movement to and from Depot Harbor. Bay—Track extends 2,000 feet East from switch to (B.T.C. 22166) STATIONS Allege 0.1 1924 feet North. Allege 0.1 1924 feet North. SUBDIVISION DEPOT HARBOR STATIONS STATIONS STATIONS BY SUBDIVISION STATIONS BY AND STATIONS BY AND AND AND PERMANENT SICNS AND AND AND AND AND AND AND A	SUBDIVISION SUBDIVISION STATIONS Fig. O.0 BZ Jet with Medical Selb. O.1 LANGUES O.2 LANGUES O.3 LANGUES O.4 LANGUES O.5 LANGU