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6.28	6.39	6.51	7.02		7.09	7.16	7.24	7.36	7.44	7.54	8.08	8.15	Passenger Dally	10	1 8		
7.22	7.33	7.44	7.53	7.55	8.01	8.09	8.17	8.29	8.37	8.48	9.03	A 9.10 A	Mixed Daily ex. Monday	102	BECOND CLASS		EASTY
3.32	3.46	4.00	4.11		4.19	4.28	4.37	4.51	5.01	5.13	5.30	A 5.40 A	Freight Daily	414	CHASS		EASTWARD TRAINS
1.26	1.42	1.58	2.09		2	2.35	2.47	3.01	3.10	3.25	3.43		Freight Daily	804	Č		SALINS
9.16	9.32	9.48	9.59		10.10	10.24	10.36	10.50	10.59	11.14	11.31	3.55 A 11.40 A	Freight Daily	816	FOURTH CHASE		
4.57	5.13	5.27	5.38		5.48	6.01	6.13	6.28	6.39	6.55	7.13	A 7.25	Freight Daily	820	855		
	200												23 43		H230		WESTWARD TRAINS
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			Rules 4  and 44 applicable.		JELLICOE	KINGHORN	KEENVILE	GERALDTON	GERALDTON BAST	ocropus	LONGLAG	Jct. Switch with Caramat Sub.	STATIONS	000	MINISTORIA		
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	1-01	419	Dally	m	L 3.55	4.18	4.36	5.10	5.11	5.36	A 6.01	AM	Freight Daily	412	CLASS	THIRD	EASTWARD TRAINS
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SECOND

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WESTWARD TRAINS

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Passenger Dally

Passenger Daily ex. Monday 103

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STATIONS

Sidings

Other Tracks

Passenger Daily

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SUBDIVISION

Train Order Office or Telephone

KOWKASH

Capacity

FIRST

Miles from Nakina

# KOWKASH SUBDIVISION FOOTNOTES

4.05 A 1Q.35 A 3.35

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.KOWKASH ...

6.55 6.41

Junction switch between Paywa and Caramat Subdivisions is located at mileage 180.6, Caramat Subdivision, 5038 feet east of station, the position of this switch is normal when set for main track Hornepayne to Nakina. NAKINA-Time of train 102 applies at stations

Subdivision ma east of station. Track for meeting passenger trains is the first track north of Caramat division main track, the switches of which are 1,222 feet and 4,916 feet

All trains must be given standing inspection on both sides by outgoing

MILEAGE 23.7—Mail catch post.

MILEAGE 45.4—Mail catch post.

MILEAGE 82.3—Mail catch post.

train crews. ARMSTRONG—Time of train 102 applies at station.

All trains must be given standing inspection on both sides by outgoing

Spring switch located at east end of yard, home signal located at mileage 111.5, distant signal at mileage 109.9. Signals do not have track circuits and afford no protection to engines, trains or cars standing on main track in advance of such signals, nor do they indicate position of any but main track switch at east end of yard. Nule 104-A applicable except speed of 15 miles per hour must not be exceeded until entire train has passed through this spring principle.

# EMERGENCY TELEPHONE-Mileage 12.2 (in booth).

#### YARD LIMIT SIGNS

Ferland..... ..... ..... 5909 feet West of station. 56888 feet West of station. 6540 feet East of station. 8999 feet East of station.

2222

o. 401 leave Nakina
o. 403 leave Nakina
o. 402 leave Armstrong
o. 404 leave Armstrong

6.00 p.m. daily. 12.15 a.m. daily. g 10.30 p.m. daily. g 5.35 a.m. daily.

Arrive Armstrong 11.30 p.m Arrive Armstrong 4.45 a.m. Arrive Nakina 3.00 a.m. Arrive Nakina 9.05 a.m.

SPEED RESTRICTIONS

Miles

Passenger Trains.
Freight and Mixed Trains.
Engine with caboose or light engines (steam only). Heaviest auxiliary crane permitted 160 tons. ENGINE AND CAR RESTRICTIONS 75 60 40

Nipigon Lake Timber Coy...... Abitibi Power and Paper Coy. No. 7.... Abitibi Power and Paper Coy. No. 5... OTHER TRACKS Capacity 36 28 3 Face W W W 23.8 55.5 61.8 105.4

Dept. National Defence.... PERMANENT SLOW ORDERS

0.0 to 2:7 to 29.3 to 40.6 to 48.6 to 56.0 to 70.2 to 82.9 to Mileage 112.2 112.2 112.2 27 Curves only
28 Curves only
5 Curves only
6 Curves only
7 Curves only
7 Curves only
8 Curves only
9 Curves only CONDITIONAL STOPS Miles per hour
55
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Nos. 3 and 4 stop on flag at Aroland (Mileage 12.5) on Monday only.

MIXED TRAINS

. 504 leave Armstrong 8.20 a.m. Saturdays only for Nakina.
. 505 leave Nakina 7.00 a.m. Fridays only for Armstrong.
on flag at all stations. Will stop

No

MANIFEST TRAINS

# KINGHORN SUBDIVISION FOOTNOTES

LONGLAC—Trains standing and wishing to call in Flagman from Kinghorn Sub. will do so in accordance with Rule 14 (da). MILEAGE 22.9 AND JELLICOE—Great care must be taken in the operation of snow plows, spreaders, steam, derricks, dirchers, brown holists, etc., to see that no part of the mechanism comes in contact with the Hydro power line along the right-of-way and if at any time wires are found byoken from any cause no attempt must be made to repair them, but instead such breakage will be reported by wire as soon as possible to Superintendent.

Crossover installed on Kinghorn Sub. just West of engine house lead at Longlac. Main track Kinghorn Sub. now routed via crossover thence second track in front of station to junction switch with the Caramat Sub. Main track switch is normal when set for this route. All trains are restricted to speed of ten (10) miles per hour through this crossover.

YARD LIMIT SIGNS

Longlac.... 8877 feet West of station.

...... 6997 feet East of station. Geraldton yard limits extend from Yard Limit Board west of Geraldton to Yard Limit Board east of Geraldton East.

SPEED RESTRICTIONS

Passenger 60 Mixed, Wayfreight
Freight Trains
50 Engine with caboose or light engine (steam only)

Longlac to Jellicoe..... 40

PERMANENT SLOW ORDERS Miles per hour All Trains 20 50

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 160 tons.

OTHER TRACKS Car Capacity

Imperial Oil Co... Points Face W

WAY FREIGHTS

Leave Longiac 8.00 a.m. Daily except Sunday for Geraldton.

Leave Geraldton 10.00 a.m. Daily except Sunday for Longiac.

No. 411 leave Longlac 10.30 a.m. daily. MANIFEST TRAINS Arrive Jellicoe 1.00 p.m.

																															13		WESTWARD TR
															97.																		TRAINS
2692	145.8	145.5	40.4	34.5	29.2	20.6	4.6	5, 3	00.0	2 2	8 8	8 9	84.7	82.5	77.9	71.0		64.8	20.0	5	41.3	34.7	34.0	1 1	25.6	20.6	13.6	5.6	0.0	Miles	from ]	ellicos	t
ovemen Cana rs mus	CKW	2	_			8					T				CW						W								SC NA	Symbo	da		
Rules 41 and 44 applicable.  Rules 41 and 44 applicable.  Movements between Current Jet. and Port Arthur must be governed by Canadian Pacific Time Table and requirements. Crea memby Canadian Pacific Time Table and their passession current C.P. K. Tima Table and born must have in their passession current C.P. K. Tima Table of C.N. Radways for Manitoba District current Time. Table of C.N. Radways for Manitoba District	P CORRENT JCT"	OURRENT	WILD GOOSE	BILVER HARBOUR	TGABLEWY.	PASS LAKE	PHARL	ANGLIFF	DOBION	HURKITT	WITH DOO	MARD	ROBFORD	BED BOOK	:	PARMACHBENE	OAMERON FALLS	MAOASKILL	HOGARTH	McKIRDY	ORIENT BAY	MACDIARMID		FAIRLOCE	WARNEFORD	BHARDMORE	JAOK PINE	HAZMI	goortha	STATIONS		SUBDIVISION	7000
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Daily 412	E P.8.00	8.30	8.42	8.54	9.06	9.24	9.37	9.53	10.07		10.28		10.38	10.43	11.09	11.30		11.48	12.01	12.22	12.47			1.05	1.22	1.37	1.53	2.11	A 2.25	Fredght	412	THIRD	
																														10. 2 - A			

## DORION SUBDIVISION FOOTNOTES

All Eastward Trains must obtain terminal clearance at C.P.R. station, Fort Arthur and at Current Jct. No. 1 track in "G" Yard (Current) which is first track South of main track, West switch located 21 leet East of semaphore 7088 +53 and East awitch located 222 feet West of water tank, will be the siding for meeting and passing of trains. A city telephone is located in yard office building and communications can be had with all Lakehead offices if required.

Westward freight trains and yard engine movements will use No. 1 track "G" yard, Current, instead of main track, switch at west end of No. 1 track "G" yard will be normal when lined for No. 1 track.

Between Cameron Falls and Jellicoe and between Pass Lake and Current, great care must be taken in the operation of snowplows, spreaders, steam derricks, ditchers, brown holists, etc., to see that no part of the mechanism comes in contact with the Hydro power line along the right-of-way or over the track and if at any time wires are found broken from any cause no attempt must be made to repair them, but instead at any time wires are found by wire as soon as possible to Superintendent.

### Jellicoe 5721 feet West of station Nipigon 78028 feet West of station Current Jct 14310 feet East of station EMERGENCY TELEPHONE

YARD LIMIT SIGNS

In tool houses at mileages 75.8, and 123.0 and in boxes on telephone poles at mileages 104.2,109.0 and 124.6. SPEED RESTRICTIONS Miles per hour

All trains will run cautiously between Mileage 35 and 40; at Mileage 54; between Mileage 2 and when passing through tunnel, Mileage 37.1, keeping sharp lookout for fallen rocks.	0.0 to 13.0	wireage
ileage 35 and ge 37.1, keepi	565	Passenger trains
d 40; at Mileaging sharp lookou	40 40	Freight and Mixed Trains
e 54; between Mileage t for fallen rocks.	40 40	Engine with caboose or light engine (steam only)

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Mileage		Passenger	Freight and Mixed
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21.6 to 22.2	Curves only		
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to	Curves only		
	Bridge		
23.3 to 123.0	D		

## ENGINE AND CAR RESTRICTIONS Heaviest auxiliary crane permitted 160 tons.

OTHER TRACKS

St. Lawrence Corporation Limited No. 1.  Cove Inlet	
16 14 10 24 16	Car Capacity
а≽≽ычын	Points face
20 66.6888 77.98	Mileage

Leave Port Arthur 10.30 a.m. Mondays for Jellicoe. Leave Jellicoe 11.00 a.m. Tuesdays for Nipigon via Red Rock. Leave Nipigon 11.00 a.m. Saturdays via Cameron Falis if required for Fort Arthur.

WAY FREIGHTS

No. 411 leave Jellicoe 3.00 p.m. daily.

Arrive Port Arthur 11.00 p.m.

MANIFEST TRAINS

U   V   V   V   V   V   V   V   V   V	Wednesday, Saturday	20	4.32141.0	F 4.08 134.0	125.1	116.5	110.0	104.6 W	2.15 98.7	93.4	1.33 85.0	F 1 12 78 6	12.44 /0.5	12.26 64.8 Y	F 12.24 63.9 W	12.02	11.38 50.0	F 11.15 42.0	10.53	8 10.12 22.4 W	F 9.40  2.6	F 9.20 5.9	Y	F 79.00 0.0 KWZ	1	Way Freight Wednesday, Miles freight Wednesday, Miles freight	421 om Hea	THIRD CLASS	WESTWARD TRAINS
Car Capacity  Office Signals	Rules 41 and 44 applicable. Special instruction No. 2	Jet. with Caramat Sub.	SHAMOKAN.	OPEMISHA	GRANT	JOBRIN	LŸŃX	OGAHALLA	S.3	FLINTDALE	WILGAR.	PAGWA	S S S	SAVOFE WEST	SAVOFF	FRASER.	NAGAGAMI	AMISON	BERTRAM	CALŚŚĆOCK	PENHALL	RYLAND	Jct. with A.C. & H.B. Railway	HEARST		STATIONS	SOBOLATOR	PAGWA	
Car Copacity EASTWARD TRAINS  THIRD CLASS  4222  4222  Way Fright Siddings  Siddings  Siddings  F 5.43  F 5.24  F 5.24  F 4.20  F 4.20  F 3.59  F 3.59  F 2.30  68  F 1.33  80  F 12.33  80  F 12.33  80  F 11.35  F 11.35  F 11.35  F 11.35  F 11.35  F 11.35  F 11.39	2.1	z	:		+	:			-				9 4	:	1		٠ م			ט	:	P			0	rain Or Telep	der Offi hone	ce	
ASTWARD TRAINS  THIRD CLASS  422  422  422  ARD  A PM.15  A PM.15  B 5.43  F 5.24  S 4.57  F 3.40  F 2.30  F 2.45  F 2.30  F 2.45  F 1.39  F 11.39				שי :	>					F A		٠ :	>			F P	H G	K K	-	CA	z				(	Office Si	gnals		1011
EASTWARD TRAINS  THIRD OLASS  4.22  4.22  Way Friedth Sunday, Thursday  P 5.24  P 5.24  P 4.20  P 4.20  P 3.39  P 3.40  P 3.40  P 3.50  P 3.50  P 2.45  P 1.25		YA RI			_	:	<u>:</u>	_			٠	:				<u>:</u>	:	. :				67		YAR	5	Sidings			Car Cap
EASTWARD TRAINS THIRD CLASS  422  422  Mired Way Freight Sunday, Freight Sunda			: Н	_	-1	:			- 1		•	•	+		-	·	-	- :		6.7	-	:			_		racks		
	Sunday, Thursday	1	11.25	1.44	12.09	12.32		1.09	1.25	1.39	2.02	2 20	2 2 2	3.01	3.03	3.20	3.40	3.59	4.20	4.57	5.24	(J)		6.15	2	Mixed Way Freight Sunday, Thursday	422	THIRD OL.	EASTWARD T
			C			Na	Hea			8		National Defen	Marathon Pape	Arrow Timber	Arthur Lecour	E. Gosselin	Spruce Falls No	) )		30 miles per	M.L.W. 1600	Hearst to Nal				of this switch	NAKINA—Junc		

# SPECIAL INSTRUCTIONS

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

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

8. Wrecking cranes handled in any train must not be moved at speed exceeding the following: Where speed restriction for freight trains is forty miles per hour or over—restriction thirty-five miles per hour. Where speed restriction for freight trains is between forty and twenty-five miles per hour—restriction twenty-five miles per hour.

Where speed restriction for freight trains is twenty-five miles per hour or less—restriction twenty miles per hour, or as much below this as is necessary to safety.

Speed entering or leaving sidings must not exceed ten miles per hour.

Care must be exercised in handling on down-grades and rounding sharp curves. During all movements in trains, boom of wrecking cranes must be secured.

Pile drivers, steam shovels, hoist cranes, rail loaders or any other work equipment moving on its own wheels must not be moved in trains unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to car and secured by safety chains which must also be wired. This will not necessitate the taking off of cable, but ample slack must be left in cable to allow for free movement of cars.

\*ARMSTRONG STATION

BARRIE.... AURORA....

Unless further restricted by special instructions, trains handling such equipment and any other similar work equipment loaded on flat cars and not secured in accordance with A.A.R. rules, must not exceed twenty (20) miles per hour. Speed must always be regulated to safety limit when rounding curves.

When possible at least three cars must be placed between this equipment and engine handling train.

Pile drivers, steam showels, scale test cars, boarding advertising or other cars occupied by employees the placed immediately ahead of behoose when handled on freight or mock trains, and immediately ahead of passenger equipment when handled on mixed trains, except that when occupied boarding cars are equipped with steel under-frames they may be handled in any location in work, freight, or mixed trains, and must, whenever possible, be headed in the direction of train's movement, and speed restricted to twenty-sive miles per hour. In cases in which these machines must be handled with rear end forward speed restriction of twenty miles per hour must be observed.

Conductors will be held responsible for strict observance of this rule.

Exceptions covering movements in work trains: When any of the above equipment is moved in work trains to or from a point of work, the above requirements as to securing of equipment or method of loading do not apply. In such movements the equipment must be secured and handled in a manner that will ensure safety. This exception does not apply to wrecking cranes which must, in all cases, be secured and moved as required in paragraph one of this rule.

Prior to placing work equipment, scale test cart, or dead engines in any train, Yardmasters or Agents must obtain authority prior to placing work equipment, scale test cart, or dead engage for Form 19 train order to be issued calling the attribution of the crew to the equipment and scale test cars being handled and speed restriction applicable.

BRACEBRIDGE BESTON.... BEAVERTON. BEARDMORE

All cranes in trains preferably should have heavier end leading, except that cranes with a working or shipping order weight of less than 100 tons must be so placed, unless otherwise instructed. Work equipment operators are required to ride on locomotive cranes, hoists, steam shovels, ditchers, pile drivers, rail loaders, rapid unloaders and similar work equipment, and also on crawler type cranes, when being transported on a flat car when these machines are in service and being moved in work train service to and from the working point.

D.1 When switching on traders' tracks, air must be coupled on all cars when there are any gates, buildings, piles, erections, equipment or descending grades. D.9 In yard limits specified, that portion of Rule 93 reading, "Where automatic block signal system rules are in effect 'known to be clear' includes when track is known to be clear by signal indications" DOES NOT APPLY.

# GENERAL SPEED RESTRICTIONS

GRAVENHUR

\*GERALDTON

HAMILTON.

\*FOLEYET.

EMSDALE...

GRORGETOW

Unless further restricted by other instructions, the following must be observed	
further restricted by other instructions, the following must be observe	Unless
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Marie Control	observed:

25	Deader over	
50	Engines from which engine trucks, pony trucks, or sure to as aware been temperature.  and ateam yard engines handled dead.  Dead diesel road locomotives designed for maximum speed of 60 miles per hour	
888	Santa to Engines (-1 attu Class)  Yard engines under steam  Diesel yard switchers under own power	
446	Engines running tender first, other than suburcan tank engues equipped with pilot on tender (B.T.CG.O., No. 710).  Santa Fe Engines (T-2 and T-3 Class)	
888	Trains handling scale test cars.  Trains receiving and discharging mail at catch posts.  Equipment not headed by an engine (except snow plow trains).	
55	Through turnouts unless otherwise provided	
per h	Unless further restricted by other instructions, the following must be observed:  Miles per hou	

At public crossings at grade at which there are automatic warning devices to indicate the approach of trains or engines on main tracks, movements over such crossings on other than main tracks, must not, unless otherwise provided, exceed 10 miles per hour from 100 feet distant until the engine or leading car has passed over the crossing.

Por track where there is an Automatic Block Signal System in operation; when sings, at grade protected by automatic signals or automatic spates; and at automatic interlocked railway crossings at grade, between the approach signal and until crossing is reached; single unit diesel locomotives, single Railiner (Budd) and equivalent single unit rail diesel cars running light must not exceed thirty (30) miles per hour, and dynamic braking shall not be used by diesel locomotives when running light.

## MEDICAL OFFICERS

Dr. K. E. Dowd, Chief Medical Officer, Montreal, Que

Dr. J. P. McGuigan, Regional Medical Officer, Toronto, Ont

†Medical Clinic: 151 Front Street, W., Room 642, Toronto, Ont. Dr. G. F. Clement

Dr. T. Tweedie	Dr. M. M. Fisher Phone: South Switch Washago to So Dr. W. T. Connell Phone: Dr. R. J. Perkins Phone: Dr. H. H. Lee Phone:			32. Dr. E. G. Ellis Phone: Office 127-W; Res. 127-J. South Switch Bracebridge to North Switch Falkenburg	West switch Lorneville Junction to east switch Brechin.  West switch Lorneville Junction to east switch Brechin.  Dr. F. Spearing	north switch	SURGEON DISTRICT S
Dr. J. S. Crawford Parkelale to South Switch Dr. J. S. Crawford	*STEWENSDr. S. J. Navin	†°PORT ARTHULDr. R. B. CoulsonPhone: 5-8421.  POWASSANDr. R. H. DillanePhone: Office 29-W; Res. 25.  South Switch Sundridge to North Bay.  *SupsurvDr. R. M. MitchellPhone: Office 371.85; Res. 66964.  Dr. J. W. WhitePhone: Office OS 3-6815;  Res. OS 3-5829.	Dr. E., Maikin	Orillia. Orillia to South Switch Washage and to North Switch Oro.  Parry Sound. Dr. M. H. LimbertPhone: 130. Dr. K. A. DenholmPhone: Office 38; Res. 157.	.Phone: Office 20-J; Re .Phone: Office 125; Res te D.M.O.	HONTSVILLE. Dr. L. C. Gallagher	STATION SURGEON DISTRICT

CAPREOL...

BURES FALLS BRAMPTON..

COLLINGWOO

Denotes not on staff of Grand Trunk Railway Insurance and Provident Society. †Denotes stations where Vision, Colour Sense and Hearing examinations may be obtained

*Car limit.
NOTE 1:-The above ratings
all without helper.

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	Car		Tight   Tigh	8.

	Station	ALLANDALE DIVISION Hours of Service	Days of Service	Station	Hours of Service 8.00 p.m. to 4.00 a.m.	VISIOI lce
earances which are ed by "tell-tale" lrances signs	Allandale	Continuous 8.30 a.m. to 5.30 p.m. 8.30 a.m. to 5.30 p.m. 7.30 a.m. to 4.30 p.m. 10.30 p.m. to 4.30 p.m. 10.30 p.m. to 2.00 a.m. 5.00 p.m. to 5.00 a.m. 5.00 p.m. to 5.00 p.m. 7.15 a.m. to 4.15 p.m. 7.15 a.m. to 4.15 p.m.		Anetice Ardbeg. Bayswater Breat Burwash Capreol Coniston Creat. Drocourt	8.00 p.m. Continuou Continuou Continuou 7.30 a.m. 10.45 p.m. Continuou 7.00 a.m. 8.00 a.m.	S.00 p.m. to 4.00 a.m. Continuous
STRUCTURE OR OBSTRUCTION SIDE	SIDE OF TRACK Burks Falls	1.80 a.m. to 10.80 a.m. 1.80 a.m. to 10.80 a.m. 1.80 p.m. to 10.80 p.m. 12.01 a.m. to 4.00 p.m.	Sundays  Mon. to Sat. inclusive  Sundays	FoleyetGogama	7.00 a.m. 1 11.00 p.m. 1 Continuous Continuous	7.00
Scale Shanty West Coal Chutes. Cinder Hoist & Round Last Coal Chutes Cinder Hoist & Conder Hoist & Cinder Hoist & Round Last Lead Chute & Cinder Hoist Office, Shop North Standpipe. West Overhead Bridge. Overl	West Callander Camp, Borden West Callander Camp, Borden Cast and West Concident West Concident West Concident West Emvale Emvale West Emdala Overhead	Continuous 9,00 a.m. to 8,30 a.m. to 9,30 a.m. to 9,30 a.m. to 9,45 a.m. to 9,00 a.m. to 8,00 a.m. to 8,00 a.m. to 11,30 p.m. to	Continuous  Mon. to Fri. inclusive Mon. to Sat. inclusive Mon. to Fri. inclusive Tues. to Sat. inclusive	Kijosk Kijosk Laforest Laforest Nipissing North Bay Pickerel Rivet South Parry Sudbury Jct Tlonaga. Westree	8,00 a.m. 1 Continuous	1,000 a.m. to 5,00 p.m. 1,200 a.m. to 4,30 p.m. 2,201 inuous 2,201 p.m. 2,300 p.m. 2,300 p.m. 2,300 p.m. 2,500

to Fri.	Wed. to Sun. inclusive Wed. to Sun. inclusive Monday & Tuesday Tues. to Sat. inclusive Mon. to Sat. inclusive Tues. to Sat. inclusive	Tues, to Sat. inclusive Tues, to Sat. inclusive Continuous Mon. to Sat. inclusive Continuous	Mon. to Fri. inclusive Mon. to Fri. inclusive Mon. to Fri. inclusive Continuous Mon. to Fri. inclusive Continuous Mon. to Fri. inclusive Continuous	Tues, to Sat, inclusive Mon. to Fri. inclusive Mon. to Fri. inclusive Mon. to Sat. inclusive Daily Mon. to Fri. inclusive Saturday	Mon. to Sat. inclusive Sunday Sunday Mon. to Sat. inclusive	Mon. to Fri. inclusive Mon. to Fri. inclusive Tues. to Sat. inclusive Tues. to Sat. inclusive Daily Daily Continuous
Stevens	Oba Orient Bay Peterbell Redmond	Longlac Minataree Nakina Nipigon	Geraldton Hearst Hillsport Hornepayne Jellicoe Kowkash	Armstrong Auden Beardmore Caramat Calstock	Station	Sudbury Jct. Sudbury Jct. Tionaga. Westree.
ann to	to 11.59 to 6.00 to 6.00		6.45 a.m. to 12.45 a.m. 8.00 a.m. to 11.59 p.m. Continuous Continuous Continuous Continuous Continuous Continuous Continuous Continuous Continuous	Continuous 8.00 p.m. 8.00 a.m. to 11.50 p.m. 6.00 a.m. to 11.59 p.m. 3.00 p.m. to 11.59 p.m. Continuous 8.00 a.m. to 5.00 p.m. 3.00 a.m. to 5.00 p.m.	Hours of Service	Continuous Continuous Continuous Continuous Continuous
	Daily Daily Daily Tues, to Sat. inclusive Daily Mon. to Fri. inclusive	Continuous Daily Continuous Daily Continuous Mon. to Sat. inclusive Sunday	Daily Sundays Mon. to Sat. inclusive Continuous Continuous Continuous Continuous	Continuous Tues, to Sat. inclusive Mon. to Sat. inclusive Mon. to Sat. inclusive Sunday Continuous Tues, to Sat. inclusive Daily	Days of Service	Continuous Continuous Continuous Continuous

	THE RESERVE THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.	All party and the last of the
They are warned that where these are marked or indicated by "Restricted Overhead Clear-active "Restricted Side ance" or "Restricted Side Clearance" signs, not other advice will elsewhere or otherwise be given, and that when or if these signs are not provided in yards are not provided in yards and terminals the location of the restricted clearances will be shown in special instructions.	Employees are hereby advised "Tell-Tales" give warning of close approach to restricted overhead clearances and that where "Tell-Tales" are erected no other advice or such restricted clearances will elsewhere or otherwise be given.	Regarding General Rule "M"— Restricted Clearances

Allandale

Allandale

No. 5 Siding...... Sand Track..... Inbound Freight Track.

DIVISION

TERMINAL OR YARD

LOCATION

LOCATION OF RESTRICTED CLEARANC

NOT MARKED OR INDICATED BY " OR RESTRICTED CLEARANCES

Allandale

Newmarket

Main Track.... Team Track....

Icing Siding.... Inbound Lead....

Main Track....

Main Track....

Coal Chute Ho

Track.....

Hopper

Shed..... Coal Chute Aprons.

Overhead and both sides

Both sides West East

Inglewood
Kearney
King
Lefroy
Maple

n to 12.00 M.N.
n to 12.00 M.N.
n to 12.00 M.N.
n to 12.00 M.N.
n to 5.00 p.m.
n to 4.45 p.m.
n to 4.45 p.m.
n to 4.45 p.m.
n to 5.00 p.m.
n to 4.00 p.m.
n to 4.15 p.m.

Meaford....

Overhead West

Gravenhurst Yd. Gravenhurst Yd. Huntsville.....

to 5.15 a.m.

They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, they are warned that where restricted clearance exist on such tracks they will not be marked or indicated by tell-tale or restricted clearance signs, nor will their location be elsewhere or otherwise given; and they are when on ANY engine house, main shop or care and they are when on ANY engine house, main shop or care and they are when on ANY engine house, main shop or care and they are shop track whether or not the overhead and/or side clearance is restricted.

Capreol

Capreol

Stock Pen Platform Warehouse Roadline Warehouse Stand Pipe..... Both Standpipes.... Both Standpipes....

rehouse adline Warehouse

Loading Siding
Steehyn Siding
Stores Siding
Stores Siding
Icehouse Track
Turn-Table Lead Sdg.
Engine Lead
Coal Chute Track
Slab Track and Cinder
Track

Roundhouse Coal Dock Platform Coal Chute Cinder Hoist

North South North North North North North Overhead and both sides

Huntsville

Orillia

Hornepayne

Foleyet.

Hornepayne

Outbound Engine Track Cinder Hoist Track Ingoing Shop Track Outgoing Shop Track

Coaling Plant Cinder Hoist Stand Pipe Stand Pipe

Overhead
Both sides
and Overhead
South

Stayner ....
Sundridge ...
Sutton ....
Thornbury
Tottenham
Torrance ...

South

Milton
Mount Albert
Newgaarket
Nipissing
Nova
Orilis
Orilis
Penesang
Penesang
Penesang
Richmond Hill
South River
South River
South Farry
Stroud

2222 2.00 a.m. 6.30 p.m. 4.45 p.m. 5.00 p.m. 5.30 p.m.

5.00 p.m.

6

Switch Stand

Longlac

Switch from Kinghorn main track to East end of passing track.

Shop Track Siding Coaling Tracks Coal Chute Ramp Cinder Hoist Track

Boiler-room E Coal Chute Coal Chute Cinder Hoist

South North and South North Both sides

TO 8.00 am
100 5.00 pm

Daily
Mon. to Sat. inclusive
Mon. to Sat. inclusive
Daily

d Overhead

Trout Creek

Udney ...

Eaves

Sudbury Terminal Subdivision

Standard restricted clearance sign consists of a board 8° x 10°, painted appeal pieces cut out. This sign contains no lettering and will be created on posts or on brackets as occasion demands.

Stock Pen Siding West Shop Lead and Stores Track Coal Chute Ramp Coal Chute Track Cinder Hoist Track

Stock Chute Stores Platform, ( ner Roundhouse V Coal Chute Coal Chute Cinder Hoist

Cor-

South South & Overhead N., S. & Overhead Both Sides and Overhead

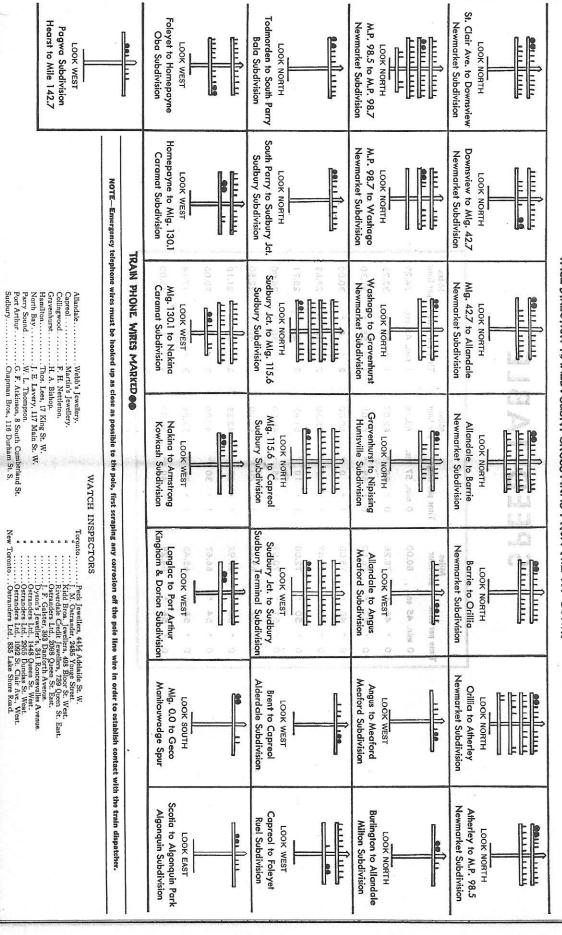
Utterson. Vandorf.

Sun. to Fri. inclusive
Mon. to Sat. inclusive
Mon. to Sat. inclusive
Mon. to Fri. inclusive
Mon. to Fri. inclusive
Sun. to Fri. inclusive
Saturday
Continuous

Washago. Zephyr...

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

# DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES. NORTHERN ONTARIO DISTRICT. (ALLANDALE. CAPREOL AND HORNEPAYNE DIVISIONS). FACE DIRECTION NAMED: COUNT CROSS ARMS FROM THE TOP DOWN.



# SPEED TABLE

		union code	proportion of the	I See	Acres e v			-	min Nilson in			<b>a</b> -
>	0	0	0	0	0	0	0	0	0	0	0	Time per Mile
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56	, ri	54	S	52	<u>U</u>	50	49	48	47	46	min. 45 sec.	VIII e
. R		R		R	R		R				sec.	
64.29	65.45	66.67	67.92	69.23	70.59	72.00	73.47	75.00	76.60	78.26	80.00	Miles per hour
						_	3		0	0	0	Time per Wife
	-			R	0 0 8	R	R		R		푪	8 pe
40	35	30	25	20,	5	5	Un	0	59	58	57	K
. 0	.Ui		UI *	و ت	7 E	,					0 min. 57 sec.	o*
36.00	37.89	40.00	42.35	45.00	48.00	51.43	55.38	60.00	61.02	62.07	63.16	Miles per hour
4	ω	ω	N	N	N	N	N	N	_	-	-	đ
2					R	2					nin.	9
0	30	0	50	6	30	20	5	0	Si Ci	50	min. 45 sec.	Time per Mile
R	R	2			E	1			2		Sec.	6
15.00	17.14	20.00	21.18	22.50	24.00	25.71	27.69	30.00	31.30	32.73	34.29	Miles per hour