GRAND TRUNK RAILWAY SYSTEM

ONTARIO LINES

BARRIE DIVISION

EMPLOYES'TIME TABLE No.

To take effect at 12.01 a.m. Sunday, June 22nd, 1913.

EASTER

STAND

This Time Table is for the government and information of employment Company reserves the right to vary therefrom as circumstant READ CAREFULLY RULES AND SPECIAL INSTRUCTIONS, RAILWAY COMMISSIONERS, EXTRACTS FROM RAILWAY For Operating Rules and General Regulations, see Book of ON SINGLE TRACK EAST OR SOUTHBOUND TRAINS, AS

SUPERIOR TO TRAINS OF SAME OR INFERI

ARD TIME

ULES

ot an advertisement of the time of any train.

AILWAY COMMITTEE OF PRIVY COUNCIL AND BOARD OF PEED RESTRICTIONS, IMPORTANT CHANGES HAVE BEEN MADE.

ABLE HEADING, ARE (UNLESS OTHERWISE SPECIFIED)
LE DIRECTION, IN ACCORDANCE WITH RULE No. 72.

DESTROY FORMER TIME TABLES

H. E. WHITTENBERGER,
General Superintendent

W. S. WILSON, Superintendent Transportation

> P. J. LYNCH, Superintendent

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DISTRICT NORTHBOUND TRAINS STERST CLASS FIRST CLASS FIRST CLASS SECOND CLASS FIRST CLASS SECOND CLASS FIRST CLASS SECOND CLASS FIRST CLASS SECOND CLASS			26	42				Wa	ę,	STATIONS	Allan		-		- 1	1		43			_
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DISTRICT MADE CALL SOLD VIOLEN 14th		SAINS		TOEE	TOOR		*	Traphbe -	100	me Table No. 1		m			SMI		d	THE	Z OF		
							-			THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN	The Person named in column 2 is not in column 2 is										

Operating Rules and General Regulations in book form effective August 6th, 1911, will govern the movement of trains on this time table.

No Engineer or Conductor must undertuke to handle an engine with or without carr over any portion of this Division until they have learned the road, location and use of signals, passed an examination on Grand Trunk Ogerating rules, and provided themselves with copy of current time table.

, If required for service on other Divisions or Terminals, Conductors and Engineers must be in possession of current time tables governing such Divisions or Terminals.

Conductors, Enrineers and other Grand Trunk employees in charge of trains operating over Joint Terminals (T. & N.O.), North Bay, must be governed by Rules and Regulations issued by Superinendent T. & N.O. Ry, and must have copy of T. & N.O. Ry. Current Working Time Table for North Bay Terminals.

STANDARD TIME

Standard Clocks indicating Standard Time are located at:-Allandale
Orillia Jet.
Gravenhurst
Huntsville
North Bay Yard Office
Collingwood North Parkdale Jct. Station

TRAIN REGISTERS

Train Registers are located at :-

Gravenhurst Muskoka Wharf Huntsville Toronto Union Station North Parkdale Jet. Allandale(Train Dispatcher's Office)

Toronto Union Station

North Parkdale Jct.

Allandsle(Train Dispatcher's Office)
Orillia Jct.

Gravenhurst
Huntsville
North Bay Yard Office
Beeton

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 cans which are occupied.

When freight trains haul passenger cars "dead head", such cars must be placed ahead of the caboose. When the passenger cars carry passengers they must be placed in the rear of the caboose on rear of train.

HANDLING DEAD ENGINES

In handling dead engines in trains they must be hauled with the pilot ead ahead and must be placed at least five eart from the train engine. If more than one dead engine in train they must be separated at least five cars.

HANDLING SNOW PLOWS

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

Engines other than Suburban tank engines equipped with pilot on tender running tender first, with or without cars, must not exceed a speed of twenty miles per hour. SPEED RESTRICTIONS

Without special instructions, no light engire, irrugular train or extra section of a regular train must exceed between stations the running time of the fastest scheduled train over that portion of line where such trains are run.

A speed of 10 miles per hour must not be exceeded when passing through Crossovers or the end of Double Track.

PECIAL

Enginemen and Trainmen, especially those in passenger service, are cautioned not to run their trains at an excessive speed; safety to passengers and property is of the greatest consideration.

speed descending grades, around sharp curves or through junction stations or large yards.

South River
North Bay Yard Office
Beston
Colwell Jet.
Collingwood
Meaford
Birch

BULLETIN STATIONS Tay Penetang

HANDLING PASSENGER CARS

Worth Parkdale Jct.
Worth Parkdale Jct. (2 miles north)..... Junction with Toronto Subdivision.

RAILROAD CROSSINGS, JUNCTIONS AND DRAW

BRIDGES

11th District

by semaphores located 300 ft. north and south on Grand Trunk track; interlocked. Derails on Electric line only. Signaturen will be on duty continuously. When gates are up for the passage of the Electric Railway cars or vehicles, the semaphore signal will be displayed, and until it is withdrawn no train must run over or upon the crossing.

Junction with B.lt Line. Canadian Pacific Railway crossing, governed by sema-phores; Not interlocked; No details.

Toronto Suburban Railway (Electric) crossing governed.

Sub-

Athericy Jet......Junction with Midland Subdivision.
Athericy Jet. (0.4 miles north) Georgian Bay & Seaboard R)
Interlocked. Ry. (C.P.R.) crossing;

INSTRUCTIONS

Waningo (0.3 miles South)...Canadian Northern Ontario Railway crossing: Interlocked Gravenhust.................Junction with Branch Line to Muskoka Wharf and West Gravenhust.

Conductors and Engineers must not permit trains to be run at an excessive rate of

Speed of all Trains must not exceed Ten miles per hour.

Crossing Bridge No. 229, M.P. 194.06, north of Deans. Crossing Muskoka River Bridge, No. 196, M.P. 121.95, south of Bracebridge.

Gravenhurst, braceou. Collingwood, Meaford. Also when running between Semaphore signals at Newmarket, Barrie, Orillia, venhurst, Bracebridge, Utterson, Huntaville, Burks Falls, Powassen, Eastport,

All Southbound trains (First Class excepted) must not exceed ten miles per hour at summit of grades at 8th Line Insisti, fifty-five miles from Toronto; McGee's, twenty-two miles from Toronto and Downsview, nine miles from Toronto.

All Southbound trains must approach Atherley Jet, prepared to stop and must draw foul of south end of passing track unless main track is plainly seen to be clear.

20

All passenger trains for MUSKOKA WHARF must not exceed six miles per bour passing over switch at Gravenhurst, and not exceed ten miles per hour descending grade and stop before reaching switch (located 150 yards north of senaphore) leading from West Gravenhurst main track to Muskoka Wharf. The fixed position of this switch is for West Gravenhurst main track and all trains must approach Muskoka Wharf prepared to stop, as tracks may be occupied.

Southbound freight trains must stop before engine reaches north semaphore at Bracebridge.

All passenger trains must not exceed twenty-five miles per hour, freight trains eighteen miles per hour, between Palkenburg and Moores Switch, Mile Post 128.

COLLINGWOOD—Meaford Subdivision southbound trains approaching Collings wood must stop clear of Beeton and Collingwood Subdivision main track and not proceed to platform until hand signal is received from station staff.

Trainsoff the Beeton and Collingwood Sunbhivision approaching Collingwood must trop clear of the Meaford Subdivision main track and must not proceed until the switch is set for entrance to the station platform by station staff and hand signal received.

. All Northbound passenger trains must not exceed twenty-five miles per hour, mixed and freight trains fifteen miles per hour, from Perkinsfield to Penetang.

All Southbound trains must run prepared to stop between north semaphore Kilworthy and south switch of passing track. Tay Junction with Branch Line to Tay-Beeton..... Elmyale..... Colwell Jet..... Junction with Penetang Subdivision. Colwell Jet. (2.6 miles North) Conseding Branch)....) Canadian Pacific Railway crossing; Interlocked. Burk's Falls Junction with Branch Line to Maganetawan Wharf. .Junction with Hillsdale Tramway. ..Junction with Burlington Jct. Subdivision. ..Junction with Midland Subdivision.

14th District

Colwell Jet. to Tay.

The normal position of switches will be for these lines Allandale to Meaford. North Parkdale Jct. to North Bay Jct. The following Districts constitute the direct line

No car or dead engine must be placed on or foul of a passing track without protection or permission from Superintendent or Trainmaster.

Enginemen, 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 bride protected by tell takes, or where it is known such structure will not clear a man on up of car; they are also warned not to ride on side of engine or car passing high switch stands, water columns, stock chutes and other obstructions known to be closer than 6 feet to nearest rail.

On either side of overhead bridges on this division, which will not clear a man on top of box car, 'beliatles or warning signals, consisting of pieces of topes, suspended from a wire house of the ticks being to have the topes artike 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.

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

In future, employes guilty of removing or intentionally displacing these ropes, except to repair or renew same, will be dismissed from the service of this Company.

Engines of the 100 to 1700 class inclusive, also of the 800 Grand Trunk Pacific Class, must not be coupled together when passing over any bridge.

Pile drivers, steam shovels, boarding, advertising or other are: occupied by employees or others in charge of ears or their contents handled on freight trains must when practicable be placed at least five cars ahead of the aboose.

A bell or air whistle s'gnal must be carried on rear platform of all passenger trains moving backwards and sounded approaching public highways or where necessary to warn people approaching or crossing the track. Where crossovers are located, the normal position of switches will be for the enain

track.

Under no circumstances must any engine put upon a ramp coal chute, more than two cars at a time, regardless of the size or capacity of the cars, and the brakes must be coupled up and tested and known to be in good condition on the engine, tender and cars, before starting up the incline.

All trains moving over main track, or freight lead, in either direction must pass the Signal Cabin at Allandale until all-right hand-signal is received from signalman on duty. the not

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.

Orders from the Railway Committee of the Privy Council, Board of Railway Commissioners for Canada, Extracts from instructions affecting Train and Station service. the Railway Act, some Municipal By-Laws

Sections 271 and 395.—The station agent or other p with white chalk on blackboard provided for the purpose it passenger trains that stop at station where notice is posted. person in charge must record the probable time of arrival of l. Penalty \$5.00.

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 interlocked. Penalty \$100.00 or six months imprisonment or both.

Sections 274 and 392.—Any engine approaching a highway crossing at rail level must sound whistle at least eightly 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 rowns where municipal by-laws are in force prohibiting such sounding of whistle until raining such sounding of whistle and ringing of the bell. Penalty 88.00 for each offence.

Sections: of any city, to fenced or prop certous 275 and 393.—No rotin shall pass in or through any thickly peopled portion reity, town or village at a greater speed than ten miles an hour unless the track is for properly protected. Praulty \$100.00.

Section 276.—Whenever in any city, town or village any train is pussing over or along a highway at rail level and is not headed by an engine moving forward in the ordinary manner the company shall scation on that part of the train or of the tender, if that is in front, which is then foremost a person who shall warn persons scanding on or crossing or about to cross the tracks of such railway. Trainmen and enginemen will see that this is strictly complied with. Fenalty \$100.00.

Sections 277, 278 and 393. At all railroad crossings at rail level not interbocked and equipped with derails all trains must come to a full stop before coming on or crossing over such crossings. Penalty \$100.00.

Sections 279 and 394.—Every employee who wilfully allows any engine tender or car to stand on any part of a highway more than five minutes of in shunting obstructs public traffic more than five minutes is liable to a penalty not exceeding \$00.00.

Section 387.—Every employee of any company who directs or knowingly permits any freight, merchandles or humber car to be placed in any passenger train in the rear of any passenger train to the care of any passenger train to the care of any passenger train to the care of the passenger is entired is guilty of an indicable offence.

Section 413.—Every Conductor, Engineer, Train Despatcher, Telegraph Operator, Station Agent, Switchman, Signalman, Bridge Tender, or any other pressu, who is intoxicated or nutter the influences of finure while on duty in charge of or in any employment having to do with the nevernett of teaths upon any railway is guilty of an offence and shall be particularly and the content of teaths upon any railway is guilty of an offence and shall be particularly and any acceptance of the passenger of the passenger of the passenger of the passenger of the passenger of the passenger of the passenger of the passenger of the passenger of the passenger of the passenger of the passenger of the passenger of the passenger of the passenger of the passenger of the passenger of the p

Section 444.—Every person who sells, gives or harters any spirituous or intoxicating liquor to our with any servant or employee of any company while on duty is liable on sunnary convection to a penalty not exceeding 380,00 or to imprisonment with or without hard labor for a period not exceeding one month or both.

Section 415.—Every employee who wilfully or negligently violates any by-law, rule or regulation of the company or its directors hawfully made and in force or any order or notice of the Minister or of the Board or of an inspecting engineer of which a copy has been oflivered to him, or pot ted up or upon to his inspect from—if volution causes injury to person or property or although an actual injury occurs expanses any person or property to though an actual injury occurs expanses any person or property to the person of such injury or renders such risk greater than it would have been without soon volution—is guilty of an offence. Fenalty, fine not to exceed \$400.00 and imprisonment not to exceed five years.

waiting rooms and closets clean and well ventilated; 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 cleaniness, 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 spartments 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 Ruilway Act, probibiting spitting in passenger stations, waiting rooms closets, or other premises of the Company and in everyon the platforms of cars in which passengers stations, and in such places in its cars, in which passengers and the providing a permitted a notice of such by-law and the penalty for breach thereof. Such notices in the Province of Quebee to be printed in French and English thereof. Such notices in the Province of Quebee to be printed in Fernch and English to provide and maintain outpidors in such places in its passenger stations and in its out of the province of Quebee to be printed in Fernch and English thereof. Such notices in the Province of Quebee to be printed in Fernch and English thereof.

cuspidors emptied and washed clean whenever necessary, but at least once in every 48 hours. To famigate promptly and thoroughly all cars known or suspected to have carried, and all stations thown or suspected to have contained, any passengers or passenger suffering from any infections disease.

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

And it is further oriered 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, he 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 portear or brakems 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 eartions, waiting rooms and closets are kept clean, well ventilated, and properly disintenced.

Order No. 18396 permits lift bridge to be operated on siding serving Meafurd Manufacturing Co., and Meaford Wheelbarrow Co., Jimited, at Meaford. Expires using this siding will stop clear of bridge, sound whate and not proceed until bridge has been properly cleared. The above named Companies are required to operate the bridge.

TORONTO—

By-law passed November 3rd, 1889, provides that the use of steam whistles locomotives except when necessary in case of fire, possible collision or other emergence shall be discontinued within the city limits of Toronto and it is hereby ordered to the bell must be continuously sounded. s on that

Order 4996 directs that all trains Westbound to or beyond the Union Station in the City of Toronto, Province of Ontario, are forbitiden to cross Yonge Street, and are the City of Toronto, Province of Ontario, are forbitiden to cross Yonge Street, and are the City of Toronto, Province of Ontario, and the time the State of the said Yonge Street and that no engines or curs except express cars containing fruit and the engines moving the same be sharted across or upon Yonge Street during the seasons of open lake navigation, between the hours of 1.00 p.m. and 2.00 o'clock p.m. That the Kailway companies by macriting the seasons of Conductors of the trains of their respective companies by inserting the same in the time table rules governing Toronto terminals and that any engine driver or Conductor who shall be guilty of a breach of the foregoing order be liable to a penalty of \$20,00 for each offence.

Order 5686 directs that the speed of engines and cars when crossing Yonge and Bay Streets, shall not exceed four miles an hour between the hours of 700 a.m. and 12.00 c'lock middipht from the lat day of May until the 18th of October of each and every year. Penalty of One Hundred Dollars for every failure to comply with the foregoing regulation.

Order 5736—Beery Railway company is forbidden to handle freight cars in the bound of the complex of the company with the freight cars in the case of the company with the state of the compan

order 6736—Neary Railway company is forbidden to handle freight cars in through main line passenger trains, unless such freight cars are equipped with air brakes, steel tirel wheels, and special trucks designed for use in through passenger train service. Provided, however, that every such company shall be at liberty to use such freight cars in its through passenger service when its language cars or freight cars, especially equipped as aforesaid, become disabled or unit for use while in transit, and such cars only are available to receive the baggage or freight, as the case may he, 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 for every such offence.

Order No. 12225 (Extract) At least 85 per cent, of the number of ears in every train must be equipped with air brakes in good working order. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes. Every road locomotive engine shall be equipped with a step or steps and hand holds on both sides of and at or neat the rare ends of tenders; foot treat shall be provided on the piller of every such engine, safficiently wide for a man to stand on; every switching or yard engine shall be enuipped with foot-buards and head-lights on the front and crear ends of the engine and tender, such foot boards to be not less than ten inches skide, and if cut in the centre, the inner ends shall be provided on the safficient of the centre, the inner ends shall be provided in the entire that inner ends shall be rounded to the engineer and fineman. All Railway Companies shall strictly conform with the rules and regulations, from time to time approved by the Master Car Buildrer's Association, governing the loading of lumber, logs and some upon open cars, and the loading and carrying of structural material, plates, rails, and girders and no material of any kind shall be gearried upon the roofs of cars. Water stand-piped and material of the stand shall end of the spout shall not be nearer than two feet and six inches from the widest engine cab, and the spout

Order 10453. Where passenger cars are equipped with marker sockets in the lower position, markers shall be displayed in such lower sockets.

of the stand-pipe shall, when not in use, be fastened parallel with main track, and engine-men are required to see that this is done after using any such pipe. Penalty, \$50,00 for every such offence.

WORKING INSTRUCTIONS IN CONNECTION WITH ORDER No. 16570 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA DATED MAY 22, 1912

Brakemen and Firemen

It shall be the duty of Train and Engine Crews on all trains, who discover or receive notice of the existence and location of a fire burning upon or near the right-of-way or of a fire which theaters and adjacent to the right-of-way, to notify the first section employees passed, and in addition the Conductor shall make a report to the Superintendent, from the first next telegraph or telephone office. Engineer will also give a series of warning whistles upon discovery of fire.

No employee shall do or cause damage or injury to any of the fre-protective appliances on any eaghe; open the back damages of any eaghe; while running alread, or the frant damagers while running alread; or the frant tracks or fights of-way, outside of yard limits, unless the same are extinguished immediately thereafter.

To Agents:

Enginemen and Conductors of all trains have received instructions to report fire along the right-of-way and adjacent thereto, and it shall be your duty to modify the local Fire Inspector of the Railway Commission immediately, giving the exact location of the fire and its extent, and forthwith wire the Superintentiont, giving the location of the fire and its extent, and forthwith wire the Superintentiont, giving the location of the fire, the extent of the same, and may other information which may be of value, particularly as to the number of men needed to extinguish the fire.

In cases where fires are reported, it shill be the duty of any division official to provered to the scene of the fire as quickly as possible and lake change of the work of fire highting until he can be relieved by the Division Supervisor. The man first on the ground should organize his men to do the best work prossible; and when this is done, be should immerkingly preceded to investigate the origin of the fire, and fix the location where it surved; get states untents from all witnesses and make every offer to heart the origin and fix the responsibility. The law, as now interpreted, practically makes it can be shown that the Company is no responsible. It is necessary, therefore, to determine positively the origin, in party is not reported a joint investigation with the local life hisperior of the Ridiway Company of the responsibility. The first officer on the ground should endeavor to hold a joint investigation with the local Fire hisperior of the Ridiway Commission, or other local forestry officer, and agree upon the origin of the fire. This will avoid disputes later on.

To Chief Dispatchers:

To Ghet Dispatchers:

In all cases where fires are reported, it will be the duty of the Dispatcher to get full information as to the extent of such fire, its location, and the number of men necessary to fight it. It will also be the duty of the Dispatcher to furnish whatever train service may be required to move extra gargs, section gargs, or bridge crews, to the fire immediately, giving this movement preference if the emergency requires it.

To Sectionment, Extra Gangs and Bridge Foremen:

In all cases where fire recurs, it shall be the duty of all section crews. extra canges.

To Sectionmen, Extra Gangs and Bridge Foremen:

In all cases where fire occurs, it shall be the duty of all section crows, extra gangs, and bridge crows to proceed inmediately to such fires, and estinguish same, remaining as long as may be necessary to do this; and it must be understood that this is the most important must be set nadic until the fire is extinguished. The Section Foreman on whose section the fire occurs, shall, in the absence of an official of the Company, make a thorough investigation regarding the origin of the fire, and submit a full report to the Supervisor. Between April let and November let, no ties, cuttings, debris, or liter upon or near the right-dway shall be burned; except under such supervision as will prevent such fire from appending beyond the strip being cleared. Officers of the Railway Commission may require that no such burning be done along specified portions of the line, except with the written parmission or under the direction of such officer.

Penalty—(Reg. 17, Order 16570):

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

NJURIES 70 PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES

In assisting in providing medical relief for persons injured, the company has in view humaniarian consideration and dosic four the general welface of the company has in 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 frest aid only. Piers aid means such medical and surglead services as are known to relieve the immediate danger or suffering of the buyler 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 singleid operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injuried person must rest with the Transportation Officer on duty. This officer is usually the Chief Despatcher of the District.

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

treatment, this

5. Where it is impossible to reach friends or Municipal Authorities such as in cases occurring in the night or in rural districts, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. At the same time all concerned, including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made and particulars of this should appear on the casualty report. 4. Where the injuries are of such a character as to require hospital should be arranged for by the friends or the Municipal Authorities.

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.

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 add only and will not include services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.

LIST OF COMPANY'S SURGEONS-ONTARIO LINES

ი > HUTCHISON, Chief Medical Officer, Montreal, Que. RODDICK, M.D., Consulting Surgeon, Montreal, Que

> B. L. RIORDAN, M.D., Division Surgeon, Toronto, Ont.

GUELPH	GRAVENHURST.	GLENCOE	GEORGETOWN	FORT ERIE	EXETER	Dundas	CLINTON	Снатнам	Сансил	BUFFALO	BRANTFOKD	BRAMPTON	BERLIN	BEETON	Авкона	ALLANDALE	STATION
Howitt, H. O	Grant, J. A. C	McLachlin, J. Y	MeAndrew, J	Douglas, W	Musson, J. C	Bertram, T. A	Candier, J. C	Bray, J. L	Murray, D. C	Potter, J. H	Henwood, A. J	Heggie, D.	Minchin, D. J	Brewster, R. S	Rutherford, J. R., Richardson, C. C. Williams, G. W.	Ross, W. A	SURGEON
Bracepruge. Chelph to West Semaphore Limehouse, to North Semaphore Alma, to East Semaphore Breslau.	Coclerich, inclusive, to East Semaphore Holmes- ville. South Semaphore Washago to North Semaphore	West Semaphore Lawrence to Last Semaphore Bothwell, and from Glencoe to West Semaphore Konnoka Jet, and Kingscourt Branch.	Georgetown to South Semaphore Totanham, to South Semaphore Milton, to West Semaphore Milton, to West Semaphore	Fort Erie, inclusive, to East Semaphore Welland Jet, and West Semaphore Ridgeway. North Semaphore Harrisburg to South Semaphore	Canfield Jet., and from Canfield Jet. to East Semaphore Moulton. South Semaphore Brucefield to North Semaphore	Clenevirn, and to North Semaphore Angus. Junction Cut to West Semaphore, Dunnfries. First Semaphore Wildhood to First Semaphore	Clinton to North Semaphore Londesboro, to West Semaphore Senforth, to South Semaphore Brucefield to East Semaphore Holmesville.	. East Semaphore Bothwell to East Semaphore St. Clast.	North Semaphore Paisley to North Semaphore	Wingham Jet. Buffalo and Black Rock.	Brantford to Cainsville, inclusive, to East Sema- phore Burford.	North Semaphore Weston to West Semaphore	Berlin to West Semaphore Hamburg, to East Semaphore Breslau, and from Elmira to South Semaphore Doon.	Beeton to North Semaphore Clencairn to South Semaphore Thornton, and to South Semaphore Tortenham.	Rutherford, J. RSouth Semaphore Lefroy to South Semaphore Richardson, C. Concord, Williams G. W. Concord, Williams G. W	Allandale to North Semaphore Oro, to North Semaphore Mitessing, to South Semaphore Thornton, to South Semaphore Lefroy and to North Semaphore Lefroy and to	DISTRICT
POWASSAN	PORT ELGIN	PORT COLBORNE	PENETANG	PARKDALE	Paris	PALMICASTON	ORILLIA	NORWICH	NIAGARA FALLS	MILVERTON	LONDON	LISTOWEL	,	LNGERSOLL	HUNTSVILLE	HANDVER	STATION
Porter, A. S Johnston, A. C.		PORT COLBORNEOld, F. J	Spolm, A. H.	Griйth, R. C	Dunton, D	Scanlon, W. A.	Ardagh, A. E Ardagh, A. P	. Ellis, A. D	Wilson, F. W. E.	Parker, F. W	Drake, F. P	large, F. A		. McKay, A	Howland, F. L	Cockburn, L. W	SURGEON
South Semaphore Sundridge to North Bay.	South Semaphore Turner's to Southampton, inclusive.	Petrolia Town. Petrolia Town. Petrolia Town. East Semaphore Wainfleet and to South Semu- phore Welland Jct.	: : :	Parkille to West Semaphore Weston Semaphore Burlington, and to South S Thornbill.	and to South Semaphore Down American Advisors Semaphore Dumfries to East Semaphore Princeton, and to South Semaphore Tavistock, Princeton, and to South Semaphore Tavistock,	East Semaphore Parkheud Jet, to Owen Sound. Pulmerston to North Semaphore, Ahna to North Semaphore Mildemy, to North Semaphore,	M.C. Crossing, and to G. L. Crossing C.F.K. Orlilla to East Semaphore Breehin to South Sema- phore Washaga, to East Semaphore Tait and to North Semaphore Oro.	Norwich to East Semaphore Burfard, to North Semaphore Burgessville, to North Semaphore	Niagan Falls and St. David's to East Semaphore		London to West Semaphore Waubuno, to East Semaphore Komoka, to North Semaphore Thorndale and North Semaphore Denfeld	North Semaphore Listowel to North Semaphore Newton.	field, and from Canfield to North Semaphore Caledonia, and from Port Dover to Caledonia, Port Collorne and Hamilton Branch.	West Semaphore Beachville to West Semaphore Wathuno. West Semaphore larvis to East Semaphore Can-	Allenford. North Senaphore Bracebridge to South Sema- phore Sundridge.	Hamilton to East Semaphore Grinsley, to West Semaphore Burlington, to South Semaphore Wilton, and North Semaphore Caledonia. South Semaphore Drew to South Semaphore	DISTRICT
YORK	Woonstock	Wingham	WIARTON	WELLAND	PARKDALE	Tillsonburg		STRATFORD	STRATHROY	ST. MAKY'S	ST. THOMAS	ST. GEORGE	ST. CATHARINES	SOUTHAMPTON	SIMCOE	SARNIA	NOLLVLS
Walters, W. R	Welford, A. B E Krapp, W	Redmond, R. C.	Fisher, R. M		PAREDALEGriffith, R. C Riordan, B. L	Bennett, W. R	Robertson, J. A	Deacon, G. R	Thompson, A. S.	Mathieson, J. H. Fraleigh, A. E	Lawrence, F. O. Lawrence.	Addison, G. E	ST. CATHARINESJory, J. M	Laird, C. J	SimeobStanion, G	Hayes, A. N.	SURGEON
YORK	E3	WINDSOR	Fisher, R. M	Thomas, R. ACity of Toronto and Don. Davis, G. MEast Semaphore Moulton and Least Semaphore Welland Jet. L. L., to North Semaphore Allan-	Parkdale to West Semaphore Weston, to West Semaphore Burlington, and to South Semaphore Concord. City of Toronto and Don.	Tha.sonнund Bennett, W. R East Scanaphore Delhi to East Scanaphore Aydrace and from Tillsonburg to West Scanaphore Norwich, B. & T.	Robertson, J. A Styr of Stratford, Stratford to West Semaphore St. Publs. St. Publs. Robertson, J Chylin attford, Stratford to East Semaphore Dublin attford.	City of Stratford, Stratford to East Semaphore Bright to West Semaphore New Hamburg.	STRATHROYThompson, A. SEast Semaphore Komoka to West Semaphore Wanstead.	Mathieson, J. HSt. Mary's to North Senaphore Thorndale to Fraleigh, A. E West Senaphore St. Paul's to West Senaphore	Gustin, E. W East Semaphore Aylmer to West Semaphore Lawrence, F. O Lawrence.	Addison, G. E East Semaphore Harrisburg to West Semaphore Dumfries		South Norfolk Branch to Port Rowan. South Norfolk Branch to Port Rowan. South Semaphore Turner's to Southampton.	Seaforth. West Semaphore Jarvis to East Semaphore Delhi.	West Semuphore Wanstead to Sarnia, inclusive, and Petrolia Branch, and from Sarnia to West Semaphore Forest and Sarnia Tunnel. Fast Semaphore Dablin in West Semaphore	DISTRICT

INSTRUCTIONS TO PASSENGER TRAIN CONDUCTORS BRAKEMEN AND PORTERS

The attention of Passenger Train Conductors, Brakenton and Baggagenten is called to the requirements of Rules 256 and 283 of the Book of Operating Rules and General Instructions.

Conductors, Brakemen and Porters when on duty are required to be neat and clean in their appearance, dressed with standard uniform, clean linen and shees, clothes pressed and brushed.

At initial stations the Conductor to stand at the rear of the train (or at other suitable location according to class of station train starts from) and the Brakeman and Porter between the coaches (with stepping boxes when necessary) erect, coats buttoned ready to ask destination and direct passengers to their proper cars.

At intermediate stations Brakemen and Porters (except where the rules require otherwise) should alight from rear of head couch so that they may, after assisting passengers off and on, he ready to give assistance in loading and unloading hoggage and express. Conductors must move sharply in handling train orders and other station work. Brakemen must amounce the next station (when leaving station in advance) three times brakemen must amounce the next station (when leaving station in advance) three times are

INSTRUCTIONS GOVERNING THE AND STEAM HEAT USE OF BAKER HEATERS

BAKER HEATERS

- The heater should be kept half full of coal at all times. The coal should never be allowed to get below top of worm. This will give about 15 inches of fire.
- The inside safety lid should never be opened except to build the fire or put in coal. (Never force the fire by opening inside safety lid.)
- 3. To increase the heat, open inside lower damper, and close upper damper.
- 4. To reduce the heat, close the lower damper and open the upper damper about two inches, or according to the amount of heat required. With both dampers closed the air will not be too warm at any time, and by proper working of the lower and upper dampers, and watching the indicator, the car can be kept at any temperature desired.
- 5. Failure of the heater arises from neglect or mismanagement, generally from allowing fires to run too long without putting in coal, then filling them full and operating the drafts, producing a rapid fire, which instead of warming the car, stops the circulation and creates gases which are liable to explode.
- 6. It will be readily understood that with the large amount of pioing in the cars the circulation—which is principally caused by the weight of the column of water falling from the drum into the pipes, and the difference in the weight of the column of cold and hot water—must necessarily be slow, and that a forced fire will do no good, but will only cause the effects mentioned above.
- 7. In filling the heater pipes, be sure that the water contains all the salt it will hold in solution, and that no undissolved salt enters the drum. Open the combination cock on the end of the drum and pour in water until it trust freely from same. The water should always stand at the height of combination cock, which may be tried by opening the cock, but only when the fire is very low and no pressure on. Pipes should be warm all around before passengers enter car.

STEAM HEAT

- During the heating season the steam hose must be connected, the valves opened throughout the train, and steam applied according to requirements.
- Steam must be circulating throughout the train, all drip valves working freely, and hose connections tight before leaving an initial station, or any place at which cars are set out or taken into the train.

Approaching stations where engine is to be changed or switching is to be done the brakeman must open whit the valve on rear coupler or train pipe of rear car until dry steam appears, then signal ruptineer by six blasts of air whistle to shut off steam at boiler valve. Engineer must not shut off steam until thus signalled to do so.

- temperature of seventy degrees. The steam admitted to each car must be carefully regulated to maintain a uniform
- Careful attention must be given to the drainage of the train steam pipe to prevent accumulation of water from condensation and the consequent chilling of the cars.
- ç, Steam hose must not be uncoupled until the steam has been shut off.
- 0. In case of failure of steam heat, fires must be lighted in the car heaters.
- 7. Special attention must be given to the princel instructions explaining in detail the mechanism and the operation of the steam heating apparatus. Employes in train service must have a thorough knowledge of the care and management of the heating
- Steam hose on passenger equipment, when cars are not in service or hose coupled up should be hung up in dummy hooks.

SPEED SCHEDULE

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FAIR WEATHER ENGINE RATING-BARRIE DIVISION

	Engines 500 Class Mikado	1325	1550	:	:	:	:		:	:
	Engines 100 Class Pac. Type Freight	950	1076		:		:		i	:
	Engines 800 Class G.T.Pac.	1250	1425		:	:	i	:	i	:
WES	Engines 600 and 700 Class Con- solidation	1050	1225	:	:	:	i	:	:	:
WEST OR NORTH	Engines 1200, 1300 and 1400 Class	760	875	1100	800	1100	:	:	1100	:
RTH	Engines 1000 Class	600	700	900	676	900	i	:	900	
		500	600	750	576	700	700	575	750	600
	Engines Engines Engines 2430 Class 2430 Class 2400 Class	450	560	675	525	650	650	525	875	525
	Engines 2000 and 2100 Class	400	500	600	475	600	600	475	600	475
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	DEAD FREIGHT MANIFEST FREIGHT 2	11th, 12th and 14th DISTRICTS Toronto and King.	King and Allandale	Allandale and Gravenhurst	Gravenhurst and South River	South River and North Bay	Allandale and Meaford.	Allandale and Penetang	Allandale and Midiand and Return (via Tay)	
	Engines 2000 and 2100 Class	500	500	600	600	376	676	500	600	525
	Engines 2392 to 2430 Class	550	550	675	550	4.25	650	550	675	576
	Engines 2431 and 2526 Class	800	600	760	800	476	700	800	750	625
EAS	Engines 1000 Class	700	700	900	700	576	1		900	:
EAST OR SOUTH	Engines 1200, 1300 and 1400 Class	875	875	1100	850	700		:	1100	:
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H. E. WHITTENBERGER,

GENERAL SUPERINTENDENT,

TORONTO, ONTARIO

W. S. WILSON,
SUPERINTENDENT TRANSPORTATION,
TORONTO, ONTARIO

P. J. LYNCH,
SUPERINTENDENT,
ALLANDALE, ONTARIO

S. L. TRUSLER,
PASSENGER TRAIN MASTER,
TORONTO, ONTARIO

