

GRAND TRUNK RAILWAY SYSTEM

ONTARIO LINES

BARRIE DIVISION

EMPLOYEES' TIME TABLE No. 1

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

EASTERN STANDARD TIME RULES

This Time Table is for the government and information of employees. The Company reserves the right to vary therefrom as circumstances require. READ CAREFULLY RULES AND SPECIAL INSTRUCTIONS, AND RAILWAY COMMISSIONERS' EXTRACTS FROM RAILWAY OPERATING RULES AND General Regulations, see Book of Rules. ON SINGLE TRACK EAST OR SOUTHBOUND TRAINS, AS SHOWN BY THE SUPERIOR TO TRAINS OF SAME OR INFERIOR CLASS.

DESTROY FORMER TIME TABLES

H. E. WHITTENBERGER,
General Superintendent

W. S. WILSON,
Superintendent Transportation

P. J. LYNCH,
Superintendent

11th DISTRICT

SOUTHERN TRAILNS

Trains between Toronto and North Parkdale Jct. will be governed by current Working Time Table for Toronto Terminals.

On Wednesdays, Downsview will be flag stop for Nos. 61 and 68. Way freight extra will leave Toronto at 6.30 a.m. except Sunday for Allandale. Way freight extra will leave Allandale at 10.30 a.m. except Sunday for Toronto.

ALLANDALE AND BARRIE-DOUBLE TRACK

12th DISTRICT

Stations indicated by * have no side track

W. J. PIGGOTT, *Train Master,*
ALLANDALE

12th DISTRICT

W. J. LITTLE, *Train Master*,
ALLANDALE

14th DISTRICT

SOUTHERND TRAINS

May freight extra will leave Meaford at 2.30 p.m., except Sunday, for Allendale

BEEFTON AND COLLINGWOOD SUBDIVISION

Stations indicated by * have no side track

W. J. PIGGOTT, *Train Master*,
ALLANDALE

SPECIAL INSTRUCTIONS

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 undertake an engine with or without cars over any portion of this Division until they have learned the rule, location and use of signals, passed an examination on Grand Trunk Operating 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, Engineers 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 Superintendent T. & N.O. Ry., and must have copy of T. & N.O. Ry. Current Working Time Table for North Bay Terminal.

STANDARD TIME

Standard Clocks indicating Standard Time are located at:—

Telephone Office..... Toronto Union Station
Train Dispatcher's Office..... North Partridge Jct.
Telegraph Office..... Alameda
"..... Orillia Jct.
"..... Gravenhurst
"..... Huntsville
"..... Muskoka Wharf
"..... Huntsville

TRAIN REGISTERS

Train Registers are located at:—

Toronto Union Station..... South River
North Partridge Jct..... North Bay Yard Office
Alameda (Train Dispatcher's Office)..... Beeton
Orillia Jct..... Collingwood
Gravenhurst..... Collingwood
Muskoka Wharf..... Beeton
Huntsville..... Beeton

BULLETIN STATIONS

Toronto Union Station..... Gravenhurst
North Partridge Jct..... Huntsville
Alameda (Train Dispatcher's Office)..... Huntsville Yard Office
Orillia Jct..... Beeton

HANDLING PASSENGER CARS

Trainmen and Yardmen must see that air brakes are in service while switching passenger equipment.

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

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

HANDLING DEAD ENGINES

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

HANDLING SNOW BLOWS

Trains when running with snow blows 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.

SPEED RESTRICTIONS

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.

Without special instructions, no light engine, irregular 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 train are run.

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

Engines 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.

Conductors and Engineers must not permit trains to be run at an excessive rate of speed descending grades, around sharp curves or through junction stations or large yards.

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

Crossing Muskoka River Bridge No. 196, M.P. 121.55, south of Bracebridge.

Crossing Bridge No. 229, M.P. 194.06, north of Dunn.

Also when running between Semaphore signals at Newmarket, Barrie, Orillia, Gravenhurst, Bracebridge, Uxton, Huntsville, Burke Falls, Foxmass, Eastport, Collingwood, Meaford.

All Southbound trains (First Class excepted) must not exceed ten miles per hour at summit of grades at 8th Line (first), fifty-five miles from Toronto, Meaford, twenty-two miles from Toronto and Downsville, nine miles from Toronto.

All Southbound trains must approach Atterley Jct. prepared to stop and must not draw foul of south end of passing track unless main track is plainly seen to be clear.

All Southbound trains must run prepared to stop between north semaphore Kilworthy and south switch of passing track.

All passenger trains for MUSKOKA WHARF must not exceed six miles per hour passing over switch at Gravenhurst, and not exceed ten miles per hour descending grade and stop before reaching switch (located 150 yards north of semaphore) 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 Falkenberg and Moores Switch, Mile Post 128.

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

Trains of the Beeton and Collingwood Subdivision approaching Collingwood must stop 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 Perthfield to Penetang.

RAILROAD CROSSINGS, JUNCTIONS AND DRAW BRIDGES

11th District

North Partridge Jct..... Junction with Toronto Subdivision.
North Partridge Jct. } Canadian Pacific Railway crossing, governed by semaphores. Not interlocked. No derail.
(2 miles north) }
Toronto Suburban Railway (Electric) crossing governed by semaphores. Located 300 ft. north and south on line of Toronto Suburban Railway. Derrails on Electric line only. Signals 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.

Fairbank Jct..... Junction with B. I. Line.
King (2.7 miles north) } Schomberg & Aurora Railway crossing. Interlocked.
Alameda..... Junction with Meaford Subdivision, North Bay Subdivision, Burlington Jct. Subdivision.

12th District

Orillia Jct..... Junction with Midland Subdivision.
Orillia Jct. (2.1 miles North) Draw Bridge, governed by semaphores. Not interlocked; No derails.
Atterley Jct..... Junction with Midland Subdivision.
Atterley Jct. (0.4 miles north) Georgian Bay & Seaboard Ry. (C.P.R.) crossing; Interlocked.

Wainago (0.3 miles South). Canadian Northern Ontario Railway crossing; Interlocked.
Gravenhurst..... Junction with Branch Line to Muskoka Wharf and West Gravenhurst.
Scotia Jct..... Junction with Branch Line to Muskoka Wharf and West Gravenhurst.
Burke Falls..... Junction with Branch Line to Muskoka Wharf and West Gravenhurst.
Nipissing & Nipissing Railway crossing and Jct. governed by semaphores; Not interlocked; No derails.
Nipissing Jct..... Canadian Pacific Railway crossing. Interlocked.
North Bay..... Junction with Canadian Pacific Railway and T. & N.O. Ry.

14th District

Alliston (0.91 miles South) Canadian Pacific Railway crossing; Interlocked.
Collingwood..... Junction with Meaford Subdivision.
Dunlop (0.6 miles South) Canadian Pacific Railway crossing; Interlocked.
Collwell Jct. (2 miles North) Canadian Pacific Railway crossing; Interlocked.
Collwell Jct. (2 miles North) Canadian Pacific Railway crossing; Interlocked.
Fleming Branch) Canadian Pacific Railway crossing. Interlocked.
Elmvale..... Junction with Elmville Tramway.
Beeton..... Junction with Burlington Jct. Subdivision.
Tay..... Junction with Midland Subdivision.
Birch..... Junction with Branch Line to Tay.

The following District constitute the direct line.

North Partridge Jct. to North Bay Jct.
Alameda to Meaford.
Collwell Jct. to Tay.

The normal position of switches will be for these lines.

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

Engineers, Trainmen and Yardmen are warned not to ride on top or side of engine or cars, passing through any tunnel, shaft or under any overhead bridge protected by tall tales, or where it is known such structure will not clear a man on top of car; they are also warned not to ride on side of engine or car passing high switch stands, water columns, stock chutes 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, tall tales or warning signals, consisting of pieces of ropes, suspended from a wire have been located; the idea being to have the ropes strike a man, whose duty requires him to be on top of the cars in sufficient time to enable him to sit down on car before coming to and while passing under the overhead bridge, thereby avoiding injury by reason of striking the bridge.

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

In future, employees guilty of removing or intentionally displaying 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, hoisting, advertising or other cars occupied by employees or others in charge of cars or their contents hauled on freight trains must when practicable be placed at least five cars ahead of the coaches.

A bell or air whistle signal must be carried on rear platform of all passenger trains running 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 main 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 cars at be coupled together and run down 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 not pass the signal at Alameda until all freight handling is received from the signaller on duty.

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

To adopt by-law (if no such by-law has already been adopted) under Section 307 of the Railway Act, prohibiting sitting in passenger stations, waiting rooms, closets, or other premises of the Company and in or upon the platforms of cars in violation of the provisions of the said by-law, and to put up and maintain in a conspicuous place in its passenger station, and in each of such places in its cars, in which passengers may travel where smoking is permitted a notice of such by-law, and the penalty for breach thereof.

To provide and maintain inspectors in such places in its passenger stations and in its cars in which passengers may travel where smoking is permitted; and to have such

year engine shall be equipped with foot-boards and head-lights on the front and rear ends of the engine and tender, such foot boards to be not less than ten inches wide, the back of each foot board shall be protected by a board not less than four inches high, and if cut in the center, the lower end shall be protected in the manner. No light engine shall be run against the current of traffic, or greater distance than one mile from the nearest station, except as may be authorized by the Railroad Commission.

The rules and regulations, from time to time approved by the Master Car Builders' Association, governing the loading of lumber, logs and scores upon open cars, and the loading and carrying of structural material, plates, girders and beams, and no material of any kind shall be carried upon the roofs of cars. Water stand-pipes shall not be more than two feet and six inches from the widest edge of abutment.

Penalty—(Reg. 17, Order 16570): "If any employee or other person included in the said regulations, fails or neglects to obey the same, or any of them, he shall, in addition to any other liability which he may be liable to incur, be subject to a penalty of twenty-five dollars for every such default."

2. In presence of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the premises. The first aid should be given by the nearest person capable of performing surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Chief Dispatcher of the District.

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

5. Where it is impossible to reach French 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.

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

J. A. HUTCHISON, Chief Medical Officer, Montreal, Que.
T. G. RODDICK, M.D., Consulting Surgeon, Montreal, Que.
B. L. RORDAN, M.D., Division Surgeon, Toronto, Ont.

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INSTRUCTIONS TO PASSENGER TRAIN CONDUCTORS, BRAKEMEN AND PORTERS

The attention of Passenger Train Conductors, Brakemen and Baggage-men is called to the requirements of Rules 255 and 266 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 shoes, 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 sleeping 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 coach so that they may after assisting passengers off and on, be ready to give assistance in loading and unloading baggage and express. Conductors must move sharply in handling train orders and other station work. Brakemen must announce the next station (when leaving station in advance) three times

in each coach saying, "Next station ———," and again when coming into station saying, "This is the way out." Brakemen (or Porters when coach is employed) must keep coaches clean of waste, paper or other refuse. Coach seats must be turned in direction in which train is running when not in use. See that all coaches carrying passengers are supplied with drinking and washing water. Vestibule platform and steps to be swept clean as often as necessary and handle-bars wiped before each stop; vestibule curtains to be closed and not uncoupled till train stops at Terminal or whenever change is made in equipment, sleeping boxes must be used when required; coach closets to be locked before arriving at terminal or important stations. Attention must be given to the heating, ventilation and lighting, the end to be obtained is comfort, proper ventilation and even temperature. Conductors must report on Form 262 all defects of equipment coming to their notice. The carriage of other than reasonable baggage in coaches and obstructions of car aisles must not be permitted. News Company's equipment should where possible be kept in baggage cars only.

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

INSTRUCTIONS GOVERNING THE USE OF BAKER HEATERS AND STEAM HEAT

BAKER HEATERS

1. 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.
2. The inside safety bit should never be opened except to build the fire or put in coal. (Never force the fire by opening inside safety bit.)
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 draft, 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 piping in the cars the circulation— which is principally caused by the weight of the column of water falling from the train pipe— is very slow, and the difference in temperature between the water and the 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 runs 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

1. During the heating season the steam hose must be connected, the valves opened throughout the train, and steam applied according to requirements.
2. 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.
3. Approaching stations where engine is to be changed or switching is to be done the brakeman must open while the valve on the upper or train pipe of rear car until dry steam appears, then signal the engine to be changed to its best position at boiler valve. Engineer must not shut off steam until thus signalled to do so.
3. The steam admitted to each car must be carefully regulated to maintain a uniform temperature of seventy degrees.
4. Careful attention must be given to the draught of the train steam pipe to prevent accumulation of water from condensation and the consequent chilling of the cars.
5. Steam hose must not be uncoupled until the steam has been shut off.
6. In case of failure of steam heat, fires must be lighted in the car heaters.
7. Special attention must be given to the principal instructions explaining in detail the mechanism and the operation of the steam heating apparatus. Employees in train service must have a thorough knowledge of the care and management of the heating apparatus.
8. Steam hose on passenger equipment, when cars are not in service or hose coupled up should be hung up in dummy hooks.

SPEED SCHEDULE

Miles per Hour.			Time per Mile.			Miles per Hour.			Time per Mile.			Miles per Hour.			Time per Mile.		
Hour.	15 min.	0 sec.	Hour.	3 min.	32 sec.	Hour.	2 min.	53 sec.	Hour.	2 min.	15 sec.	Hour.	1 min.	37 sec.			
4.00	12 "	0 "	16.98	3 "	31 "	20.81	2 "	52 "	26.67	2 "	14 "	37.11	1 "	37 sec.			
5.00	10 "	0 "	17.06	3 "	31 "	20.93	2 "	52 "	26.87	2 "	14 "	37.50	1 "	36 "			
6.00	8 "	0 "	17.14	3 "	30 "	21.05	2 "	51 "	27.07	2 "	13 "	37.89	1 "	35 "			
7.00	8 "	34 "	17.22	3 "	29 "	21.18	2 "	50 "	27.27	2 "	12 "	38.30	1 "	34 "			
8.00	7 "	30 "	17.31	3 "	28 "	21.30	2 "	49 "	27.48	2 "	11 "	38.71	1 "	33 "			
9.00	6 "	40 "	17.39	3 "	27 "	21.43	2 "	48 "	27.69	2 "	10 "	39.13	1 "	32 "			
10.00	6 "	0 "	17.48	3 "	26 "	21.56	2 "	47 "	27.91	2 "	9 "	39.56	1 "	31 "			
11.00	5 "	27 "	17.56	3 "	25 "	21.69	2 "	46 "	28.12	2 "	8 "	40.00	1 "	30 "			
12.00	5 "	0 "	17.65	3 "	24 "	21.82	2 "	45 "	28.35	2 "	7 "	40.45	1 "	29 "			
13.00	4 "	36 "	17.73	3 "	23 "	21.95	2 "	44 "	28.57	2 "	6 "	40.91	1 "	28 "			
14.00	4 "	17 "	17.82	3 "	22 "	22.08	2 "	43 "	28.80	2 "	5 "	41.38	1 "	27 "			
15.00	4 "	0 "	17.91	3 "	21 "	22.22	2 "	42 "	29.03	2 "	4 "	41.86	1 "	26 "			
15.06	3 "	59 "	18.00	3 "	20 "	22.36	2 "	41 "	29.27	2 "	3 "	42.35	1 "	25 "			
15.13	3 "	58 "	18.09	3 "	19 "	22.50	2 "	40 "	29.51	2 "	2 "	42.86	1 "	24 "			
15.19	3 "	57 "	18.18	3 "	18 "	22.64	2 "	39 "	29.75	2 "	1 "	43.37	1 "	23 "			
15.25	3 "	56 "	18.27	3 "	17 "	22.78	2 "	38 "	30.00	2 "	0 "	43.90	1 "	22 "			
15.32	3 "	55 "	18.37	3 "	16 "	23.03	2 "	37 "	30.25	1 "	59 "	44.44	1 "	21 "			
15.38	3 "	54 "	18.46	3 "	15 "	23.08	2 "	36 "	30.51	1 "	58 "	45.00	1 "	20 "			
15.45	3 "	53 "	18.56	3 "	14 "	23.23	2 "	35 "	30.77	1 "	57 "	45.57	1 "	19 "			
15.52	3 "	52 "	18.65	3 "	13 "	23.38	2 "	34 "	31.03	1 "	56 "	46.15	1 "	18 "			
15.58	3 "	51 "	18.75	3 "	12 "	23.53	2 "	33 "	31.30	1 "	55 "	46.75	1 "	17 "			
15.65	3 "	50 "	18.85	3 "	11 "	23.68	2 "	32 "	31.58	1 "	54 "	47.37	1 "	16 "			
15.72	3 "	49 "	18.95	3 "	10 "	23.84	2 "	31 "	31.86	1 "	53 "	48.00	1 "	15 "			
15.79	3 "	48 "	19.05	3 "	9 "	24.00	2 "	30 "	32.14	1 "	52 "	48.65	1 "	14 "			
15.86	3 "	47 "	19.15	3 "	8 "	24.16	2 "	29 "	32.43	1 "	51 "	49.31	1 "	13 "			
15.93	3 "	46 "	19.25	3 "	7 "	24.32	2 "	28 "	32.73	1 "	50 "	50.00	1 "	12 "			
16.00	3 "	45 "	19.35	3 "	6 "	24.49	2 "	27 "	33.03	1 "	49 "	50.70	1 "	11 "			
16.07	3 "	44 "	19.46	3 "	5 "	24.66	2 "	26 "	33.33	1 "	48 "	51.43	1 "	10 "			
16.14	3 "	43 "	19.57	3 "	4 "	24.83	2 "	25 "	33.64	1 "	47 "	52.17	1 "	9 "			
16.22	3 "	42 "	19.78	3 "	3 "	25.00	2 "	24 "	33.96	1 "	46 "	52.94	1 "	8 "			
16.29	3 "	41 "	19.89	3 "	2 "	25.17	2 "	23 "	34.29	1 "	45 "	53.73	1 "	7 "			
16.36	3 "	40 "	19.99	3 "	1 "	25.35	2 "	22 "	34.62	1 "	44 "	54.55	1 "	6 "			
16.44	3 "	39 "	20.00	3 "	0 "	25.53	2 "	21 "	34.95	1 "	43 "	55.38	1 "	5 "			
16.51	3 "	38 "	20.11	2 "	59 "	25.71	2 "	20 "	35.29	1 "	42 "	56.25	1 "	4 "			
16.59	3 "	37 "	20.22	2 "	58 "	25.90	2 "	19 "	35.64	1 "	41 "	57.14	1 "	3 "			
16.67	3 "	36 "	20.34	2 "	57 "	26.09	2 "	18 "	36.00	1 "	40 "	58.06	1 "	2 "			
16.74	3 "	35 "	20.45	2 "	56 "	26.28	2 "	17 "	36.36	1 "	39 "	59.02	1 "	1 "			
16.82	3 "	34 "	20.57	2 "	55 "	26.47	2 "	16 "	36.73	1 "	38 "	60.00	1 "	0 "			

FAIR WEATHER ENGINE RATING-BARRIE DIVISION

WEST OR NORTH										EAST OR SOUTH									
Engines 100 Class Pac. Type Freight	Engines 600 and 700 Class Con- solidation	Engines 1200, 1300 and 1400 Class	Engines 2431 to 2525 Class	Engines 2382 to 2430 Class	Engines 2000 and 2100 Class	DF MF	DEAD FREIGHT MANIFEST FREIGHT	Engines 2000 and 2100 Class	Engines 2382 to 2430 Class	Engines 2431 and 2525 Class	Engines 1000 Class	Engines 1200, 1300 and 1400 Class	Engines 600 and 800 Class G.T.Pac.	Engines 100 Class Pac. Type Freight	Engines 600 Class Mikado				
1325	960	1260	1050	760	600	450	400	500	550	600	700	875	1200	1400	1075	1500			
1650	1075	1425	1225	875	700	600	550	500	500	600	700	875	1200	1400	1075	1500			
.....	1100	800	750	675	600	675	750	900	1100			
.....	800	675	575	525	475	600	700	850			
.....	1100	900	700	650	600	375	425	475	575	700			
.....	700	650	600	575	650	700			
.....	700	650	600			
.....	700	650	600			
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.....	700	650	600			
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H. E. WHITTENBERGER,
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