

SAFETY FIRST
CANADIAN NORTHERN RAILWAY
EASTERN LINES

ONTARIO DISTRICT
QUINTE DIVISION

TIME **6** **TABLE**

TAKING EFFECT AT 24.01 O'CLOCK

SUNDAY, OCT. 20, 1918

For the Information and Government of Employees Only

DESTROY ALL FORMER TIME TABLES

GOVERNED BY EASTERN STANDARD TIME

The Superior Direction is East or South, and East or South Bound Trains as indicated in this Time Table are superior to trains of the same class in the opposite (inferior) direction.

The Company's Rules are printed separately in book form. Every Employee whose duties are connected with the movement of trains must have a copy of them and of the current time table accessible when on duty.

Read Special Rules and Instructions carefully; important changes have been made.



CHECK DAYS OF THE WEEK WITH CARE

S. J. HUNGERFORD,
General Manager,
TORONTO, ONT.

D. CROMBIE,
General Superintendent,
TORONTO, ONT.

GEO. COLLINS,
Superintendent,
TRENTON, ONT.

ONTARIO DISTRICT
QUINTE DIVISION
Branch Lines

	Miles
Brockville to Westport (Brockville Subdivision)...	44.4
Trenton to Wallace (Maynooth Subdivision).....	117.6
Marmora Branch.....	9.6
Ormsby Jct. to Coe Hill (Maynooth Subdivision)..	7.2
Trenton to Picton (Picton Subdivision).....	30.6
York River to Howland (Irondale Subdivision)	51.0
Yarker to Bannockburn (Tweed Subdivision)....	54.5
Harrowsmith to Kingston (via C.P.R.).....	18.6
	333.5

Dispatching Office, Trenton, Ont.
Telegraph Call "NE"

H. B. Preston, Dispatcher.

Dr. J. P. MITCHELL, CHIEF MEDICAL OFFICER

320 Bloor St. West, Toronto. Phone No. College 8343

LOCAL MEDICAL OFFICERS

*BROCKVILLE.....	Dr. R. N. Horton.
CONSECON.....	Dr. Wm. Fielding
ELDORADO.....	Dr. W. J. Gardiner.
FRANKFORD.....	Dr. J. U. Simmons.
*KINGSTON.....	Dr. A. R. B. Williamson.
MARLBANK.....	Dr. J. G. Burrows
MARMORA.....	Dr. H. Crawford.
TRENTON.....	Dr. F. J. Farley.
WELLINGTON.....	Dr. J. J. Broad.
YARKER.....	Dr. T. M. Galbraith.

* Denotes hospital accommodation is available.

INJURIES TO PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES.

1. In assisting in providing medical relief for persons injured, the Company has in view humanitarian consideration and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.

2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Chief Dispatcher of the District.

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

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

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

6. The instructions of the Transportation Officer should be given in writing, or by telegraph if necessary, so that a copy may accompany the medical accounts for first aid or such other medical services as may be authorized, for the information of our Chief Medical Officer and General Auditor.

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

Special Rules Governing the Handling of Air Brakes

To All Employees.

1. Employees must be thoroughly conversant with the Brake and Signal Equipment, and report promptly any trouble or defects.

Responsibility.

2. The Engineer and Conductor are responsible for knowing that a proper Terminal Test of train brakes has been made before starting from terminal stations. Engineers must personally handle brake valve, when making all tests.

Terminal Test

3. When an engine has been coupled to an outgoing train, Inspector will make a proper Terminal Test of train brakes and report condition of same to Engineer and Conductor, who must not leave without receiving this information.

Running Test.

4. Engineers on passenger trains must make a Running Test when leaving a terminal or any point where consist of train has been changed, (at a speed not less than 15 m.p.h. when practicable) by making a brake application sufficient to insure the proper control and safety of train.

Road Test

5. When the brake pipe on any train has been uncoupled brakes must be applied and released from Engineer's brake valve after re-coupling and before starting out. Trainmen must see that brakes behind point of separation operate properly.

Double Heading.

6. When two or more engines are coupled in any train, all hose must be coupled and brakes tested, and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all engines except the leading engine.

Emergency Application

7. Brakes must be applied in Emergency Only when necessary to avoid accident, when brake valve handle must be placed in emergency position and left there until train stops.

Observing Air Gauges.

8. Air gauges on locomotives and caboose must be observed frequently to insure the maximum pressure being maintained at all times.

Cutting Out Brakes.

9. Brakes must not be cut out unnecessarily. The car immediately behind engine must always have its brake cut in and operative, and brakes must not be cut on more than two consecutive cars on any train.

Setting Out Cars.

10. When cars are set off at any point, auxiliary reservoirs must be bled and hand brakes applied.

Standing On Grades

11. When necessary for a train to stand on a grade for over five (5) minutes, air brakes must be released and train held by hand brakes.

Calling For Brakes.

12. A call for brakes from an engine when running must be promptly responded to by each Trainman opening a Conductor's valve, and then applying hand brakes. Conductor's valves must not be closed until train stops.

The Audible Signal (Calling for Brakes) is one short blast of engine whistle.

Percentage of Operative Brakes.

13. Passenger trains must have 100% of brakes operative when leaving terminals, and must not be run with less than 90% at any time.

Mixed and freight trains must have at least 90% of brakes operative when leaving terminals, and must not be run with less than 85% at any time.

Retaining Valves.

14. Retaining Valves must be used when descending grades of 1.5% and over with passenger trains, and on grades of 1% and over with mixed and freight trains unless grades are short and no stopping point at foot of grade.

Northbound Trains— Inferior Direction				MAYNOOTH SUBDIVISION				Southbound Trains— Superior Direction				
Second Class			First Class	Miles from Picton	Water, Wye, Coal	Car Capacity of Passing Track	STATIONS Telegraph Offices	Telegraph Calls	First Class	Second Class		
65 Mixed L Daily except Sunday	67 Mixed L Daily except Sunday	63 Mixed L Tu, Th, & Sat. only	61 Passgr. or Mixed L Mo, We, Fri. only						60 Passenger or Mixed L Mo, We, Fri. only	64 Mixed L Daily ex. Sunday	62 Mixed L Tues., Thur., Sat. only	66 Mixed L Daily except Sunday
14.15		7.45	7.45	30.6	YWC		TRENTON STATION ..DN	RN	17.20	11.50	17.20	
14.20		7.50	7.50	32.2			TRENTON JCT.		17.10	11.40	17.10	
14.45		8.20	8.10	38.5		44	FRANKFORD	FA	16.55	11.20	16.45	
15.05		8.50	8.25	43.8		18	GLEN ROSS		16.39	11.00	16.15	
15.20		9.00	8.32	46.0		14	ANSON	D DJ	16.32	10.50	16.05	
15.45 ⁶²		9.25	8.45	50.5		22	WELLMAN		16.18	10.35	15.45 ⁶⁵	
15.52		9.40	8.54	53.4		13	SPRINGBROOK		16.09	10.25	15.35	
16.00 ⁶⁰		9.50	9.00	55.6		19	BONARLAW	D CG	16.00 ⁶³	10.15	15.25	
16.15		10.05 ⁶⁴	9.07	57.8	Y		BELMAR		15.53	10.05 ⁶³	15.15	
16.40		10.20	9.17	61.1	W	25	MARMORA	D MO	15.40	9.55	15.05	
17.05		10.50	9.35 ⁶⁴	67.0		26	MALONE		15.22	9.35 ⁶¹	14.37	
17.30		11.10	9.50	71.3		40	ELDORADO	D ED	15.09	9.10	14.20	
17.55		11.30 11.45	10.05	76.3	YWT	27	BANNOCKBURN	D BK	14.53	8.45	14.00	
18.15		12.05	10.20	80.7		34	MILLBRIDGE	D MI	14.40	8.20	13.30	
18.35		12.30	10.35	85.8		16	MCDONALDS		14.23	8.00	13.10	
18.55		12.55 ⁶²	10.50	90.3	W	36	GILMOUR	D GM	14.09	7.45	12.55 ⁶³	
19.05		13.10	11.00	93.2		14	ST. OLA		14.00	7.35	12.25	
19.15		13.30	11.15	97.0	Y		ORMSBY JCT.	OY	13.50	7.25	12.05	
19.25				99.5			Ormsby			7.15		
20.00				104.2	YWC		COE HILL	D CI		7.00		
		13.37	11.20	98.5		18	BRINKLOW		13.41		12.00	
		13.50	11.27	101.1		12	WOOD'S LAKE		13.33		11.45	
		14.02	11.35	103.8		30	EGAN CREEK		13.25		11.35	
				108.7			BESSEMER JCT.					
		14.30	11.55	109.4		19	L'AMABLE	D MA	13.10		11.05	
		14.47	12.05	112.8		17	BRONSON		13.00		10.48	
	8.00	15.05 16.00	12.20	116.5	TWC	22	BANCROFT	D BF	12.50		10.30 10.00	18.30
	8.15	16.15	12.25	119.0	Y		YORK RIVER		12.40		9.50	18.20
		16.25	12.35 ⁶⁰	120.3		19	BIRD'S CREEK		12.35 ⁶¹		9.45	
		17.00	12.55	126.4		19	HYBLA		12.17		9.20	
		17.30	13.15	132.3	YW	20	MAYNOOTH	D MY	12.00		9.00	
				140.3		19	LAKE ST. PETER					
				143.8		13	MCCONNELL					
				148.2		18	WALLACE					
A Daily ex. Sun. 65	A Daily ex. Sun. 67	A Tue. Th. Sat. 63	A Mon., We. Fri. 61						L Mon. Wd. Fri. 60	L Daily ex. Sun. 64	L Tue. Th. Sat. 62	L Daily ex. Sun. 66
To Irondale Subdivision												From Irondale Subdivision

1. Trenton Station Yard extends from yard limit boards Picton Subdivision to yard limit boards north of Trenton Jct., on Maynooth Subdivision, and from yard limit boards west of Trenton West Yard, on Trenton Subdivision, to yard limit boards east of Trenton Station, on Rideau Subdivision. In this station yard, Trenton and Rideau Subdivision trains will use centre track of the three tracks passing station, with necessary crossover switches, providing a continuous route from standpipe to east switch of wye at Trenton drawbridge, and normal position of all switches will be for this route; but all trains must approach junction switches at these points under control prepared to move to Trenton Station by other routes if directed or signalled by switchman in charge, and must, in making any movements within these limits, use such caution as will ensure absolute safety. All trains must approach and pass over under control that portion of track in Trenton Yard between main track switch leading into Enginehouse, Trenton Subdivision, and east end of the Station Yard.

2. Position of switch at east end of wye at Trenton drawbridge is normal when set for main track, Ottawa to Toronto.

3. Position of two switches at Junction of Maynooth and Rideau Subdivisions is normal when set for main track, Ottawa to Toronto.

4. Position of switch at north end of wye at Trenton drawbridge is normal when set for main track, Wallace to Trenton.

5. Brakemen must not ride on top of cars while passing under G.T.R. Bridge at Trenton Junction.

6. Speed of all trains passing Marmora Street crossing, Trenton, must be restricted to ten miles per hour; crossing whistle sounded twice, first at the whistle post a quarter of a mile from the crossing, and again at a point one-eighth of a mile from the crossing, the engine bell to be kept ringing continuously until the crossing is passed.

7. On Semaphore at Bonarlaw the upper arm governs C.P.R. trains and the lower arm governs Maynooth Subdivision trains.

8. All trains must reduce speed to ten (10) miles per hour and not work steam over any bridge between Trenton and Ormsby Junction.

9. Trains must not move over Marmora Branch without verbal permission from the Agent at Marmora or instructions from the Train Dispatcher on duty.

10. All trains must approach and pass through Bannockburn yard and Wyes under control, expecting to find trains working or turning. No. 71 will pull through the north leg of wye and back train to station on Maynooth Subdivision main line, and No. 72 will head out on the south leg of Wye.

11. Speed of ten miles an hour must not be exceeded over Bridge Street crossing, Bancroft.

12. Trains off Irondale Subdivision may leave York River without terminal clearance.

Flag Stops—Graphite..... Mileage 129.6
All Trains. Turriff..... " 105.2

TIME TABLE No. 6, TAKING EFFECT OCTOBER 20, 1918

Westbound Trains— Inferior Direction				Miles from Picton	Water, Wye, Coal.	Car Capacity of Passing Track.	PICTON SUBDIVISION		Telegraph Calls	Eastbound Trains— Superior Direction			
Second Class							STATIONS Telegraph Offices			Second Class			
51 Passenger L Daily except Sunday	55 Passenger L Daily except Sunday	53 Passenger L Daily except Sunday								50 Passenger A Daily except Sunday	54 Passenger A Daily except Sunday	56 Passenger A Daily except Sunday	
.....	21.10	13.35	7.40 ⁵⁰	30.6	WYC	.....	.....TRENTON.....DN	RN	7.10 ⁵³	12.00	17.05	.....
.....	f 21.19	f 13.44	f 7.49	27.0	.....	.....	3.6 Canal.....	.....	f 7.02	f 11.52	f 16.52	.....
.....	f 21.23	f 13.48	f 7.53	25.6	.....	13	1.4.....WELLER'S BAY.....	.....	f 6.58	f 11.47	f 16.47	.....
.....	f 21.25	f 13.50	f 7.55	24.9	.....	.....	0.7 Gardenville.....	.....	f 6.56	f 11.45	f 16.44	.....
.....	s 21.34	s 14.00	s 8.00	21.3	.....	19	3.6.....CONSECON.....D	NS	s 6.48	s 11.36	s 16.35	.....
.....	s 21.47	s 14.12	s 8.12	16.5	.....	3	4.8.....HILLIER.....D	HI	s 6.37	s 11.23	s 16.20	.....
.....	f 21.51	f 14.16	f 8.16	14.9	.....	.....	1.6.....Niles Corners.....	.....	f 6.33	f 11.19	f 16.15	.....
.....	s 22.00	s 14.25	s 8.25	11.0	.....	22	3.9.....WELLINGTON.....D	WO	s 6.25	s 11.10	s 16.05	.....
.....	f 22.10	f 14.35	f 8.35	7.6	.....	.....	3.4.....Hallowell.....	.....	f 6.17	f 11.00	f 15.55	.....
.....	s 22.19	s 14.44	s 8.44	4.2	.....	14	3.4.....BLOOMFIELD.....D	FD	s 6.09	s 10.51	s 15.46	.....
.....	22.30	14.55 ⁵⁶	9.00	0.0	WYC	21	4.2.....PICTON.....D	P	6.00	10.40	15.35 ⁵⁵	.....
	A Daily except Sunday 51	A Daily except Sunday 55	A Daily except Sunday 53						L Daily except Sunday 50	L Daily except Sunday 54	L Daily except Sunday 56		

SPECIAL INSTRUCTIONS—PICTON
SUBDIVISION

Trenton Station Yard.—Speed of all trains passing Marmora Street crossing, Trenton, must be restricted to ten miles per hour; crossing whistle sounded twice, first at the whistle post a quarter of a mile from the crossing, and again at a point one-eighth of a mile from the crossing, the engine bell to be kept ringing continuously until the crossing is passed. For balance of instructions covering Trenton Station Yard, see Maynooth Subdivision.

REGISTERING STATIONS—Picton, Trenton.

BULLETIN POINT AND COMPARISON CLOCK—Trenton.

DRAWBRIDGE—Murray Canal, not interlocked—Mileage 27.

SPURS—Grahams.....S—M 13.6

SPECIAL INSTRUCTIONS—BROCKVILLE
SUBDIVISION

When the operator at Forfar is not on duty, a Trainman must take charge of the Railway Crossing at this point, and operate the semaphore signal. Semaphore arm at right angles to the track or red light indicates stop and semaphore arm parallel to the track or green light indicates proceed.

REGISTERING POINTS—Brockville, Forfar, Westport.

BULLETIN POINTS—Brockville.

COMPARISON CLOCK—Brockville.

SPUR—Hardy.....N..Mileage 2.1

G.T.R. Connection..N.. " 4.4

RAILWAY CROSSING AT GRADE—With Rideau Subdivision. Not Interlocked.....Mileage 35.0

Northbound Trains—
Inferior Direction

Second Class

First Class

301
Mixed
L Daily
except
Sunday77
Mixed
L Daily
except
Sunday79
Mixed
L Daily
except
Sunday

14.45

15.00

15.08

15.20

15.25

15.35

15.50

15.56

16.00⁷⁸

16.20

16.45

16.50

17.00

17.15

12.15⁷⁸

77

79

301

A Daily
ex. Sun.A Daily
ex. Sun.A Daily
ex. Sun.Northbound Trains—
Inferior Direction

Second Class

First Class

301
Mixed
L Daily
except
Sunday77
Mixed
L Daily
except
Sunday79
Mixed
L Daily
except
Sunday

14.45

15.00

15.08

15.20

15.25

15.35

15.50

15.56

16.00⁷⁸

16.20

16.45

16.50

17.00

17.15

12.15⁷⁸

77

79

301

A Daily
ex. Sun.A Daily
ex. Sun.A Daily
ex. Sun.BROCKVILLE
SUBDIVISIONSTATIONS
Telegraph Offices

BROCKVILLE

5.2

LYN.

2.6

Seeleys

4.9

Forthton

1.8

Glen Elbe

2.9

ATHENS

6.4

Soperton

2.5

Lyndhurst

1.6

DELTA

5.1

PHILLIPPSVILLE

2.0

FORFAR

1.5

CROSBY

3.3

NEWBORO

4.6

WESTPORT

Southbound Trains—
Superior Direction

First Class

Second Class

Third Class

302
Passenger
A Daily
except
Sunday76
Mixed
A Daily
except
Sunday78
Mixed
A Daily
except
Sunday

21.00

8.30

17.30

17.20

17.00

16.45

16.40

16.15

16.05

16.00⁷⁷

15.10

15.00

14.00

13.50

13.35

13.15⁷⁹

302

76

78

L Daily
ex. Sun.L Daily
ex. Sun.L Daily
ex. Sun.

SPECIAL INSTRUCTIONS—MAYNOOTH SUBDIVISION

BULLETIN POINTS—Trenton, Bancroft, Maynooth.

COMPARISON CLOCK—Trenton.

REGISTERING POINTS

Trenton, Bannockburn, Ormsby Jct., Bancroft, York River, Maynooth, Wallace, Coe Hill.

SPURS

McCormick Pit.....NS..Mileage 34.0

Glen Miller.....N.. " 35.4

Box Board.....N.. " 39.4

Canal.....S.. " 43.6

Kineman.....S.. " 66.6

Murdie.....S.. " 74.4

Ray.....S.. " 79.0

Thompson.....S.. " 81.7

Loomis.....S..Mileage 83.0

Snow Road.....S.. " 84.2

Cooperage.....S.. " 91.

Nobb.....S.. " 107.0

Marble Quarry.....S.. " 113.5

Hastings Road.....S.. " 115.0

Rathbun.....S.. " 117.0

RAILWAY CROSSINGS AT GRADE

With G.T.R.—Not interlocked.....Mileage 46.0

With C.P.R.—Not interlocked..... " 55.6

DRAWBRIDGE

Trent Canal—Not interlocked..... " 43.7

Cassleman.....NS..Mileage 123.1

Graphite.....NS.. " 129.6

Coe Hill Branch—Creosote.....S.. " 101.0

Marmora Branch

Cooperage.....S.. " 3.0

Lynch & Ryan.....NS.. " 7.5

Ballast Pit.....S.. " 8.0

Northbound Trains— Inferior Direction						TWEED SUBDIVISION			Southbound Trains— Superior Direction		
Second Class			Miles from Yarker	Water, Wye Coal	Car Capacity of Passing Tracks	STATIONS Telegraph Offices	Telegraph Calls		1st Class	3rd Class	
	73 Mixed L Daily except Sunday	71 Mixed L Daily except Sunday							70 Mixed A Daily except Sunday	72 Mixed A Daily except Sunday	
.....	19.15	9.45 ⁷⁰	0	YC	.....	YARKER	D	KR	8.40 ⁷¹	15.00	.....
.....	s 19.28	s 10.05	4.4	.....	15	4.4 MOSCOW	D	MS	s 8.25	s 14.30	.....
.....	s 19.40	s 10.25	8.5	.....	15	4.1 ENTERPRISE	D	PE	s 8.10	s 14.05	.....
.....	s 19.58	s 11.00	14.7	W	15	6.2 TAMWORTH	D	WO	s 7.55	s 13.30	.....
.....	s 20.05	s 11.20	17.2	.....	15	2.5 ERINSVILLE .....	.....	.....	s 7.45	s 13.00	.....
.....	s 20.17	s 11.45	21.2	.....	15	4.0 MARLBANK	D	MB	s 7.33	s 12.35	.....
.....	s 20.35	s 12.10 ⁷²	27.8	.....	15	6.6 LARKINS .....	.....	.....	s 7.18	s 12.10 ⁷¹	.....
.....	s 20.47	s 12.35	32.0	.....	15	4.2 STOCO .....	.....	.....	s 7.07	s 11.35	.....
.....	20.55	A 12.45 L 14.00	34.6	ywc	15	2.6 TWEED	D	WD	7.00	L 11.20 A 10.30	.....
.....	.....	s 14.25	40.5	.....	15	5.9 ACTINOLITE .....	.....	.....	.....	s 10.05	.....
.....	.....	s 14.50	46.0	.....	15	5.5 QUEENSBORO	D	QO	.....	s 9.40	.....
.....	.....	s 15.10	49.9	.....	15	3.9 ALLANS .....	.....	.....	.....	s 9.20	.....
.....	.....	15.30	54.5	yw	15	4.6 BANNOCKBURN	D	BK	.....	9.00	.....
.....	A Daily except Sunday 73	A Daily except Sunday 71	.....	.....	.....	.....	.....	.....	L Daily except Sunday 70	L Daily except Sunday 72	.....

Westbound Trains Inferior Direction			IRONDALE SUBDIVISION			Eastbound Trains Superior Direction		
Second Class			Miles from York River	Car Capacity of Passing Tracks	STATIONS	Third Class		
	67 Mixed L Daily except Sunday	.....				66 Mixed A Daily except Sunday	.....	.....
.....	8.15	0.0	.....	.....	Y..YORK RIVER...	18.20	.....	.....
.....	s 8.30	4.3	12	.....	4.3 HUGHES	s 18.05	.....	.....
.....	s 8.40	6.0	3	.....	1.7 Baptiste	s 18.00	.....	.....
.....	s 9.25	12.0	9	.....	6.0 HIGHLAND GROVE	s 17.35	.....	.....
.....	s 9.50	16.0	w5	.....	4.0 Mumford	s 17.20	.....	.....
.....	s 10.30	20.8	27	.....	4.8 s. WILBERFORCE	s 17.00	.....	.....
.....	f 10.45	23.0	.....	.....	2.2 Monmouth Road...	f 16.40	.....	.....
.....	s 11.05	26.3	9	.....	3.3 TORY HILL	s 16.30	.....	.....
.....	s 11.45	34.0	13	.....	7.7 GOODERHAM	s 15.55	.....	.....
.....	f 12.10	39.7	.....	.....	5.7 Maxwells	f 15.38	.....	.....
.....	s 12.25	41.7	E 3	.....	2.0 Irontdale	s 15.33	.....	.....
.....	f 12.55	46.0	.....	.....	4.3 Furnace Falls	f 15.18	.....	.....
.....	13.45 ⁶⁰	51.0	14	.....	5.0 T...HOWLAND	14.55 ⁶⁷	.....	.....
.....	A Daily except Sunday 67	.....	.....	.....	.....	L Daily except Sunday 66	.....	.....

SPURS

Jenning	EW..	Mileage 4.9
Ford	EW..	" 7.0
Huff	W..	" 9.8
Oser	W..	" 16.9
Ironsides	W..	" 18.5
Graham	EW..	" 23.5
Shier	E..	" 31.7

REGISTERING POINTS

Bancroft
Howland
York River

BULLETIN POINTS
Bancroft

KINGSTON SUBDIVISION (Via C.P.R.) 18.6 Miles

No. 50 leaves Harrowsmith	10.00	arrives Kingston	10.45
No. 74 leaves Harrowsmith	15.45	arrives Kingston	16.30
No. 75 leaves Kingston	14.45	arrives Harrowsmith	15.25
No. 51 leaves Kingston	17.40	arrives Harrowsmith	18.30

1. All trains between Harrowsmith and Kingston are governed by Canadian Pacific Ry. Time Table and Train Rules. Trainmen and Enginemen running over Canadian Pacific tracks between Harrowsmith and Kingston must have in their possession copy of C.P.R. rules and C.P.R. current Time Table; train orders must be received from C.P.R. Dispatcher for all extra trains moved between Harrowsmith and Kingston.

2. C.N.Ry. trains must not occupy nor pass over Main track of C.P.Ry. at Harrowsmith until permission has been obtained from Operator on duty, or until such movement has been protected. Trains will be governed by indications of the two fixed signals located between C.P.Ry. and C.N.Ry. Main tracks 500 feet East and 500 feet West of the Crossover Switches. Signals displayed at Proceed indicate that switches are set and track is clear for C.P.Ry. trains to pass over. Signals displayed at stop indicate that C.P.Ry. track is clear and switches set for C.N.Ry. trains to pass over. Unless otherwise instructed C.N.Ry. trains will use C.N.Ry. tracks through Harrowsmith Yard. The position of C.P.Ry. Main track switches in Harrowsmith Yard is normal when set for C.P.Ry. Main track.

SPECIAL INSTRUCTIONS—TWEED SUBDIVISION

1. All trains must approach and pass through Bannockburn yard and Wyes under control, expecting to find trains working or turning. No. 71 will pull through the north leg of Wye and back train to station on Maynooth Subdivision main line and No. 72 will head out on the south leg of Wye.

2. Nos. 72 and 70 pull through east leg of wye and back train to Yarker Station on main line, Rideau Subdivision.

3. All trains must approach and pass through Yarker yard under control, and all engines and trains must use caution in moving around Yarker Wye expecting to find trains turning thereon.

4. No train must exceed a speed of ten (10) miles per hour over Victoria Street Crossing at Tweed and all switching movements over this crossing must be flagged.

SPURS.

Grant.....38.8 | Tino.....40.7

RAILWAY CROSSINGS
AT GRADE

Mileage
With C.P.R. Inter-
locked.....34.6

REGISTERING POINTS

Yarker
Tweed
Bannockburn

BULLETIN POINTS
and
COMPARISON CLOCK
Yarker

All trains may leave York River and Howland without terminal clearance.

SPEED RESTRICTIONS

S. 1—At a safe distance before commencing the descent of steep grades and approaching railway crossings at grade, junctions, drawbridges, and at points where trains are to be met and passed, and where at any other point failure of brakes would be attended with hazard, a brakeman must be on the rear car of each train within convenient access of Conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once if practicable. This does not prevent Conductors from taking a car with defective valve or pipe line through to the end of the run.

S. 2—Conductors and engineers must not permit trains to be run at an excessive rate of speed, particularly descending grades, around sharp curves or through yards. Trains must not exceed speed of Ten (10) miles per hour when using turnouts or crossovers. Where slow orders are in effect over bridges speed must be reduced before any part of the train is on the bridge, and trains should go over the bridge without brakes applied.

S. 3—Ry. Act, Section 275—No train shall pass in or through any thickly peopled portion of any city, town or village at a speed greater than Ten (10) miles an hour, unless the track is fenced or properly protected in the manner prescribed by this Act, or unless permission is given by some regulation or order by the Board. (Penalty \$100.00)

S. 4—All locomotives and trains must use caution in meeting or passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged.

S. 5—The following speed restrictions must be observed on the Quinte Division, except when and where bulletin, train order, or slow boards instruct that slower speeds shall be observed:—

Subdivision	Passenger Trains		Freight and Mixed Trains		Subdivision	Passenger Trains		Freight and Mixed Trains	
	Mls. per hr.	Mts. per hr.	Mls. per hr.	Mts. per hr.		Mls. per hr.	Mts. per hr.	Mls. per hr.	Mts. per hr.
Maynooth..	35		20		Irondale....	25		15	
Picton.....	30		20		Brockville..	25		20	
Tweed.....	30		20						

S. 6—Engines running light must not exceed speed permissible for passenger trains.

S. 7—Engines moving tender first, with or without cars, must not be run at a rate of speed exceeding Twenty (20) miles per hour.

S. 8—Six wheel switch engines must not exceed speed of Fifteen (15) miles per hour.

S. 9—Engines without pony trucks must not be moved at a rate of speed exceeding Fifteen (15) miles per hour.

S. 11—Trains handling Wrecking Cranes or Brown Hoist Cranes over any portion of the line must not move at a rate of speed exceeding Twenty (20) miles per hour, unless otherwise notified by train order. When possible at least three (3) cars must be between crane and engine handling train.

Brown Hoist Cranes must not be moved in trains unless the boom is disconnected; the travel mechanism under crane put out of gear, and Brown Hoist engine and boiler blocked to body of car and secured by safety chains, which must also be wired; this arrangement will not necessitate the taking off of cable, but ample slack must be allowed in cable between car on which boom is loaded and crane car to allow for curvature or slack; Conductors will be held responsible for the strict observance of this rule.

S. 12—Observe carefully all speed restrictions indicated by "Slow Orders" and "Slow Boards." The greater number on a Slow Board is highest speed permissible for Passenger Trains, and the lesser number is highest speed permissible for Freight Trains.

GENERAL RULES

A—Conductors or Engineers must not undertake to handle trains over any Subdivision until they have learned the road and the location and use of signals, nor until they have qualified as prescribed in B. of R.C. General Order No. 236.

B—At all points where there is a Passing track, the times indicated in the time table apply to the switch where an inferior train in the same direction enters the Passing track. While stations adjacent to these Passing tracks may be designated by sign board by name and while traffic may be received or discharged there in line with established practice, yet in all cases where there is a Passing track the times shown in the time table apply, as stated in Rule 5, to the switch where an inferior train enters the siding.

C—Yards. Trenton, Yarker, Tamworth, Tweed, Maynooth, Bancroft, Bannockburn, Marmora, Bonarlaw and Picton Yards are defined by yard limit boards.

At all other stations where there are passing tracks the outer main track switches of passing tracks will indicate "station limits," and within these limits the main track may be used, keeping clear of first and second class trains. All trains except first and second class trains must, unless otherwise directed, approach and pass through such limits prepared to stop, unless the main track is seen or known to be clear.

During foggy, smoky or stormy weather, or if their position with regard to grades or curves makes it necessary in order to insure full protection, trains using the main track in yards or "station limits" must be protected as required by Rule 99.

D—Between the hours of 20.00 o'clock and 8.00 o'clock at all open telegraph offices, trains (except first class and passenger extras) must receive a clearance from the operator, whether the signal indicates "stop" or "proceed." If there are no "31" orders on hand for delivery to any train in the direction as indicated by the approaching train, operators are required to have clearance ready, so that engineer and conductor may secure it while passing at slow speed.

E—Unless some form of block signals is used, freight trains in the same direction must keep at least ten minutes apart, except in closing up at stations, instead of the five minutes required by Rule 91. A light engine or light loaded freight train (50 per cent. of full tonnage or less) must not follow any train unless clearance shows arrival at a station ahead, or unless the station from which it is to follow or the next station ahead is not a telegraph office, in which case it may follow in twenty minutes to the first telegraph office.

F—Addition to Rule 93 (Board's Order No. 159):—"By night, or in foggy or stormy weather, proper lights must be placed on cars or engines obstructing the main track within yard limits." Under this rule white lights must be used for this purpose and must be placed on both ends of the obstruction.

H—Employees must not ride on top of cars passing under overhead bridges, or through tunnels at which there is not sufficient clearance.

I—When necessary to use two engines on a train the engines

must be coupled at head end of train without any cars between them; except that when necessary to assist a train for a short distance up a grade the extra engine may be used at rear end of train. In all cases where it may be considered unwise to run two engines coupled over any bridge, trestle or structure, train must be stopped and leading engine uncoupled and sent ahead to other side of structure.

J—Unless otherwise instructed, a dead engine to be moved in a train must be hauled with pilot end ahead and must be placed five cars from train engine; if more than one dead engine in train they must be separated by five cars, and not more than two dead engines may be moved in one train. Except when it cannot be avoided empty flat cars must not be handled between engines or immediately ahead of or behind any dead engine in train.

K—Ry. Act, Section 387—Every employee of any Company who directs or knowingly permits any freight, merchandise or lumber car to be placed in any passenger train in the rear of any passenger car in which any passenger is carried, except when moving troop trains in International Service, is guilty of an indictable offence.

L—A sufficient number of hand brakes must be applied on all cars left in side tracks or passing tracks or on the main track to prevent such cars moving.

M—Derails must be inspected and known to be in proper position before a signal is given for a train to pass over. Where Hayes derails are located they also must be inspected and known to be in proper position before a signal is given for a train to pass over them. Trainmen must know where derails are located and be governed accordingly. All derails must be set and locked whether cars in siding or not.

P—Whistle signal "14L," two long and two short blasts of the whistle, must be made when approaching all curves.

Q—All Engines, with or without cars, before coupling to any passenger car, must be stopped not less than six feet and not more than twelve feet from such car.

R—To prevent accident to passengers alighting from cars standing on bridges adjacent to stations, trainmen will not announce station stop until after train has passed over the structure.

S—Criminal Code—Section 283.

"Everyone is guilty of an indictable offence and liable to two years' imprisonment who, by any unlawful Act, or by any wilful omission or neglect of duty, endangers or causes to be endangered the safety of any person conveyed or being in or upon a railway or aids or assists therein. 55-56 V., c. 29, 251."

T—Single Arm Train Order Signals govern trains running in both directions.

U—An inferior train must clear the time of a superior train in the same direction not less than TEN minutes unless it is clear before the superior train is due to leave the next station in the rear where time is shown. This clearance is required instead of the five minutes prescribed by Rule 86.

INSTRUCTIONS TO BE OBSERVED BY ALL EMPLOYEES IN CONNECTION WITH GENERAL ORDER No. 107 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, DATED JULY 4th, 1913, IN CONNECTION WITH FIRES ALONG OR ADJACENT TO THE COMPANY'S RIGHT-OF-WAY.

General:—

The law, as now interpreted, practically makes this Company responsible for the extinguishing of fires starting within three hundred feet of the track, unless it can be shown that the Company is not responsible. It is necessary, therefore, that all employees take an interest in the prevention of fires, that they should co-operate in putting out fires promptly, and also endeavour to determine positively the origin of fires, in order to relieve the Railway Company of the responsibility where caused by other agencies. (Note the penalty clause at end of this Order.)

To Enginemen, Conductors, Brakemen and Firemen:—

It shall be the duty of Train and Engine Crews on freight and passenger trains, when discovering a fire on or adjoining the right-of-way of the Railway Company, to stop and use every effort to extinguish such fire. In the event of this being impracticable, either by reason of the extent of the fire or its distance from the right-of-way or otherwise, the train shall proceed to the first telegraph station, where the Conductor shall wire a report to the Superintendent, giving the exact location of the fire and the action taken by engine and train crews concerning same. It also shall be the duty of Enginemen to stop and notify the first Section gang passed, regarding any fire not extinguished as above. Fire Cards should be used where trains are unable to stop, but care must be taken that the Fire Cards give proper information and that Section forces get them.

No employee shall do or cause damage or injury to any of the fire protective appliances on any engine; open the back dampers of any engine while running ahead, or the front dampers while running tender first, except when there is snow on the ground and it is necessary to take such action in order to have the engine steam properly, or permit fire, live coals or ashes to be deposited on tracks or right-of-way, unless the same are extinguished immediately thereafter, except in pits provided for the purpose. On no account shall ashpans be dumped, or ashes from cars or cabooses be thrown out on the right-of-way while running. Burning or smouldering waste taken from hot boxes shall be covered with earth or otherwise completely extinguished.

To Agents:—

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

To Roadmasters, Assistant Roadmasters, Master

Carpenters, and other Officials:—

In cases where fires are reported, it shall be the duty of any division official to proceed to the scene of the fire as quickly as

possible and take charge of the work of fire fighting until he can be relieved by the Division Roadmaster. The man first on the ground should organize his men to do the best work possible; and when this is done, he should immediately proceed to investigate the origin of the fire and fix the location where it started; get statements from all witnesses, and make every effort to learn the origin and fix the responsibility. The first officer on the ground should endeavour to hold a joint investigation with the local Fire Inspector of the Railway Commission, or other local forestry officer, and agree upon the origin of the fire. This will avoid disputes later on.

A report shall be submitted covering every fire starting or burning within 300 feet of the track regardless of size or damage done.

To Chief Despatchers:—

In all cases when fires are reported, it will be the duty of the Despatcher 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 Despatchers to furnish whatever train service may be required to move extra gangs, section gangs, or bridge gangs, to the fire immediately, giving this movement preference if the emergency requires it.

To Sectionmen, Extra Gangs and Bridge Foremen:—

In all cases where fire occurs, it shall be the duty of all section crews, extra gangs and bridge crews to proceed immediately to such fires and extinguish same, remaining as long as may be necessary to do this; and it must be understood that this is the most important work that can be done, and that the carrying on of your work, though it may be important, must be set aside until the fire is extinguished, except only that the work of fire fighting does not take precedence over work immediately necessary to the safety of trains. 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 Roadmaster.

Between April 1st and November 1st, no ties, cuttings, debris or litter upon or near the right-of-way shall be burned, except under such supervision as will prevent such fire from spreading beyond the strip being cleared. Officers of the Railway Commission may require that no such burning be done along specified portions of the line, except with the written permission or under the direction of such officer.

Penalty:—

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

EXTRACTS FROM THE RAILWAY ACT.

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

Section 274.—Any engine approaching a highway crossing at rail level must sound whistle at least eighty rods before reaching such crossing. The bell shall be rung continuously from the time of sounding the whistle until engine has crossed such highway except within the limits of cities or towns where municipal by-laws are in force prohibiting such sounding of whistle and ringing of the bell. Penalty \$8.00 for each offence. (Refer Rule 31)

Section 276 (Amended).—Whenever in any City, Town or Village, any train not headed by an engine is passing over or along a highway at rail level which is not adequately protected by gates or otherwise, the Company shall station, on that part of the train which is then foremost, a person who shall warn persons standing on, or crossing, or about to cross the track of such railway.

The Board upon the application of any Company or person shall have the power to order that this Section shall not apply to any particular trains or classes of trains or to trains running on any specified portions of the Railway of the Company; provided that no such Order shall be made with respect to trains engaged in shunting or switching or in yard or terminal movements. (Refer Rule 102).

Sections 277 and 278.—At all railroad crossings at rail level not interlocked and equipped with derrails all trains must come to a full stop before coming on or crossing over such crossings. Penalty \$100.00. (Refer Rule 98.)

Section 279.—Every employee who wilfully allows any engine, tender or car to stand on any part of a highway more than five minutes or in shunting obstructs public traffic more than five minutes is liable to a penalty not exceeding \$50. (Refer Rule 102.)

Section 413.—Every Conductor, Engineer, Train Despatcher, Telegraph Operator, Station Agent, Switchman, Signalman, Bridge Tender, or any other person who is intoxicated or under the influence of liquor while on duty in charge of or in any employment having to do with the movement of trains upon any railway is guilty of an offence and shall be punished by a fine not exceeding \$400. or imprisonment not exceeding five years or both.

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

PROTECTION OF IMPASSABLE TRACK

General Order No. 248, Board of Railway Commissioners for Canada, Sept. 25th, 1918 (Order 188 amended).

RULES

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

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

Send out a flagman in each direction with stop signals, at least: 1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.

3,600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5,400 feet if there is a down grade towards the obstruction within one mile.

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

3. On other lines—

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

(b) By day place a red flag, and in addition, by night, a red light, on the same side of the track as the engineer of an approaching train so that it will be clearly in his view, at least 3,600 feet from the defective or working point, if there is no down grade towards the obstruction.

5,400 feet if there is a down grade within one mile of the obstruction or as much farther as may be necessary to insure full protection.

(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal.

(d) Between sunset and sunrise and during stormy, foggy or smoky weather conditions flagmen must be placed instead of the signals referred to in clause (b).

4. Trains stopped by flagman, as per Rule 2 and Rule 3(d),

shall be governed by his instructions and proceed to the working point or working point signal as the case may be, and there be governed by signal or instructions of the foreman in charge.

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

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

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

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

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

9. That the Brennan Signal device as approved by the Board, or a signal of an equally serviceable type attached to the base of the rail, to be approved by the Board, be used to display the signals directed to be provided under Rules 3(b) and 6 (yellow signal) of this order and Rule 35 (yellow signal) of the Uniform Code of Operating Rules.

10. Flagmen must each be equipped for day time with a red flag and four torpedoes, and for night time, and when weather or other conditions obscure day signals, with a red light, a white light, four torpedoes, three red fuses, and a supply of matches.

AND IT IS FURTHER ORDERED that the foregoing rules be printed in the working time tables of the said railway companies for the guidance of all employees.

Subdivisions to be named setting out which of the rules are applicable to each.

EMPLOYEES WILL NOTE UNDER THE ABOVE ORDER THAT:

Between sunset and sunrise and during stormy, foggy or smoky weather, Manual Flagging is required on all Subdivisions of the Quinte Division (Rule 3d). Under other conditions stationary (Red Flags) flagging shall be observed (Rule 3) on all Subdivisions. Train and Enginemen running on or using any portion of Toronto Division will be governed by Toronto Division time table.

Yellow Flags as advance indication and Red Flags at obstructed point are used to protect defective track covered by "Train Order" protection (Rule 6).

Yellow Flags are also used to indicate track where reduced speed is necessary, if permanent slow boards are not installed.

"SAFETY FIRST"

General Order No. 236. (Board of Railway Commissioners) provides in part as follows:—

No light engine, or two or more light engines coupled, shall be run against the current of traffic a greater distance than twenty-five miles in any one direction without a conductor in addition to the engineer and fireman.

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

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

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

Telegraph or telephone operators engaging in the operation of trains or handling train orders must be at least eighteen years of age, write a legible hand, and pass an examination on train rules and regulations.

Telegraph operators must be able to send and receive messages at the rate of not less than twenty words per minute.

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

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

Water stand-pipes shall not be nearer than two feet and six inches from the widest engine cab and the spout of the stand-pipe shall, when not in use, be fastened parallel with main track and enginemen are required to see that this is done after using any such pipe. Penalty \$50.00.

General Order No. 247. (Board of Railway Commissioners) amends Rule 33 and requires that watchmen stationed at public crossings must use in daytime a disc showing the word STOP, and at night a green signal, to prevent persons and vehicles from crossing the track when trains are approaching.

EXAMINING AND REGISTERING OF FREIGHT TRAINS AT WATER STATIONS

Freight Trains must be stopped and carefully looked over and registered at each water station.

Where there is neither Agent nor Operator, Conductors must register their train on form provided for the purpose at the tank. At water stations where there is an Agent or Operator, such trains will be registered by them when on duty; when not on duty, trains will be registered by their Conductors at the station, and train register must be left accessible for this purpose.

"SAFETY FIRST"