

CANADIAN NORTHERN RAILWAY

EASTERN LINES

ONTARIO DISTRICT

TORONTO DIVISION

TIME **15** TABLE

TAKING EFFECT AT 24.01 O'CLOCK

SUNDAY, FEB. 24, 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.

S. J. HUNGERFORD,

General Manager,
TORONTO, ONT.

D. CROMBIE,

General Superintendent,
TORONTO, ONT.

C. L. HARRIS,

Superintendent,
ROSEDALE, ONT.

TORONTO DIVISION

	Miles
Toronto to Todmorden (Toronto Terminals)	5.6
Todmorden to Trenton (Trenton Subdivision)....	105.0
Trenton to Hurdman (Rideau Subdivision).....	146.2
Todmorden to Parry Sound (Muskoka Sub- division)	143.4
Udney to Orillia (Orillia Subdivision).....	10.2
	<hr/> 410.4

G. N. GOAD, Assistant Superintendent, Rosedale.

Dispatching Office at Rosedale.
Telegraph Call "S"

P. H. FOX, Chief Dispatcher.

M. McKeown	} Dispatchers.
E. V. Tansley	
W. D. Marshall,	

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.

Dr. J. P. MITCHELL, CHIEF MEDICAL OFFICER
320 Bloor St. West, Toronto. Phone No. College 8343

LOCAL MEDICAL OFFICERS

BEAVERTON.....Dr. A. Grant.
 *BELLEVILLE.....Dr. A. MacColl.
 *COBOURG.....Dr. Geo. M. Ferris.
 DESERONTODr. E. D. Vandervoort.
 MT. ALBERT.....Dr. M. T. Cody.
 NAPANEE.....Dr. J. P. Vrooman.
 ORONO.....Dr. M. Tucker.
 *ORILLIA.....Dr. W. C. Gilchrist.
 *OTTAWA.....Dr. Geo. F. MacCarthy,
 110 Lisgar St. Phone No. Queen 1497
 *PARRY SOUND.....Dr. M. H. Limbert.
 PORT HOPE.....Dr. R. E. Forrest.
 *SMITH FALLS.....Dr. W. S. Murphy.
 TRENTON.....Dr. F. J. Farley.
 YARKER.....Dr. T. M. Galbraith.

* Denotes hospital accommodation is available.

TORONTO TERMINALS

Westbound Trains—Inferior Direction							Eastbound Trains—Superior Direction						
Second Class		First Class					First Class					Second Class	
	24 Muskoka Mixed L Tues., Thurs., Sat.	11 Trenton Passgr. L Daily except Sunday	2 Muskoka Passgr. L Mon., Wed., Fri.	9 Trenton Passgr. L Daily except Sunday	7 Trenton Passgr. L Daily except Monday	Miles from Toronto	STATIONS	12 Trenton Passgr. A Daily except Sunday	1 Muskoka Passgr. A Mon., Wed., Fri.	8 Trenton Passgr. A Daily except Saturday		23 Muskoka Mixed A Mon., Wed., Fri.	10 Trenton Mixed A Daily except Sunday
	18.00	20.50	16.25	10.45	6.50	5.6	Todmorden..	10.22	22.24	23.30		9.30	16.55
							1.8						
	s18.20	20.55	16.30	s10.50	6.55	3.8	ROSEDALE..	10.18	22.19	23.25		s9.15	16.40
							1.6						
	18.30	s21.05	s16.40	s10.58	s7.05	2.2	Don (Queen St.)	s10.14	22.14	23.19		9.00	s16.24
							2.2						
		21.25	17.00	11.15	7.25	0.0	Toronto...	10.00	22.00	23.05			16.10
	A Tues., Thurs., Sat. 24	A Daily except Sunday 11	A Mon., Wed., Fri. 2	A Daily except Sunday 9	A Daily except Monday 7			L Daily except Sunday 12	L Mon., Wed., Fri. 1	L Daily except Saturday 8		L Mon., Wed., Fri. 23	L Daily except Sunday 10

SPECIAL INSTRUCTIONS—TORONTO TERMINALS.

1. All trains between Rosedale and Toronto (Union Station) will be governed by Grand Trunk Railway Time Table and Train Rules. The times shown between Rosedale and Toronto are for convenience only. Rosedale is to be considered an initial station for all trains.

Trainmen and Enginemen running over Grand Trunk tracks, between Rosedale and Toronto (Union Station), must have in their possession copy of Grand Trunk Rules, also Grand Trunk current Time Table.

Train orders must be received from G.T.R. Dispatcher for all extra trains running between Rosedale and G.T.R. Don.

2. The cross-over track between C.P.R. main track and Cherry Street Yard lead just south of Eastern Avenue is to enable C.P.R. engines to enter Cherry Street Yard. For the protection of trains working in Cherry Street Yard and of C.P.R. trains while using C.N. tracks and while using C.P.R. diamond crossing of C.N. Cherry Street Yard lead a semaphore signal is located on West side of Cherry Street Yard lead about 400 feet south of Queen Street Crossing; operating lever for this signal is located between Water Column and Eastern Avenue. A train entering Cherry Street Yard and finding this signal displayed at "stop" must stop outside of it and not proceed until clear signal has been given or until it is known that the track is clear. Cross-over at this point is for exclusive use of C.P.R. and must not be used by C.N. trains under any circumstances.

3. All trains must approach and pass through that portion of Rosedale Yard between curve east of C.P.R. Overhead Bridge and Main Track Switch of Cross-over West of Station (Don Belt Line) prepared to stop unless main track is seen or known to be clear.

4. Trains going on or coming off Muskoka Subdivision must not exceed Ten (10) miles per hour over Junction Switch at Todmorden. Freight trains must not exceed 10 miles per hour between Rosedale and Todmorden.

5. Position of Junction Switch at Todmorden is normal when set for Main Track Ottawa to Toronto.

6. Operator or switch tender at Todmorden when on duty will register trains except those displaying green signals; trains displaying green signals must be registered by their Conductors. Conductors of trains not required to stop at Rosedale and Todmorden must deliver "O.S." slip to operator or switch tender, if on duty, who will register train and file slip; failing to deliver slip to operator or switch tender conductor must register train.

7. No passing track at Todmorden.

8. When passenger trains are to meet at Rosedale westbound train will head in on siding in front of station, unless otherwise directed by yardmaster or his representative.

REGISTERING POINTS

Toronto (Union Station).
Rosedale. Todmorden.

COMPARISON CLOCKS

Toronto (Union Station).
Rosedale.

SPURS

Davies.....E.....Mileage 5.0
Sun.....W.....Mileage 5.2

BULLETIN POINTS

Toronto (Union Station Ticket Office)
Rosedale.

SPECIAL INSTRUCTIONS—MUSKOKA AND ORILLIA SUBDIVISIONS

Note.—Trains meeting at Todmorden will meet at Junction Switch. No passing track at Todmorden.

1. Udney. (a) Position of west wye switch at Udney is normal when set for south leg of wye.

(b) Operator Udney will register all trains except those terminating at this point and those displaying green signals; trains terminating at this point and trains displaying green signals must be registered by their Conductors.

(c) Conductors of trains not required to stop at Udney must deliver "O.S." slips to operator, who will register train and file slip; failing to deliver slip to operator Conductor must register train.

2. Orillia. All trains between G.T. Ry. Crossing, mileage 7.4 (Orillia Subdivision) and Orillia will be governed by C.P.R. Time Table and Train Rules. Times shown between these points are for convenience only. G.T. Ry. Crossing is to be considered an Initial Station for all trains. Trains may leave this point without Terminal Clearance. Trainmen and Enginemen, in charge of trains over C.P.R. tracks, must have in their possession copy of C.P.R. Rules and current Time Table.

3. Ragged Rapids. South Bound trains consisting of more cars than can be accommodated between platform and first bridge north must, before stopping baggage car at platform, first stop so that rear coach is clear of the south end of bridge, and will then, if necessary, back train to platform to receive or discharge baggage.

4. Bala Park. On account of position of drawbridge it is necessary that special precautions be taken to prevent accidents.

(a) Southbound Trains which, after passing semaphore signal north of bridge, have stopped at platform or wye, must not again start southward until hand proceed signal has been received from Draw Bridge Tender. All southbound extra trains must approach Bala Park cautiously, keeping sharp lookout for trains backing to main track via north leg of wye.

(b) All Trains. Before a train starts to pull or back out of south leg of wye on to main track Conductor must, before train is moved, make sure that draw bridge is in proper position and must personally have an understanding with Bridge Tender in charge that such is the case and must also receive a proceed signal from Bridge Tender before train is moved on to main track.

Trains pulling or backing out of south end of through siding must be governed by foregoing instructions.

(c) Passenger trains going to the Dock will back in unless otherwise ordered.

5. Lake Joseph passenger station, mileage 129.1, is 1.4 miles South of passing track. Time and mileage shown herein refer to passing track.

6. Parry Sound. (a) Semaphore signal located 2000 feet south of junction switch at Parry Sound junction is for protection of trains occupying MAIN TRACK in Parry Sound Yard and trains entering or leaving Parry Sound Freight Station Track. A train occupying Main Track in Parry Sound Yard or trains entering or leaving Parry Sound Freight Station Track must be protected by this semaphore signal against all northbound schedule trains. All northbound first and second class trains approaching Parry Sound Yard must approach semaphore signal prepared to stop regardless of indication and see that track is clear before passing, moving at a speed to ensure safety between there and Seguin River Bridge. All other northbound trains will be governed by Rule 93.

(b) All trains backing between Main Line junction switch and Parry Sound Freight Station must have air whistle signal on front end of leading car. Whistle must be sounded while train is moving backward and speed must not exceed Six (6) miles per hour.

(c) Parry Sound Industrial Spur.—Joint Section is indicated by "Joint Section" location boards. C.N.R. engines have right to this track daily from 12.01 to 24 o'clock, but verbal permission to use same must first be obtained from C.N.R. Operator, Parry Sound. C.P.R. engines have right to this track from 24.01 to 12.00 o'clock. When either Company desires to use this joint section during the hours assigned to the other Company train orders must be obtained from the other Company.

RAILWAY CROSSINGS AT GRADE

With G.T.Ry.....Not Interlocked.....Mileage 43.8
With C.P.Ry.....Interlocked.....71.4
With G.T.Ry.....do.....88.7
do.....do.....Orillia Subdivision 7.4

DRAW BRIDGES

Trent Canal.....Not Interlocked.....Mileage 67.1
Jeanettes Narrows.....do.....113.3

TIME TABLE No. 15, TAKING EFFECT FEBRUARY 24, 1918

Northbound Trains—Inferior Direction							MUSKOKA SUBDIVISION		Southbound Trains—Superior Direction			
Second Class		First Class		Miles from Toronto	Water, Wye Coal	Car Capacity of Passing Track	STATIONS Telegraph Offices	Telegraph Calls	First Class		Second Class	
23 Mixed L Mon., Wed., Fri.		1 Passenger L Mon., Wed., Fri.							2 Passenger A Mon., Wed., Fri.		24 Mixed A Tues., Thurs., Sat.	
9.30		22.24	5.6				Todmorden TDN	DN	16.25		18.00	
f 9.50		22.36	11.1	51			DUNCAN		16.15		f 17.38	
f 10.10		22.47	16.9	41			THORNLEA		16.05		f 17.15	
s 10.30		s 23.00	21.4	W 42			RICHMOND HILL	DRH	s 15.55		s 16.55	
f 10.48		23.12	26.0		40		GORMLEY	D GY	s 15.45		s 16.37	
f 11.08		23.24	31.2		39		VANDORF		s 15.35		f 16.16	
f 11.26		23.32	35.8		41		PINE ORCHARD		s 15.25		f 15.58	
s 11.46		23.42	41.0		44		MOUNT ALBERT	D MU	f 15.13		s 15.35	
f 12.00		23.49	45.1	W 33			ZEPHYR		15.02		f 15.20	
f 12.15		23.56	49.6		43		CEDAR BRAE		14.53		f 15.05	
s 12.35		24.07	55.6		42		PEPPERLAW	D FR	f 14.41		s 14.45	
s 13.05		s 24.25	64.3	W 48			BEAVERTON	D BN	s 14.25		s 14.10	
f 13.25		24.33	69.0		24		GAMEBRIDGE		14.14		f 13.50	
s 13.35		24.38	72.0		40		BRECHIN	D BH	f 14.08		s 13.40	
s 13.58		24.47	77.5	YC 42			UDNEY	D UY	13.58 ²³		s 13.20	
f 14.13		24.54	81.6		42		RATHBURN		13.50		f 13.06	
s 14.40		1.08	89.1	W 43			WASHAGO	D WG	f 13.35		s 12.40	
f 14.58		1.17	93.9		38		SPARROW LAKE	SA	13.25		f 12.24	
f 15.36		1.37	104.2		23		SOUTHWOOD		13.05		f 11.48	
s 16.05		f 1.53	112.1	W 35			TORRANCE	D RA	s 12.47		s 11.20	
f 16.10		1.57	113.4	Y 8			BALA PARK	B	12.44		f 11.14	
f 16.27		2.06	118.1		29		MEDORA		12.34		f 10.57	
f 16.53		2.20	125.3		40		FOOTES BAY	D FN	12.19		f 10.31	
f 17.15		2.30	130.5	W 32			LAKE JOSEPH	J	12.09		f 10.11	
17.38		2.44	136.1		40		BLACKSTONE		11.57		9.50	
f 17.59		2.57	141.3		30		FALDING		11.46		f 9.30	
18.20		3.10	146.5				James Bay		11.35		9.10	
18.30		3.15	149.0	WC			PARRY SOUND	DN JU	11.30		9.00	
A Mon., Wed., Fri. 23		A Tues., Thurs., Sat. 1					g Stops for Toronto passengers only. Nos. 1 and 2 will stop at any station on Muskoka Subdivision for passengers to or from points west of Capreol.		L Mon., Wed., Fri. 2		L Tues., Thurs., Sat. 24	

Westbound Trains— Inferior Direction		Miles from Udney	Car Capacity of Passing Tracks.	ORILLIA SUBDIVISION	Telegraph Calls	Eastbound Trains— Superior Direction
				STATIONS		
.....	0.0	41	.....	UDNEY.....	D UY	.....
.....	5.5	.....	.....	5.5 Uptergrove.....	D	.....
.....	7.4	.....	.....	1.9 G.T.Ry. Xing (Interlocked)	.....	.....
.....	10.2	.....	.....	Via 2.8 Via D C.P.R.. ORILLIA. C.P.R.	OA	.....

BULLETIN POINTS—Parry Sound, Rosedale.

REGISTERING POINTS—Todmorden, Parry Sound, Udney.

COMPARISON CLOCKS—Parry Sound, Rosedale.

SPURS

Clark	N	Mileage	12.8	Greer	N	Mileage	118.6
Industrial	N	"	19.2	Buckeye	N	"	26.9
Lawrence	N	"	21.3	Thurston	N	"	126.8
Pefferlaw Pit	N	"	52.2	Neubergall	N	"	37.4
Fawkhams	N	"	87.0	Wismer	N	"	38.3
Hamlet	S	"	92.9	Rosseau Rd.	N	"	139.0
Ragged Rapids	N	"	100.5	Otter Lake	S	"	143.5
Cornell	S	"	108.5				

FLAG STOPS (TRAINS 23 and 24).

	Mileage		Mileage
Port Bolster (g only).....	58.1	Bala Road	116.0
Maple Beach (g only).....	60.0	Gordon Bay.....	131.1
Cedarhurst (g only).....	62.0	Roseland Road.....	139.0
Hales Lake.....	69.9	Otter Lake.....	143.5
Ragged Rapids.....	100.5	Orillia Subdivision	
Connell.....	108.5	Mahoney.....	2.0
Park Beach (g only).....	114.7	Millington.....	4.4

Westbound Trains Inferior Direction				TRENTON SUBDIVISION			Eastbound Trains Superior Direction					
Third Class	First Class						First Class		Second Class		Third Class	
107	11	9	7				12	8	10	108		
Fast Frgt. L Daily ex. Sun.	Pass. L Daily ex. Sun.	Pass. L Daily ex. Sun.	Passenger L Daily ex. Mon.	Miles from Todmorden	Water, Wye, Coal	Car Capacity of Passing Track	STATIONS Telegraph Offices	Telegraph Calls	Pass. A Daily ex. Sun.	Pass. A Daily ex. Sun.	Mixed A Daily ex. Sun.	Fast Frt. A Daily ex. Mon.
.....	17.30	7 00	3.40	105.0	YWC	.....	TRENTON STATION.DN	RN	13.30	2.30	23.00	.....
21.00	17.32	7.02	3.42	.....	.....	.....	TRENTON WEST YARD.DN	YD	13.25	2.25	22.50	4.40
21.30	17.48	7.18	4.00 ¹⁰⁸	95.6	.....	47	BRIGHTON.....D	BI	13.12	2.10	22.25	4.00 ¹⁰⁷
22.00	18.04	7.34	4.14	87.1	W	30	COLBORNE.....D	CO	12.55	1.54	22.00 ¹⁰⁷	3.25
.....	18.11	7.44	.....	82.7	.....	.....	Wicklow.....	.....	.....	.....	21.46	.....
22.25	18.15	7.49	4.25	80.5	.....	44	GRAFTON.....D	GR	12.43	1.43	21.37	3.05
22.55	18.30	8.05	4.40	72.8	W	60	COBOURG.....DN	CB	12.30	1.30	21.15	2.45
23.15	18.45	8.17	4.55	66.5	.....	50	PORT HOPE.....D	HO	12.18	1.20	20.52	2.25
23.55	19.03	8.36	5.14	56.9	.....	48	OSACA TOWN.....D	A	12.02	1.03	20.22	1.55
24.10	19.10	8.43	5.20	53.4	.....	43	STARKVILLE.....D	SI	11.57	24.57	20.09	1.45
24.48 ⁸	19.20	8.55	5.30	47.7	WC	50	ORONO.....D	ON	11.47	24.48 ¹⁰⁷	19.50	1.25
1.05 ¹⁰⁸	19.32 ¹⁰	9.06	5.39	42.4	.....	54	TYRONE.....D	BO	11.37	24.39	19.32 ¹¹	1.05 ¹⁰⁷
.....	19.38	9.12	.....	39.3	.....	8	Solina.....D	NK	11.32	.....	19.15	24.45 ¹⁰⁸
1.35	19.50	9.24	5.53	33.5	.....	48	OSHAWA.....DN	OA	11.22	24.25 ¹⁰³	18.55	24.10 ⁸
1.55	19.58	9.33	6.00	29.6	W	50	BROOKLIN.....	f	11.15	24.19	18.40	23.50
.....	20.03	9.40	.....	27.0	.....	.....	Kinsale.....	.....	.....	.....	18.30	.....
2.15	20.09	9.48	6.09	23.7	.....	48	GREENBURN.....D	GN	11.04	24.10	18.17	23.30
.....	20.12	9.53	.....	21.6	.....	.....	Brock Road.....	h	11.01	.....	18.08	.....
2.40	20.20	10.05	6.20	17.0	.....	50	CHERRYWOOD.....D	CH	10.54	24.00	17.52	23.10
3.00	20.32	10.20	6.31	10.7	W	50	MALVERN.....D	MV	10.42	23.49	17.30	22.50
3.20	20.40	10.34 ¹²	6.40	6.2	.....	16	KENNEDY ROAD.....	.....	10.34 ⁹	23.41	17.15	22.33
3.50	20.50	10.45	6.50	.0	.....	19	TODMORDEN..TDN	DN	10.22	23.30	16.55	22.10
A Daily ex. Mon.	A Daily ex. Sun.	A Daily ex. Sun.	A Daily ex. Mon.				b Denotes stop on flag on Saturday only. c Denotes stop on flag on Wednesday only. h Denotes stop on flag on Holiday only.		L Daily ex. Sun.	L Daily ex. Sat.	L Daily ex. Sun.	L Daily ex. Sun.
107	11	9	7						12	8	10	108

SPECIAL INSTRUCTIONS

1. Trenton Station Yard extends from yard limit board Picton Subdivision to yard limit board north of Trenton Jct., on Maynooth Subdivision, and from yard limit board west of Trenton West Yard, on Trenton Subdivision, to yard limit board 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. 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.

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

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

6. Drawbridge at mileage 105.5 and crossing with C.P.R. at mileage 105.7 are both controlled by one interlocking plant. There is no distant semaphore governing eastbound trains, and all eastbound trains must receive instructions from tower man over telephone located in Trenton Station.

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

8. Operator at Trenton West Yard will register all Trenton Subdivision passenger and mixed trains.

9. Oshawa—Trains must not move between Oshawa and Oshawa town without verbal permission from agent at Oshawa or instructions from Train Dispatcher on duty.

10. Todmorden—The position of Junction Switch at Todmorden is normal when set for Main Track Ottawa to Toronto.

11. Operator or Switch tender Todmorden will register all trains except those terminating at this point and those displaying green signals; trains terminating at this point and trains displaying green signals must be registered by their Conductors.

12. Conductors of trains not required to stop at Rosedale and Todmorden must deliver "O.S." slip to operator or switch tender who will register train and file slip; failing to deliver slip to operator or switch tender conductor must register train.

RAILWAY CROSSINGS AT GRADE

With C.P.Ry.....	Interlocked.....	Mileage 18.0
With G.T.Ry.....	do.....	30.2
With G.T.Ry.....	do.....	72.5

REGISTERING POINTS

Trenton Station (for pasgr. and mixed trains only).	Todmorden
Trenton West Yard (for freight trains only)	

BULLETIN POINTS

Trenton Station	Trenton West Yard	Rosedale
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COMPARISON CLOCK

Trenton Station	Rosedale
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SPURS

Dawes Road.....E..	Mileage 2.8	Provincial.....W..	Mileage 72.2
Builders' Supply ..W..	20.2	Lakebourne.....W..	90.0
Godson.....E..	24.5	Colbright.....W..	92.5
Marchmont.....W..	45.0		

FLAG STOPS TRAINS 9 AND 10

Monday, Wednesday and Friday.
Colbright..... Mileage 92.5

WESTBOUND TRAINS—INFERIOR DIRECTION						Miles from Tadmorden	Water Wye, Coal	Car Capacity of Passing Track	RIDEAU SUBDIVISION		Telegraph Calls	EAST		
Third Class	First Class								STATIONS Telegraph Offices	8 Passenger A Daily ex. Sun.		16 Passeng A Daily ex. Su		
107 Freight L. Daily			7 Passenger L. Daily ex. Sun.	17 Passenger L. Daily ex. Sun.	11 Passenger L. Daily ex. Sun.									
8.30			20.45			250.7	WYC		HURDMAN...DN	WA		8.45		
8.40 ⁸			20.50						0.6 Riverside...DN	RV		8.40 ¹⁰⁷		
			A 21.00		12.30	251.8			OTTAWA (Central St'n.)			L 8.20		
			L 22.30						Via G.T.R. 1.7 Via G.T.R.			A 8		
8.40			22.36		12.35	250.1			Riverside...DN	RV		7.		
8.55			f 22.50		f 12.50	244.7	WYC		5.4 RIDEAU JCT...DN	RJ	f	7.30		
10.30									3.5					
10.43			22.57		f 12.57	241.2		50	MERIVALE		f	7.22		
10.55			23.04		f 13.04	237.8		50	FALLOWFIELD		f	7.17		
11.15			s 23.14		s 13.15	232.1	W	50	5.7 RICHMOND...D	HD	s	7.05		
11.45			f 23.27		13.29	224.0		36	8.1 DWYER HILL			6.		
12.10			23.37		f 13.40	216.9		33	7.1 NOLANS		f	6.38		
12.40			s 23.50		s 13.55 ¹⁰⁸	209.6	W	50	7.3 SMITH FALLS...DN	SF	s	6.25		
13.07 ¹⁰⁸			24.02		f 14.07	202.7		50	6.9 LOMBARDY		k	6.12		
13.35			s 24.18		s 14.23	193.3		50	9.4 PORTLAND...D	OD	s	5.55		
13.50			s 24.30		s 14.33	189.3	YC	53	4.0 FORFAR...D	CK	s	5.48		
14.00			24.34		f 14.38	187.4	W	50	1.9 ELGIN...D	GI	s	5.39		
14.15			s 24.44		f 14.48	182.2		50	5.2 CHAFFEYS LOCKS...	CF	s	5.28		
14.40			1.03		15.04	173.6		50	8.6 BUCK LAKE			5.09		
14.50			1.09		f 15.10	170.7		50	2.9 PERTH ROAD			5.02		
15.15 ¹¹			s 1.22		s 15.25 ¹⁰⁷	163.9	W	50	6.8 SYDENHAM...D	SY	s	4.48		
15.45 ¹²			s 1.33	18.30	s 15.35 ¹²	159.6	Y	25	4.3 HARROWSMITH...D	HA	s	4.36	9.	
16.05			s 1.45	18.45	s 15.50	153.3	WYC	45	6.3 YARKER...DN	KR	s	4.22	9.	
16.40									3.9				9.	
16.55			g 1.52	s 18.55	g 15.57	149.4		45	2.5 CAMDEN EAST		g	4.10	f 8	
17.05			g 1.56	s 19.05	f 16.01	146.9		50	2.0 NEWBURG...D	NU	g	4.05	f 8	
17.15			g 1.59	f 19.10	g 16.05	144.9		40	5.0 STRATHCONA...D	RA	g	4.01	f 8	
17.30			s 2.10	s 19.25	s 16.20	139.9	Y	45	5.0 NAPANEE...D	NA	s	3.50	s 8	
18.15			s 2.22	s 19.40	s 16.30	133.9	WC	55	6.0 DESERONTO...DN	DR	s	3.40	s 8.1	
18.25			f 2.28	s 19.50	f 16.35	130.7			3.2 CAMP MOHAWK...D	CM	f	3.30	s 8	
18.43			2.40	f 20.00	16.45	124.7	W	50	6.0 SHANNONVILLE			3.20	f 7	
18.55			2.46	f 20.10	b 16.51	121.1		25	3.6 THURLOW...D	HU		3.	f 7	
19.15			s 3.05 ⁸	s 20.25	s 17.00	116.4	Y	75	4.7 BELLEVILLE...DN	VI	s	3.05 ⁷	s 7	
19.35			3.17	f 20.35	17.10	110.7		20	5.7 BAYSIDE			2.52	f 7	
20.00			3.30	20.45	17.20	105.0	WYC		5.7 TRENTON STATION DN	RN		2.40	7	
A Daily			A Daily ex. Mon.	A Daily ex. Sun.	A Daily ex. Sun.				g Denotes flag stop for Toronto passengers only. b Denotes general flag stop on Saturdays only. k Denotes flag stop for Ottawa passengers only.				L Da ex. Su. 8	L D ex. Su. 1
107			7	17	11									

FLAG STOPS—Twin Elm mileage 234.6 is flag stop for Trains 8 and 11.

SPECIAL INSTRUCTIONS

1. **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 Trenton Subdivision.

2. **Mileage 114.9.** Nos. 11, 12, 16 and 17 will stop at Deaf and Dumb Institute Station when requested to discharge Toronto or Deseronto passengers for Institute or upon request of Agent Belleville, to receive traffic from Institute.

3. **Belleville Yard**—(a) Until station interlocking plant is put into operation, normal indica-

tion of cross-over switches will be for me leave station platform track, and this will be temporarily known as the "Section will also be used by Canadian switches used by C.N. Ry. trains in from Operator that no C.N. Ry. trains Section. All C.P. Ry. trains are required (b) All C.N. Ry. trains must approach Section until it is seen or known to be clear (c) The most northerly track bot

TIME TABLE No. 15, TAKING EFFECT FEBRUARY 24, 1918

ON	Miles from Trenton	Water Wye, Coal	Car Capacity of Passing Track	RIDEAU SUBDIVISION		Telegraph Calls	EASTBOUND TRAINS—SUPERIOR DIRECTION					
							First Class					Third Class
							8 Passenger A Daily ex. Sun.	16 Passenger A Daily ex. Sun.	12 Passenger A Daily ex. Sun.			108 Freight A Daily.
STATIONS Telegraph Offices												
HURDMAN...DN	250.7	WYC		0.6	WA	8.45						19.40
Riverside...DN					RV	8.40 ¹⁰⁷						19.30
OTTAWA (Central St'n.) Via G.T.R. 1.7 Via G.T.R.	251.8				L	8.30						
Riverside...DN	250.1			5.4	RV	7.						19.30
RIDEAU JCT...DN	244.7	WYC		3.5	RJ	f 7.30			f 18.35 ¹⁰⁸			19.00 ¹² 16.30 ¹²
MERIVALE	241.2		50	3.4		f 7.22			f 18.28			16.15
FALLOWFIELD	237.8		50	5.7		f 7.17			18.21			16.00
RICHMOND...D	232.1	W	50	8.1	HD	s 7.05			s 18.10			15.35
DWYER HILL	224.0		36	7.1		6.			f 53			15.00
NOLANS	216.9		33	7.3		f 6.38			17.40			14.35
SMITH FALLS...DN	209.6	W	50	6.9	SF	s 6.25			s 17.25			13.55 ¹¹ 13.37
LOMBARDY	202.7		50	9.4		k 6.12			f 17.09			13.07 ¹⁰⁷
PORTLAND...D	193.3		50	4.0	OD	s 5.55			s 16.50			12.37
FORFAR...D	189.3	YC	53	1.9	CK	s 5.48			s 16.40			12.22
ELGIN...D	187.4	W	50	5.2	GI	5.39			f 16.35			12.07
CHAFFEYS LOCKS	182.2		50	8.6	CF	s 5.28			f 16.26			11.47
BUCK LAKE	173.6		50	2.9		5.09			16.08			11.17
PERTH ROAD	170.7		50	6.8		5.02			f 16.00			11.05
SYDENHAM...D	163.9	W	50	4.3	SY	s 4.48			s 15.45 ¹⁰⁷			10.43
HARROWSMITH...D	159.6	Y	25	6.3	HA	s 4.36		9.40	s 15.35 ¹¹			10.23
YARKER...DN	153.3	WYC	45	3.9	KR	s 4.22		9.05	s 15.20			10.00
CAMDEN EAST	149.4		45	2.5		g 4.10	f 8.53		f 15.09			9.30
NEWBURG...D	146.9		50	2.0	NU	g 4.05	f 8.45		f 15.04			9.20
STRATHCONA...D	144.9		40	5.0	RA	g 4.01	f 8.39		f 15.00			9.10
NAPANEE...D	139.9	Y	45	6.0	NA	s 3.50	s 8.25		s 14.50			8.50
DESERONTO...DN	133.9	WC	55	3.2	DR	s 3.40	s 8.10 ¹⁰⁸		s 14.34			8.25 7.55 ¹⁶
CAMP MOHAWK...D	130.7			6.0	CM	f 3.30	s 8.?		f 14.28			7.40
SHANNONVILLE	124.7	W	50	3.6		3.20	f 7.17		14.16			7.15
THURLOW...D	121.1		25	4.7	HU	3.	f 7.38		g 10			7.00
BELLEVILLE...DN	116.4	Y	75	5.7	VI	s 3.05 ⁷	s 7.26		s 14.02			6.40
BAYSIDE	110.7		20	5.7		2.52	f 7.13		13.50			6.10
TRENTON STATION DN	105.0	WYC			RN	2.40	7.00		13.40			5.45

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SPECIAL INSTRUCTIONS

ing Marmora Street Crossing, Trenton, sounded twice, first at the whistle post a t one-eighth of a mile from the crossing, ossing is passed.
ard, see Trenton Subdivision.

ill stop at Deaf and Dumb Institute passengers for Institute or upon request

lant is put into operation, normal indica-

tion of cross-over switches will be for movement of Canadian Northern Railway trains to reach and leave station platform track, and this most northerly or platform track between cross-overs will be temporarily known as the "Joint Section." As a temporary arrangement, this Joint Section will also be used by Canadian Pacific Railway trains, which will stop clear of cross-over switches used by C.N. Ry. trains in reaching Joint Section until Conductor has ascertained from Operator that no C.N. Ry. trains are due, when they may upon hand signal pass over Joint Section. All C.P. Ry. trains are required to keep clear of C.N. Ry. trains.

(b) All C.N. Ry. trains must approach cross-over switches under control and not pass onto Joint Section until it is seen or known to be clear.

(c) The most northerly track both west of west cross-over switch and east of east cross-

ment of Canadian Northern Railway trains to reach and most northerly or platform track between cross-overs in Section." As a temporary arrangement, this Joint Specific Railway trains, which will stop clear of cross-over reaching Joint Section until Conductor has ascertained the due, when they may upon hand signal pass over Joint to keep clear of C.N.Ry. trains.

cross-over switches under control and not pass onto Joint r.

west of west cross-over switch and east of east cross-

SPURS				
Waterworks.....E..	Mileage	115.4	Lead MineMileage	170.0
Wilson.....W..	"	115.9	Uptons Pit.....W..	" 245.5
Houpt.....E..	"	149.0		

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. This does not prevent Conductors from taking through to the end of the run a car with defective valve or pipe line.

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 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 Toronto District, except when and where bulletin, train order, or slow boards instruct that slower speeds shall be observed:—

Subdivision	Passenger Trains. Mls. per hr.	Freight and Mixed Trains. Mls. per hr.
Muskoka.....	45	25
Orillia.....	25	25
Trenton.....	50	25
Rideau.....	50	25

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 front trucks must not be moved at a rate of speed exceeding Fifteen (15) miles per hour.

S. 10—Any train handling any loaded Ore car must not exceed Fifteen (15) miles per hour between Todmorden and Richmond Hill and between Lake Joseph and Parry Sound and over Orillia Subdivision.

S. 11—Trains handling Crane No. 6254 or Brown Hoist Cranes Nos. X550, X551, X552 or any similar crane or machine, 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 Nos. X550, X551, and X552 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—All engines and trains must use caution in moving around the Wye at Udney, expecting to find engines or trains turning thereon.

S. 13—Trains going on or coming off Muskoka Subdivision must not exceed a speed of Ten (10) miles per hour over junction switch at Todmorden.

S. 14—Trains using crossovers at the East and West ends of Belleville Passenger Station must not exceed Ten (10) miles per hour.

Order No. 12225. (Board of Railway Commissioners) provides in part as follows:—

Eighty-five per cent. (85%) of the number of cars in every train shall be equipped with Air Brakes in working order.

When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes.

No light engine 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.

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.

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.

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.—Whenever in any city, town or village any train is passing over or along a highway at rail level and is not headed by an engine moving forward in the ordinary manner the Company shall station 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 standing on or crossing or about to cross the tracks of such Railway. Trainmen and Enginemen will see that this is strictly complied with. Penalty \$100.00. (Refer Rule 102.)

Sections 277 and 278.—At all railroad crossings at rail level not interlocked and equipped with derails 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 \$50.00. (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 \$400.00 or imprisonment not exceeding five years or both. (Refer Rule G.)

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.)

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 Order of the Board of Railway Commissioners No. 12,225.

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. Toronto Terminals, Richmond Hill, Beaverton, Udney, Lake Joseph, Parry Sound, Cobourg, Trenton, Belleville, Deseronto, Napanee, Yarker, Rideau Jct. and Hurdman, 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 trains using main track in yards or within "station limits" must protect when and 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: "By night or in foggy or stormy weather proper lights must be placed on cars or engines obstructing main track within yard limits."—Board of Railway Commissioners' Order No. 159, Feb. 18, 1916.

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 it is necessary to use two engines on a train the engines must be coupled at the head end of the train, without any cars between them, except in a case where it is necessary to assist a train for a short distance up a grade, when the extra engine may be used at the rear end of the train.

In all cases where it may be considered unwise to run two engines coupled over any bridge, trestle or structure, the train must be stopped and leading engine uncoupled and sent ahead to the other side of the structure.

J—Unless otherwise instructed dead locomotives, when moved in trains, 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 by at least five cars and not more than two dead engines may be handled 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, 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 sounded 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 accidents 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.—"Wantonly endangering safety of persons on Railways.

Everyone is guilty of an indictable offence and liable to two year's 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."

**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 the end of this Order.

To Enginemen and Trainmen:—

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 Track and Bridge and Building Supervisors 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 Track or Bridge and Building Supervisor. 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 Dispatchers:—

In all cases when 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 Dispatchers 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 Bridgemen, Extra Gang and Sectionmen:—

In all cases where fire occurs, it shall be the duty of all bridge-men, extra gang and sectionmen 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 other 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 Track Supervisor.

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:—

General Order No. 107 of the Board of Railway Commissioners provides as follows:—

"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."

PROTECTION OF IMPASSABLE TRACK

General Order No. 188, Board of Railway Commissioners for Canada, April 23rd, 1917.

IT IS ORDERED that the following regulations for the Uniform Maintenance of Way Flagging Rules for Impassable Track, to become effective June 1st, 1917, be, and they are hereby, prescribed for the observance of every Railway Company within the legislative authority of the Parliament of Canada:—

RULES

1. Before undertaking any work which will render the 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 supported on two staffs with flag drawn out between them, at right angles to the track and five feet above rail level, 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.

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.

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.

4. Trains stopped by flagman, as per rule 2, shall be governed by his instructions and proceed to the working point, and there be governed by a signal or instructions of the foreman in charge.

5. Trains stopped by red signal, as per Rule 3, 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 may 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 left hand 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.

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.

Frequent service shall mean nine or more trains per diem.

Fast train service shall mean a service at a speed of thirty-five miles or more an hour.

EMPLOYEES WILL NOTE UNDER THE ABOVE ORDERS THAT:

Rule 2 (d) Manual Flagging must be observed on

Toronto Terminals.

Ottawa Terminals.

Trenton Subdivision.

Rideau Subdivision between Harrowsmith and Trenton.

Rule 3. Stationary (Red Flags) flagging shall be observed on all other Subdivisions.

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

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

Observing Air Gauges.

8. Air gauges on locomotives and cabooses 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 out 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.

“SAFETY FIRST”

THE CREED OF A RAILROAD EMPLOYEE

I BELIEVE in absolute efficiency and safety:

I BELIEVE every rule and regulation governing the public, my own safety and that of my fellow-workman shall be, at all times, and in all places, enforced and obeyed:

I BELIEVE I owe to myself, my family and to my fellow creatures, whether workmen or travellers, to take no unnecessary chance in the fulfillment of my duties:

I BELIEVE that I am committing a crime against myself, against my dependants and my brother workmen, whenever I spare myself any trouble in doing my duty in any other way than the **RIGHT** way.

I BELIEVE that a financial payment will be of no avail to me when dead and the monetary recompense received by my wife, children or dependants is poor in comparison with my loss:

I BELIEVE that my leg, arm, finger, eye, or any other part of me, is infinitely more valuable to me than any annuity which I could receive through physical injury.

I BELIEVE that the moment which I try to save improperly, or the labour which laziness tempts me to spare myself, is wickedly trivial in comparison with a snuffed-out life, or a life with a permanently disabled body or mind never relieved of regret.

I BELIEVE that what is of value to me is also of value to the other man, and that therefore my full duty to be careful, exact and abide by all “Safety First” rules, is a double one:

I BELIEVE that “SAFETY FIRST” must be a natural habit, and finally,

I BELIEVE that in practising all my beliefs I am representing the highest type of character.

“SAFETY FIRST”