

SAFETY FIRST

CANADIAN NATIONAL RAILWAYS

CENTRAL REGION

SOUTHERN-ONTARIO DISTRICT
BELLEVILLE DIVISION

TIME **49** TABLE

Taking Effect at 12.01 A.M., Sunday, Sept. 29th, 1940

GOVERNED BY EASTERN STANDARD TIME

CHECK THE DAYS OF THE WEEK WITH CARE

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY, IMPORTANT CHANGES HAVE BEEN MADE
THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION

DESTROY ALL FORMER TIME TABLES
THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. ALL EMPLOYEES WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS MUST HAVE A COPY OF THE RULES ACCESSIBLE AND A COPY OF THE CURRENT TIME TABLE WITH THEM WHILE ON DUTY.

F. L. C. BOND,

VICE-PRESIDENT AND GENERAL MANAGER,
TORONTO

J. W. WARDLAW,

GENERAL SUPERINTENDENT TRANSPORTATION,
TORONTO

J. F. PRINGLE,

GENERAL SUPERINTENDENT,
TORONTO

J. A. MURPHY,

SUPERINTENDENT TRANSPORTATION,
TORONTO

BELLEVILLE DIVISION

PAGE	SUB-DIVISION	FROM	TO	MILES
3	Cannocke	Brockville	Belleville	95.03
4	Oshawa	Belleville	Scarboro	104.36
6	Kingston	Kingston	Hanley	2.15
6	Deseronto	Napanee	Deseronto	6.53
6	Westport	Lyn Jct.	Westport	40.51
7	Tweed	Yarker	Tweed	33.94
7	Smith's Falls	Napanee	Federal	104.44
8	Campbellford	Belleville	Lindsay	86.39
8	Madoc	Madoc Jct.	Madoc	14.90
9	Midland	Lindsay	Midland Dock	75.37
10	Lakefield	Port Hope	Lakefield	41.10
10	Uxbridge	Lindsay	Scarboro	60.50
11	Coboconk	Blackwater	Coboconk	36.39
11	Haliburton	Lindsay	Haliburton	55.52
12	Maynooth	Trenton	Wallace	117.57
12	Marmora	Balmor	Marmora Village	3.33
12	Bessmer	Bessmer Jct.	Child's Mine	7.34
13	Pictou	Trenton	Pictou	30.53
13	Coe Hill	Ormsby Jct.	Coe Hill	7.20
13	Irondale	York River	Howland	50.90
14	Fort Perry	Whitby	Fort Perry	19.66
TOTAL				993.66

Despatching Office—Belleville, Ont.—Telegraph Call "BX"
Despatching Office—Lindsay, Ont.—Telegraph Call "DS"

L. J. TRAIN, Chief Despatcher, Belleville, Ont.

S. J. GARYIN, Night Chief Despatcher, Belleville, Ont.

R. W. GROVES, Chief Despatcher, Lindsay, Ont.

O. W. DUFF,
Superintendent,
Belleville, Ont.

W. E. ROGERS,
Assistant Superintendent,
Belleville, Ont.

B. W. BURNS,
Assistant Superintendent,
Lindsay, Ont.

A. B. SAUNDERS,
Master Mechanic,
Belleville, Ont.

J. E. CAYLER
H. N. FRINGLE
W. E. TATE } Despatchers, Belleville

C. H. DAYMAN
H. H. BAKER
M. S. NOWAT } Despatchers, Lindsay

A. W. SIMPSON } Swing Despatcher,
Belleville and Lindsay

C. R. PERRY
A. B. STEWART
F. R. THOMAS
M. C. MUNDREY } Relieving Despatchers

EASTWARD TRAINS

OSHAWA SUBDIVISION FOOTNOTES

*Belleville—Register station for trains originating or terminating. Other trains register Belleville Yard. Operator register Nos. 15 and 6.
*Cobourg—Trains not required to register.

*Toronto Register station for first class trains and passenger extras.
Toronto is initial station on Ontario Subdivision. Freight trains and light engines originating in Toronto Terminals will obtain terminal clearance at Danforth.
Movement between Biddeford and Sackville governed by rules covering the movement of trains by signal indication. Rules 261 to 267. Signals used to give indications are train order signals as displayed at stations.

Autonomous block signals give indications when running with current of traffic, are located between Belleville and Sarnia. Rules 510 to 513.

In automatic block signal territory light engines may use crossovers without flag protection after conforming with Rule 510 and obtaining "block clear" indication.

A proceed indication (Rule 501F) given by an automatic signal approaching or within yard limits at Cobourg, Port Hope, Oshawa or Port Union, will be taken as knowledge that the main track is clear.

Movement between Scarborough and Toronto governed by Toronto Terminals timetable. Any movement between Scarborough and Danforth not provided for in time table must be arranged through train dispatcher at Belleville.

*Nos. 10 and 110 reduce speed to 15 miles per hour at Port Union to discharge newspapers.

*No. 14 reduce speed to 30 miles per hour at Pickering and Grafton to discharge mail.
*No. 16 stop at Port Hope to detain passengers from Toronto and beyond and pick up passengers destined Montreal and beyond.

*Nos. 18 and 118 stop at Colborne to detrain passengers from Toronto.

*No. 17 stop at Cobourg to detain passengers from Montreal and east and pick up passengers for Danforth and west.

*No. 5 stop on Saturdays only, at Cochrane and Bowmanville for mail.
*No. 6 stop at Brighton to detain passengers from Ottawa, Montreal and beyond.
and pick up passengers for Danforth and west and stop on flag at Bowmanville and Whitby
to detain passengers from Port Hope and east and to pick up passengers for Danforth
and west.

Emergency Telephones—Sidney, in tool house; Cobourg, at west crossover switch.
Oshawa, on telegraph pole opposite automatic signal 2083; Pickering, in freight shed.

Belleville..... Junction Gannanogue and Campbellford Subdivisions.
 Belleville..... City Branch, Pinnacle Street—Crossing and interchange C.P.R.—
 Interlocked fast switch of cross-over, interchange and pinnacle St.

connections. The same connections are made to the connection switches are equipped with electric switch locks, controlled by Operator on duty in station. Telephones located at above switches are for train crews to communicate with operator at station or Signalman at grade tower. To open any of above switches first unlock door of switch lock and if indicator is clear, turn handle of electric lock to left as far as it will go, then open switch in usual manner. After switch is set back for main track, handle of electric lock must be

turned to right, door closed and locked. If indicator displays red, the switch cannot be unlocked and trainmen will communicate with the operator by radio. When the switch is unlocked, the operator will find trainmen waiting to take the switches in first track south of station will not find this track until electric lock on switch is released by Operator. Switch at west end of crossover not electrically locked. First track south of station is main track for C.P.R. trains and may be used by C.N.R., for movements to and from Phinckes Street connection and C.N.R. trains. C.P.R. engines or trains must not enter or occupy any of the tracks except foot section. C.N.R. engines using C.P.R. interchange track must not run more than 50 feet from main track frog.

Trenton Jet. . . . Junction Maynooth Subdivision. Movements from Maynooth

Subdivision may be made without flag protection after conforming with Rule 510 and obtaining "block clear" indication. This does not relieve employees from observance of Rule 253.

Cobourg Town... C.P.R. crossing, interlocked. Signals controlled by C.P.R. Operator at station who may be communicated with by telephone which is located on a post about 50 feet east of Ontario St. south of eastward main track.

Port Hope.....Junction Lakefield Subdivision

Oshawa..... Junction, Oshawa Ry. West Switch of

West switch or West Crossover and the Oshawa Key, located on Eastward track, are equipped with electric switch locks controlled by operator. To operate these switches, train operator must first turn back door of switch lock with key. Then, by turning the door handle which will unlock switch, the switch can be moved into the desired position. When movement completed handle must be returned to normal position and door closed and locked. When using Westward sliding switch or Oshawa Key, lead switch, trains must remain clear of block sign until after switch has been turned. Telephone is located on switch lock on switch of westward siding and may be used to communicate with Operator if switches not working properly.

Whitby..... Junction Port Perry Subdivision. The west leg of wye is for Port Perry Subdivision. The south leg of wye is for Port Perry Subdivision. Main Track. The south leg of wye is for Port Perry Subdivision. Normal position of switch is for siding. Cars must not be stored on south or east legs of wye. Advancing cars must be done with caution. Backing cars must be done with caution. After conferring with Rule 410 and obtaining "block clear" indication. This does not relieve employees from observance of Rule 253.

(Continued on page 5)

OSHAWA SUBDIVISION FOOTNOTES—Cont'd

RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES—Continued

Scarboro...... Junction Uxbridge Subdivision junction switch and westward siding. Equip. equipped with electric switch lock. Switch controlled by Operator at station. To turn either of these switches unlock door of switch lock which will sound buzzer in telegraph office and if indicator shows "block clear", turn handle to left as far as it will go. Switch can then be operated in usual manner. When movement completed, handle must be restored to normal position, door closed and locked. Movements to and from Uxbridge Subdivision may be made without flag protection after conforming with Rule 510 and obtaining "block clear" indication on electric switch lock. This does not relieve employee from observance of Rule 293.

YARD LIMIT BOARDS

Belleville...... 6050 feet west of station.
Cobourg...... 5640 feet east of station.
 6865 feet west of station.
Port Hope...... 5280 feet east of station.
 5280 feet west of station.
Oshawa...... 5000 feet east of station.
 4800 feet west of station.
Port Union...... 5280 feet east of station.
 5478 feet west of station.

SPEED RESTRICTIONS

Passenger trains..... Miles per hour
 Freight trains..... 80
 Engine with caboose or light engines..... 40

PERMANENT SLOW ORDERS

Mileage..... Miles per hour
 Westward 270.10 to 271.32—Curve and bridge..... 20
 Eastward 319.30 to 317.71—Curve..... 60
 Eastward 271.48 to 270.26—Curve and bridge..... 20
 232.80—Trenton Jct., Frankford Road—Crossing of connection leading from Oshawa to Maynooth Subdivision (B.R.C. 52412) 10
 All switching movements over Frankford Road crossing must be protected by member of crew.
 204.01—Cobourg, Wye tracks..... 5
 For further speed restrictions, see page 16.

ENGINE RESTRICTIONS

Brighton...... Engines heavier than 2600 and 2600 class restricted Butler's siding.
Bowmanville...... Engines heavier than 2600 and 2600 class restricted between station and town.
Pickering...... Engines heavier than 2500 and 2600 class restricted Spink's siding.
Scarboro...... Engines heavier than 3500 class restricted Pt. Lead for a distance of 300 feet from main track switch.

OTHER STATIONS AND TRACKS

Station	Car Capacity	Points face	Mileage
Ganbourn.	9	On westward track, W.	235.70
Smithfield.	9	On westward track, E.	238.35
Darlington (Crossover).		On eastward track, W.	294.39
Whitely Wharf Track.		On eastward track, W.	304.38

BRIGHTON—

All switching movements on north siding over Prince Edward Street crossing must be protected by member of crew. (B.R.C. 52632).

COLBORNE—

Cars must not be left within 200 feet of Lakeport crossing first west of station. (B.R.C. 30723).

COBOURG—

Eastward train must pull clear of Ontario Street and the crossover. Westward trains standing in westward siding must clear crossover and yard lead switch. Conductors and Enginemen will be held equally responsible for observing these instructions.

When trains are standing on eastward siding less than 100 feet from D'Arcy Street, crossing must be protected by member of crew. (B.R.C. 29945).

Cars must not be left standing within 100 feet east or west of sidewalk on what is known as Steel Plant Siding, Ontario Street crossing.

Circuit governing wig-wag at William Street crossing on westward track starts at a point opposite switch leading to Wharf track known as Mud track. A post as marker located on south side of eastward main track indicates where circuit begins. Trains occupying westward main track must be left east of this point to avoid unnecessary working of wig-wag.

COBOURG TOWN—

All movements over highway crossings between main track and Wharf in both directions must be protected by member of crew. In addition, whistle must be sounded and bell rung for crossings.

When placing or removing cars from spur serving Conger Lighthouse Coal Co. all movements over driveway and sidewalk must be protected by member of crew. When cars are to be placed or removed from this spur, engine must be sent from yard at either end of Spring Street spur to either clear or protect the cars. No train on main spur to have car handled in the train in either direction. (B.R.C. 4157).

PORT HOPE—

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited within the limits of the Town of Port Hope except for the purpose of giving such signals as are necessary to train operation or to prevent accident. (B.T.C. 58204).

BOWMANVILLE—

Cars must not be left standing within 300 feet of first public road crossing east of station.

WHITELY—

Cars must not be left standing on north side of track within 500 feet of Base Line crossing. When a freight train is standing on north siding east of Base Line crossing train crew must protect crossing. (B.R.C. 30150).

Cars must not be left within 50 feet of Byron Street crossing. Anytown track spur.

SCARBORO—

East switch of westward siding is operated from station, but should mechanism fail it can be operated by hand upon instruction from Operator. Trainman of train stopped by fixed signal at this switch will communicate with station Operator by telephone located at switch. Telephone receiver must be left on hook when ringing station.

When instructed by Operator, trainman will unlock small handle located on side of switch machine and fastened by switch lock, turn this handle from position marked "motor" to position marked "hand" and then operate switch by means of larger handle on opposite side of switch machine. After train has cleared switch, large handle must be restored to original position and small handle restored to position marked "motor" and locked by trainman who opened switch.

Cars must not be left within 100 feet of west side of St. Clair Street on team track and stock pen siding. (B.R.C. 37742).

MANIFEST TRAINS

No.	Train	Time	Arr.	Belleville	Time	Dep.	Belleville
No. 442	Int.	12:15 a.m.	arr.	Belleville	5:15 a.m.	daily.	
No. 402	Danforth	7:00 a.m.		Belleville	10:45 a.m.	daily.	
No. 402	Danforth	7:00 a.m.		Belleville	1:45 p.m.	ex. Monday	
No. 400	Danforth	4:20 p.m.		Belleville	8:00 p.m.	daily.	
Adv. 444	Danforth	6:30 p.m.		Belleville	9:45 p.m.	ex. Sunday.	
No. 444	Danforth	7:50 p.m.		Belleville	10:30 p.m.	daily.	
No. 444	Danforth	8:45 p.m.		Belleville	11:25 p.m.	ex. Sun.	
No. 405	Belleville	1:15 a.m.		Danforth	4:25 a.m.	ex. Monds. and day following Holidays.	
No. 441	Belleville	11:30 a.m.		Danforth	5:00 p.m.	ex. Monday	
No. 408	Belleville	3:00 p.m.		Danforth	8:30 p.m.	daily.	
No. 491	Belleville	5:00 p.m.		Danforth	11:00 p.m.	daily.	
Adv. 405	Belleville	10:00 p.m.		Danforth	1:00 a.m.	daily.	

WAY FREIGHTS AND SHORT HAULS

Way freight leave Don 12:01 p.m., Mon., Wed. and Thurs. for Port Hope.
 Way freight leave Don 11:00 a.m., Tues. and Fri., 10:30 a.m., Sat. for Port Hope.
 Way freight leave Port Hope 6:45 a.m., except Sunday for Don.
 Extra leave Belleville 7:15 a.m., Tuesday, Thursday and Saturday for Mimico and do way freight work between Belleville and Cobourg.
 Short hauls leave Mimico 11:00 a.m. except Saturday and Sunday for Belleville.
 Short hauls leave Belleville 7:30 p.m. except Sunday for Mimico.

9

NO REGULAR TRAINS ON THIS SUBDIVISION
Rule 27 (Par. 7) applicable.
Rule 42 applicable.

* Kingston.....Trains not required to register

Kingston Junction Cananogue Subdivision

Mileage 1.79 to
Mileage 1.94...

A. Davis & Co. January.
Engine whistle 14-L, must be sounded 100 yards on either side of private crossing leading into freight shed tracks.

NORTHWARD TRAINS

NORTHWARD TRAINS		SOUTHWARD TRAINS	
SECOND CLASS		THIRD CLASS	
839	885	836	840
Mixed Wed. and Sat.	Mixed Tue., Thur. and Fri.	Mixed Tue. and Sat.	Mixed Wed. and Sat.
Symbols		Symbols	
Miles from Lyn. Jct.		Miles from Lyn. Jct.	
STATIONS		STATIONS	
Time Table No. 49 Effective Sept. 20th, 1940		Time Table No. 49 Effective Sept. 20th, 1940	
Train Order or Phone		Train Order or Phone	
Siding		Siding	
Other Tracks		Other Tracks	
40.51 miles Rule 67 App. 7 applicable. Rule 44 applicable		40.51 miles Rule 67 App. 7 applicable. Rule 44 applicable	
AM	PM	AM	PM
7:40	7:50	7:40	7:50
8:50	9:30	8:50	9:30
9:45	10:00	9:45	10:00
10:25	10:35	10:25	10:35
11:17	11:27	11:17	11:27
11:40	10:55	11:40	10:55
12:10	12:20	12:10	12:20
12:55	1:12	12:55	1:12
1:55	2:11	1:55	2:11
2:11	2:23	2:11	2:23
2:37	2:49	2:37	2:49
2:53	3:03	2:53	3:03
3:11	3:26	3:11	3:26
3:26	3:35	3:26	3:35
3:53	4:08	3:53	4:08
4:38	4:51	4:38	4:51
4:51	5:05	4:51	5:05
5:05	5:17	5:05	5:17
5:33	5:48	5:33	5:48
5:48	6:03	5:48	6:03
6:03	6:17	6:03	6:17
6:17	6:31	6:17	6:31
6:31	6:45	6:31	6:45
6:45	6:59	6:45	6:59
6:59	7:13	6:59	7:13
7:13	7:27	7:13	7:27
7:27	7:41	7:27	7:41
7:41	7:55	7:41	7:55
7:55	8:09	7:55	8:09
8:09	8:23	8:09	8:23
8:23	8:37	8:23	8:37
8:37	8:51	8:37	8:51
8:51	9:05	8:51	9:05
9:05	9:19	9:05	9:19
9:19	9:33	9:19	9:33
9:33	9:47	9:33	9:47
9:47	10:01	9:47	10:01
10:01	10:15	10:01	10:15
10:15	10:29	10:15	10:29
10:29	10:43	10:29	10:43
10:43	10:57	10:43	10:57
10:57	11:11	10:57	11:11
11:11	11:25	11:11	11:25
11:25	11:39	11:25	11:39
11:39	11:53	11:39	11:53
11:53	12:07	11:53	12:07
12:07	12:21	12:07	12:21
12:21	12:35	12:21	12:35
12:35	12:49	12:35	12:49
12:49	1:03	12:49	1:03
1:03	1:17	1:03	1:17
1:17	1:31	1:17	1:31
1:31	1:45	1:31	1:45
1:45	1:59	1:45	1:59
1:59	2:13	1:59	2:13
2:13	2:27	2:13	2:27
2:27	2:41	2:27	2:41
2:41	2:55	2:41	2:55
2:55	3:09	2:55	3:09
3:09	3:23	3:09	3:23
3:23	3:37	3:23	3:37
3:37	3:51	3:37	3:51
3:51	4:05	3:51	4:05
4:05	4:19	4:05	4:19
4:19	4:33	4:19	4:33
4:33	4:47	4:33	4:47
4:47	5:01	4:47	5:01
5:01	5:15	5:01	5:15
5:15	5:29	5:15	5:29
5:29	5:43	5:29	5:43
5:43	5:57	5:43	5:57
5:57	6:11	5:57	6:11
6:11	6:25	6:11	6:25
6:25	6:39	6:25	6:39
6:39	6:53	6:39	6:53
6:53	7:07	6:53	7:07
7:07	7:21	7:07	7:21
7:21	7:35	7:21	7:35
7:35	7:49	7:35	7:49
7:49	8:03	7:49	8:03
8:03	8:17	8:03	8:17
8:17	8:31	8:17	8:31
8:31	8:45	8:31	8:45
8:45	8:59	8:45	8:59
8:59	9:13	8:59	9:13
9:13	9:27	9:13	9:27
9:27	9:41	9:27	9:41
9:41	9:55	9:41	9:55
9:55	10:09	9:55	10:09
10:09	10:23	10:09	10:23
10:23	10:37	10:23	10:37
10:37	10:51	10:37	10:51
10:51	11:05	10:51	11:05
11:05	11:19	11:05	11:19
11:19	11:33	11:19	11:33
11:33	11:47	11:33	11:47
11:47	12:01	11:47	12:01
12:01	12:15	12:01	12:15
12:15	12:29	12:15	12:29
12:29	12:43	12:29	12:43
12:43	12:57	12:43	12:57
12:57	1:11	12:57	1:11
1:11	1:25	1:11	1:25
1:25	1:39	1:25	1:39
1:39	1:53	1:39	1:53
1:53	2:07	1:53	2:07
2:07	2:21	2:07	2:21
2:21	2:35	2:21	2:35
2:35	2:49	2:35	2:49
2:49	3:03	2:49	3:03
3:03	3:17	3:03	3:17
3:17	3:31	3:17	3:31
3:31	3:45	3:31	3:45
3:45	3:59	3:45	3:59
3:59	4:13	3:59	4:13
4:13	4:27	4:13	4:27
4:27	4:41	4:27	4:41
4:41	4:55	4:41	4:55
4:55	5:09	4:55	5:09
5:09	5:23	5:09	5:23
5:23	5:37	5:23	5:37
5:37	5:51	5:37	5:51
5:51	6:05	5:51	6:05
6:05	6:19	6:05	6:19
6:19	6:33	6:19	6:33
6:33	6:47	6:33	6:47
6:47	7:01	6:47	7:01
7:01	7:15	7:01	7:15
7:15	7:29	7:15	7:29
7:29	7:43	7:29	7:43
7:43	7:57	7:43	7:57
7:57	8:11	7:57	8:11
8:11	8:25	8:11	8:25
8:25	8:39	8:25	8:39
8:39	8:53	8:39	8:53
8:53	9:07	8:53	9:07
9:07	9:21	9:07	9:21
9:21	9:35	9:21	9:35
9:35	9:49	9:35	9:49
9:49	10:03	9:49	10:03
10:03	10:17	10:03	10:17
10:17	10:31	10:17	10:31
10:31	10:45	10:31	10:45
10:45	10:59	10:45	10:59
10:59	11:13	10:59	11:13
11:13	11:27	11:13	11:27
11:27	11:41	11:27	11:41
11:41	11:55	11:41	11:55
11:55	12:09	11:55	12:09
12:09	12:23	12:09	12:23
12:23	12:37	12:23	12:37
12:37	12:51	12:37	12:51
12:51	1:05	12:51	1:05
1:05	1:19	1:05	1:19
1:19	1:33	1:19	1:33
1:33	1:47	1:33	1:47
1:47	2:01	1:47	2:01
2:01	2:15	2:01	2:15
2:15	2:29	2:15	2:29
2:29	2:43	2:29	2:43
2:43	2:57	2:43	2:57
2:57	3:11	2:57	3:11
3:11	3:25	3:11	3:25
3:25	3:39	3:25	3:39
3:39	3:53	3:39	3:53
3:53	4:07	3:53	4:07
4:07	4:21	4:07	4:21
4:21	4:35	4:21	4:35
4:35	4:49	4:35	4:49
4:49	5:03	4:49	5:03
5:03	5:17	5:03	5:17
5:17	5:31	5:17	5:31
5:31	5:45	5:31	5:45
5:45	5:59	5:45	5:59
5:59	6:13	5:59	6:13
6:13	6:27	6:13	6:27
6:27	6:41	6:27	6:41
6:41	6:55	6:41	6:55
6:55	7:09	6:55	7:09
7:09	7:23	7:09	7:23
7:23	7:37	7:23	7:37
7:37	7:51	7:37	7:51
7:51	8:05	7:51	8:05
8:05	8:19	8:05	8:19
8:19	8:33	8:19	8:33
8:33	8:47	8:33	8:47
8:47	9:01	8:47	9:01
9:01	9:15	9:01	9:15
9:15	9:29	9:15	9:29
9:29	9:43	9:29	9:43
9:43	9:57	9:43	9:57
9:57	10:11	9:57	10:11
10:11	10:25	10:11	10:25
10:25	10:39	10:25	10:39
10:39	10:53	10:39	10:53
10:53	11:07	10:53	11:07
11:07	11:21	11:07	11:21
11:21	11:35	11:21	11:35
11:35	11:49	11:35	11:49
11:49	12:03	11:49	12:03
12:03	12:17	12:03	12:17
12:17	12:31	12:17	12:31
12:31	12:45	12:31	12:45
12:45	12:59	12:45	12:59
12:59	1:13	12:59	1:13
1:13	1:27	1:13	1:27
1:27	1:41	1:27	1:41
1:41	1:55	1:41	1:55
1:55	2:09	1:55	2:09
2:09	2:23	2:09	2:23
2:23	2:37	2:23	2:37
2:37	2:51	2:37	2:51
2:51	3:05	2:51	3:05
3:05	3:19	3:05	3:19
3:19	3:33	3:19	3:33
3:33	3:47	3:33	3:47
3:47	4:01	3:47	4:01
4:01	4:15	4:01	4:15
4:15	4:29	4:15	4:29
4:29	4:43	4:29	4:43
4:43	4:57	4:43	4:57
4:57	5:11	4:57	5:11
5:11	5:25	5:11	5:25
5:25	5:39	5:25	5:39
5:39	5:53	5:39	5:53
5:53	6:07	5:53	6:07
6:07	6:21	6:07	6:21
6:21	6:35	6:21	6:35
6:35	6:49	6:35	6:49
6:49	7:03	6:49	7:03
7:03	7:17	7:03	7:17
7:17	7:31	7:17	7:31
7:31	7:45	7:31	7:45
7:45	7:59	7:45	7:59
7:59	8:13	7:59	8:13
8:13	8:27	8:13	8:27
8:27	8:41	8:27	8:41
8:41	8:55	8:41	8:55
8:55	9:09	8:55	9:09
9:09	9:23	9:09	9:23
9:23	9:37	9:23	9:37
9:37	9:51	9:37	9:51
9:51	10:05	9:51	10:05
10:05	10:19	10:05	10:19
10:19	10:33	10:19	10:33
10:33	10:47	10:33	10:47
10:47	11:01	10:47	11:01
11:01	11:15	11:01	11:15
11:15	11:29	11:15	11:29
11:29	11:43	11:29	11:43
11:43	11:57	11:43	11:57
11:57	12:11	11:57	12:11
12:11	12:25	12:11	12:25
12:25	12:39	12:25	12:39
12:39	12:53	12:39	12:53
12:53	1:07	12:53	1:07
1:07	1:21	1:07	1:21
1:21	1:35	1:21	1:35
1:35	1:49	1:35	1:49
1:49	2:03	1:49	2:03
2:03	2:17	2:03	2:17
2:17	2:31	2:17	2:31
2:31	2:45	2:31	2:45
2:45	2:59	2:45	2:59
2:59	3:13	2:59	3:13
3:13	3:27	3:13	3:27
3:27	3:41	3:27	3:41
3:41	3:55	3:41	3:55
3:55	4:09	3:55	4:09
4:09	4:23	4:09	4:23
4:23	4:37	4:23	4:37
4:37	4:51	4:37	4:51
4:51	5:05	4:51	5:05
5:05	5:19	5:05	5:19
5:19	5:33	5:19	5:33
5:33	5:47	5:33	5:47
5:47	6:01	5:47	6:01
6:01	6:15	6:01	6:15
6:15	6:29	6:15	6:29
6:29	6:43	6:29	6:43
6:43	6:57	6:43	6:57
6:57	7:11	6:57	7:11
7:11	7:25	7:11	7:25
7:25	7:39	7:25	7:39
7:39	7:53	7:39	7:53
7:53	8:07	7:53	8:07
8:07	8:21	8:07	8:21
8:21	8:35	8:21	8:35
8:35	8:49	8:35	8:49
8:49	9:03	8:49	9:03
9:03	9:17	9:03	9:17
9:1			

YARD LIMITS
Kingston.....From Junction Switch, Cananogue Subdivision, to end of tracks.

SPEED RESTRICTIONS

All trains

PERMANENT SLOW ORDERS

Mileage	Miles per hour
1.71—Kingston, Place D'Armes Street.....	10
1.81—Kingston, Ontario Street (BTC 57500).....	5

	Symbols	Mileage	Car Capacity	Train Order or Phone
NAPANEE.....	WY	0.00	YARD	T
DESERONTO.....	...	6.53	YARD	T

DIRECTION—Westward.....Napanee to Deseronto
Eastward.....Deseronto to Napanee

NO REGULAR TRAINS ON THIS SUBDIVISION
Rule 27 (Par. 7) applicable. Rule 42 applicable.

YARD LIMITS

Napanee.....from junction switch, Cananogue Subdivision to end of tracks at Deseronto.

SPEED RESTRICTIONS	
	Miles per hour
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70	0
71	0
72	0
73	0
74	0
75	0
76	0
77	0
78	0
79	0
80	0
81	0
82	0
83	0
84	0
85	0
86	0
87	0
88	0
89	0
90	0
91	0
92	0
93	0
94	0
95	0
96	0
97	0
98	0
99	0
100	0

For further speed restrictions, see page 16

ENGINE RESTRICTIONS
Heaviest engine permitted to operate.....3500 Class

Northward trains may leave Lyn Jct. without terminal clearance.

Lyn Jct. Junction Garanoque Subdivision

Forlar,..... Junction and crossing Smith's Falls Subdivision—not interlocked

Signal No. 552 governs movements over crossing. Normal position "Proceed" for Smith's Falls Subdivision trains.

Westport.....2000 feet south of station

SPEED RESTRICTIONS

Miles per hour

0.00 to 21.00—All trains.....	20
21.00 to 40.51—All trains.....	25

For further speed restrictions, see page 16

Heaviest engine permitted to operate..... 900 Class

Heaviest car permitted to operate.....	169,000 lbs
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Seeleys, mileage 3.91; Glen Elbe, mileage 10.50; Fairs, mileage 12.30; Soperton, mileage 10.08. Area for all tracts

WESTWARD TRAINS

MIDLAND SUBDIVISION

EASTWARD TRAINS

WESTWARD TRAINS										EASTWARD TRAINS									
SECOND CLASS				FIRST CLASS				FIRST CLASS				SECOND CLASS							
387				45				85				603				601			
Mixed Mon., Wed., Fri.				Passenger Daily Ex. Sunday				Passenger Sunday only				Passenger Daily Ex. Sunday				Passenger Daily Ex. Sunday			
L 10-15				L 7-55				L 7-55				L 7-35				K CWY			
F 10-35				F 8-04				F 8-04				F 7-45							
F 10-50												F 7-55							
A 11-05				A 8-20				A 8-20				A 8-02				R VY			
				A 8-38				A 8-38				A 8-14				W			
												</							

UXBRIDGE SUBDIVISION

WESTWARD TRAINS										EASTWARD TRAINS									
FIRST CLASS										FIRST CLASS									
87		95		98		Symbols		Miles from Lindsay		Time Table No. 49 Effective Sept. 29th, 1910		Train Order or Phone		Cut Capacity		92		94	
Passenger Sunday only	Passenger Daily	Passenger Daily	Ex. Sunday	Passenger Daily	Ex. Sunday					STATIONS			Siding	Other Tracks	Passenger Daily	Ex. Sunday	Passenger Daily	Ex. Sunday	
L. 8:45 PM	8:56:22	L. 8:58 PM	8:10 CWY	L. 8:40 PM	8:54 WY	0.00	18.49	12.45	16.45	LINSAR	T	VA RD	A	11:15 A	6:54	8:10:58	8:10:58	8:10:58	
8:45	8:56:42	8:56:08	8 8:20	8 8:54	8 8:20	7.50	28.43	18.45	22.45	MARPOSA	T	27	8:11:05	8:56:44	8:11:05	8:56:44	8:11:05		
8:45	8:56:15	8:56:15	8 8:28	8 8:54	8 8:28	12.45	35.26	22.45	26.45	MANITULA	T	100	8:10:58	8:56:37	8:10:58	8:56:37	8:10:58		
8:45	8:56:22	8:56:15	8 8:40	8 8:54	8 8:40	16.45	42.03	26.45	30.45	WATER	T	13	8:10:58	8:56:29	8:10:58	8:56:29	8:10:58		
8:45	8:56:42	8:56:15	R* WY	8 8:54	8 8:40	18.49	47.03	28.43	32.43	KIRKBY	T	21	8:10:58	8:56:12	8:10:58	8:56:12	8:10:58		
8:45	8:56:42	8:56:15	P 9:09	8 9:34	8 9:09	22.45	52.00	32.43	36.43	GOODWOOD	T	46	8:10:58	8:55:46	8:10:58	8:55:46	8:10:58		
8:45	8:56:42	8:56:15	W	8 9:34	8 9:09	35.26	55.56	36.43	40.43	STOYVILLE	T	16	8:10:58	8:55:46	8:10:58	8:55:46	8:10:58		
8:45	8:56:42	8:56:15	W	8 9:34	8 9:09	42.03	59.03	40.43	44.43	MARHAM	T	26	8:10:58	8:55:33	8:10:58	8:55:33	8:10:58		
8:45	8:56:42	8:56:15	8 9:39	8 9:39	8 9:39	47.03	62.00	44.43	48.43	UNIONVILLE	T	34	8:10:58	8:55:28	8:10:58	8:55:28	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	52.00	65.56	48.43	50.43	UNIONVILLE	T	26	8:10:58	8:55:28	8:10:58	8:55:28	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	55.56	69.03	50.43	54.43	MILITERS	T	4	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	60.50	72.00	54.43	58.43	AGNOCURT	T	21	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	65.50	75.56	58.43	62.43	SO. ORO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	70.50	79.03	62.43	67.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	75.50	82.00	67.43	72.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	80.50	85.56	72.43	77.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	85.50	89.03	77.43	82.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	90.50	92.00	82.43	87.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	95.50	95.56	87.43	92.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	100.50	99.03	92.43	97.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	105.50	102.00	97.43	102.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	110.50	106.00	102.43	107.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	115.50	110.00	107.43	112.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	120.50	114.00	112.43	117.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	125.50	118.00	117.43	122.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	130.50	122.00	122.43	127.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	135.50	126.00	127.43	132.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	140.50	130.00	132.43	137.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	145.50	134.00	137.43	142.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	150.50	138.00	142.43	147.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	155.50	142.00	147.43	152.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	160.50	146.00	152.43	157.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	165.50	150.00	157.43	162.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	170.50	154.00	162.43	167.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	175.50	158.00	167.43	172.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	180.50	162.00	172.43	177.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	185.50	166.00	177.43	182.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	190.50	170.00	182.43	187.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	195.50	174.00	187.43	192.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	200.50	178.00	192.43	197.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	205.50	182.00	197.43	202.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	210.50	186.00	202.43	207.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	215.50	190.00	207.43	212.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	220.50	194.00	212.43	217.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	225.50	198.00	217.43	222.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	230.50	202.00	222.43	227.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	235.50	206.00	227.43	232.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	240.50	210.00	232.43	237.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	245.50	214.00	237.43	242.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	250.50	218.00	242.43	247.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	255.50	222.00	247.43	252.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	260.50	226.00	252.43	257.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	265.50	230.00	257.43	262.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	270.50	234.00	262.43	267.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	275.50	238.00	267.43	272.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	280.50	242.00	272.43	277.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	285.50	246.00	277.43	282.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	290.50	250.00	282.43	287.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	295.50	254.00	287.43	292.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	300.50	258.00	292.43	297.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	305.50	262.00	297.43	302.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	310.50	266.00	302.43	307.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42	8:56:15	8:45	8 9:39	8 9:39	315.50	270.00	307.43	312.43	TORONTO	T	VA RD	8:10:58	8:55:15	8:10:58	8:55:15	8:10:58		
8:45	8:56:42																		

UXBRIDGE SUBDIVISION FOOTNOTES

REGISTER STATIONS—

*Blackwater—Register station for trains to and from Cobocok Subdivision.
No. 87 may leave Blackwater without terminal clearance.
*No. 92 will stop at Millikens each Tuesday to pick up mail.

RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

Subdivisions: Unbridge subdivision trains will use Midland Subdivision main track between Lindsay station and junction switch 617 feet West. Trains must move between these points prepared to stop unless main track is seen to be clear, and, before fouling, Midland Subdivision must know that all trains due which are superior, or of the same class, have arrived or left. Normal position of junction switch is for Midland Subdivision.

Blackwater..... Junction Cobocconk Subdivision.
Scarboro..... Junction Oshawa Subdivision.

See Oshawa Subdivision, also Toronto Terminals Time Table for instructions governing use of electric locks.

YARD LIMIT BOARDS

Lindsay.....	6830 feet west of station
Blackwater.....	3700 feet east of station.
	392½ feet west of station
Scarboro.....	2800 feet east of station.

SPEED RESTRICTIONS

Lindsay to Uxbridge —Passenger trains.....	55
Freight trains, engine with	
caboose or light engines....	40
Uxbridge to Markham —Passenger trains.....	40
Freight trains, engine with	
caboose or light engines....	25
Markham to Scarboro —Passenger trains.....	55
Freight trains, engine with	
caboose or light engines....	40
Conrail engines on passenger trains.....	40
Run cautiously on curves.	

LAKEFIELD SUBDIVISION

WESTWARD TRAINS				EASTWARD TRAINS			
THIRD CLASS	FIRST CLASS	Symbols	Time Table No. 49 Effective Sept. 20th, 1910	Cap- acity	THIRD CLASS	FIRST CLASS	
878	95		STATIONS	Train Order or Phone	872	92	
Passenger Mixed Ex. Sunday	Passenger Mixed Ex. Sunday			Siding	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	
Daily Ex. Sunday	Daily Ex. Sunday			Other Tracks	Daily Ex. Sunday	Daily Ex. Sunday	
878	95				872	92	
L 3:40 PM	L 3:40 PM	0.00	PORT HOPE	T	A 1:15 PM	A 1:15 PM	
8:3.43	8:3.43	0.60	PORT HOPE (WALTON ST.)	WARD	8 1.13	8 1.13	
8:3.59	8:3.59	9.80	CAMPBELL CROFT	20	8 12.56	8 12.56	
8:4.11	8:4.11	18.24	MILBROOK	T 13	8 12.38	8 12.38	
8:4.22	8:4.22	21.56	MILBROOK	23	8 12.26	8 12.26	
—	—	36.94	JUNCTION SWITCH	T	L 12.12 PM	L 12.12 PM	
A 4.38 PM	CKW 31.33	31.33	FERRISBORO	WARD	—	—	
—	31.59	31.59	BROOK STREET SWITCH	—	—	—	
—	R 41.10	41.10	LAKESIDE	WARD	—	—	
—	—	—	41.10 miles	—	—	—	
—	—	—	Rule 27 (Pat. 7), applicable between Lake- field and Campbellcroft, except Peaborn. Rule 42 applicable.	—	—	—	
Daily Ex. Sunday	Daily Ex. Sunday	—	—	—	Daily Ex. Sunday	Daily Ex. Sunday	
878	95	—	—	—	872	92	

LAKEFIELD SUBDIVISION FOOTNOTES

Trains may leave Junction Switch and Brook Street Switch without terminal clearance.

No. 372 wait at Lakefield for No. 373

Freight service between Peterboro and Port Hope as required

RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

Port Hope.....Junction Oshawa Subdivision,
Junction Switch and
Brock Street Switch. } Junctions Campbellford Subdivision. See
Campbellford Subdivision.

Peterboro (0.43 miles east)—Canadian Pacific Railway crossing Interlocked. Signal No. 630. Upper arm governs trains to Lakeside Subdivision. Lower arm governs trains to Campbellford Subdivision. No approach signal west of crossing.

YARD LIMIT BOARDS

Port Hope.....	9650 feet west of station
Peterboro.....	9770 feet east of station..
".....	13646 feet west of station
Lakefield.....	6980 feet east of station

SPEED RESTRICTIONS

Port Hope to Peterboro—Passenger trains.....
Freight trains, engine with
caboose or light engines....
Consol engines on passenger
trains.....
Peterboro to Lakefield—All trains.....

PERMANENT SLOW ORD

Bridge.....	1.05
Bridge.....	2.72
Peterboro, on and along highways within city limits.....	29.90 to 32.83
Nassau, Drawbridge.....	35.33
Lacfield, first public crossing west of station. (B.T.C. 50087).....	41.10

For further speed restrictions, see page 16.

11

EASTWARD TRAINS		THIRD CLASS	
FIRST CLASS	92		872
Pasenger Daily Ex. Sunday		Mixed Daily Ex. Sunday	
A	M ₁ 1.15		
S	1.13		
S	12.56		
S	12.38		
	8 12.26		
L	12.12		
	M ₂		
		A	2.57
		L	*2.30
Daily Ex. Sunday	92	Daily Ex. Sunday	872

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate	550
Heaviest car permitted over bridges, mileage 1.05 and 2.72	
169,000 lbs. at 5 miles per hour.	

Pacific type engines or engines 2515 to 2685 inclusive, must not be double-headed over Bridge mileage 1.05

FLAG STOPS

	Mileage
Quays.....	5.78
Perrytown.....	8.54
Carmel.....	14.96

Port Hope-

When switching sidling behind platform, Fertilizer plant engine must not go beyond frog

Sounding

Peterboro—All switching movements over Lansdowne Street must be protected by member of crew. (B.R.C. 54832).

All switch member

Sounding of whistle on any locomotive, car or other mechanism propelled on a railway is prohibited within the limits of the City of Peterboro, except for the purpose of giving such signals as are necessary to train operation or to prevent accident. (B.I.C. 57118)

Time Table No. 49
Effective Sept. 29th, 1940

SOUTHERN WARD TRAINS	
THIRD CLASS	
1	

[illegible]

REGISTER STATIONS—

*Howland—Register Station for Nos. 390 and 391 only
Trains may leave Howland without terminal clearance.

Lindsay Junction

Landisay.....
junction, Midland, Uxbridge and Compiegneford Subdivisions. Here
Subdivision trains will use Midland Subdivision main track
between Landisay station and junction switch, 394 feet West. Trains
must move between these points prepared to stop upon main track
is seen to be clear, and before finding Midland Subdivision, must
know that all trains are which are superior, or of the same class,
arrived or left.

Howland.....Junction Irondale Subdivision

COBOCONK SUBDIVISION

[illegible]

Time Table No. 49

FLAG STOPS

OTHER TRACKS		Points Face	Mileage
Glen Miller.....	Car Capacity 66	N 5	4.82
Bata Shoe.....	12	N 5	6.83
Box Board.....	64	N 5	8.70
Deloro Smelting.....	26	N 5	35.49
Yusman.....	3	N 5	51.00
Thompson.....	11	S 5	76.39
Harting Road.....	7	S 5	84.22
Caseaman.....	6	NS	92.53
Crystal Spar.....	2	S 5	113.10
McConnell.....	7	S 5	116.59
Centers.....			
Trenton—Movement over Marmora and Front Streets must be protected by member of crew. (B.R.C. 5800-14729).			
Dundas St.—All gateway traffic will come to a stop 100 feet from southerly side of crossing.			
T. of crossing—All switching movements over Parkland Road crossing must be protected by member of crew. (B.R.C. 52412).			
Box Board—Engines must not operate over coal trestle on south portion of siding. When spotting cars thereon, engine must have two cars attached.			
<hr/>			
MARMORA SUBDIVISION FOOTNOTES			
BEHARM NO MARMORA VILLAGE..... 3.31 miles			
DIRECTION—Marmora to Marmora Village, Eastward.....			
Rule 42 and Rule 27 para. 7) applicable.			
Trains must not move over Marmora Subdivision without instructions from train dispatcher.			
Belmar..... Junction Maynooth Subdivision.			
<hr/>			
YARD LIMITS			
From Junction switch at Belmar, to end of trucks at Marmora Village.			
SPEED RESTRICTIONS			
All trains..... 15 miles per hour. For further speed restrictions see page.			
Heaviest engine permitted to operate..... 1300 Class.			
ENGINE RESTRICTIONS			
OTHER TRACKS			
Marmora Village.....	Car Capacity 14	Points Face WVE	Mileage 2.43
Cowpage.....	4	E	3.26
<hr/>			
BESSEMER SUBDIVISION FOOTNOTES			
BESSEMER JCT. TO CHILD'S MINE..... 1.34 miles			
Bessemer to Child's Mine.....			

When no operator on duty signals will be set for C.N. trains and when C.N. trains require to pass over crossing.

trainman will operate signals. After train has passed over crossing trainman will reset signals clear for C.P. trains. Belmar-Jct.—junction Marmora Subdivision. Ormsby Jct.—junction Coe Hill Subdivision. Distance south switch to station 0.05 miles.

Bessemer Jct.—junction Bessemer Subdivision. York River—junction Ironside Subdivision. Distance south

YARD LIMIT BOARDS
10940 feet north of station, including
Trenton

Frankford.....	3710 feet south of station.
Bonairlaw.....	7813 feet south of station.
Marmora.....	3025 feet south of station.
Bannockburn.....	4039 feet south of station.
Gilmour.....	4203 feet south of station.
Ormsby Jet.....	4601 feet south of station.
	4982 feet south of station.
	2293 feet north of station.
	5130 feet south of station.
	4530 feet south of station.
	2700 feet north of station.

FLAG STOPS

FLAG STOPS

OTHER TRACKS

This image shows a blank page from a document. There are two faint, parallel horizontal lines running across the width of the page, one near the top and one near the bottom. The paper has a slightly off-white or cream color.

BELMAR TO MARMORA VILLAGE.....3.33 miles
DIRECTION—Westward..... Belmar to Marmora Village.
 Marmora Village to Belmar.

16.

WE	2.43
E	3.26

10

BESSEMER JET, TO CHILD'S MINE.....1.34 miles

DIRECTION—Eastward.....Bessemer Jet. to Child's Mine.
Westward.....Child's Mine to Bessemer Jet.

2

100

Fig. 16.

5

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	W	WE
0.15		
4.30		

Bleville

PORT PERRY SUBDIVISION

	Symbol	Mileage	Car Capacity	Train Order or Home
PORT PERRY.....	..	19.46	Yard	T
BROOKLIN.....	..	7.21	Y	T
WHITBY TOWN.....	W	1.94	Yard	T
WHITBY.....	Y	0.00	Yard	T

DIRECTION—

Eastward.....Whitby to Port Perry.

Westward.....Port Perry to Whitby.

No regular trains on this Subdivision.

Rule 27 (Paragraph 7) applicable.

Rule 42 applicable.

PORT PERRY SUBDIVISION FOOTNOTES

RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

Whitby.....Junction Oshawa Subdivision.

C.P.R. Crossing. Mileage 2.43. Semi-Automatic Interlocker. Automatic signals (color type) green for "Proceed" and red for "Stop" at crossing. If home signal on C.N.R. has been cleared and a train is approaching with C.P.R. train, the C.N.R. train must stop at the crossing. If home signal on C.N.R. has been cleared and a train passes home signal and then backs up before passing through plant and wishes to have home signal cleared again, it will be necessary for train crew to open box located on relay case and push strap key to clear signal.

YARD LIMITS

From Junction Switch with Oshawa Subdivision to end of tracks Port Perry.

SPEED RESTRICTIONS

Whitby to Brooklin—All trains.....	Miles per hour
Brooklin to Port Perry—All trains.....	15

PERMANENT SLOW ORDERS

Mileage — Whitby Town—Dundas Street.....	Miles per hour
1.07.....	10
7.21 to 7.46—Brooklin, along thoroughfare.....	10

For further speed restrictions, see page 16.

ENGINE AND CAR RESTRICTIONS

Heaviest engine permitted to operate between Whitby and Brooklin..... 3500 Class.
Heaviest engine permitted to operate between Brooklin and Port Perry... 700 Class.
Heaviest car permitted to operate between Brooklin and Port Perry..... 169,000 lbs.

Whitby Town—

When necessary for train to pass over Dundas Street immediately east of station, crossing must be protected by member of the crew. Westward trains stop before passing over.

FREIGHT SERVICE

Freight service will be given by Port Hope—Don way freights as required

SPECIAL INSTRUCTIONS

1. Stated time must be transmitted at 11.00 a.m. daily except Sunday.
2. Engine whistle signal 14(k) must be sounded by a passenger train displaying green signals for following section, when passing section men, bridge men and other workmen.
3. Engine whistle signal 14(l) is amended to be: "Two long, one short, and one long ($\text{—} \quad 0 \quad \text{—}$)". (B.T.C. General Order 578).
4. At places where the sounding of engine whistle is prohibited, the speed of any train running against the current of traffic must be so reduced that train may be stopped within distance engineman can see that track is clear.
5. In the application of Rule 91, the restrictions on a train following a train carrying passengers will also apply to a light engine without conductor, and the restrictions on a light engine following any train will also apply to an engine moving with caboose only.
6. No car or dead engine shall be left on or obstruct a track used for meeting or passing trains without permission from Superintendent or Assistant Superintendent.
7. No light engine nor two or more light engines coupled, when the movement is either on single track or against the current of traffic on double track, shall be run a greater distance than twenty-five miles in any one direction without a conductor.
8. To prevent accidents to passengers alighting from cars standing on bridges adjacent to stations, trainmen must not announce station stops until after train has passed over the structure.
9. Unless otherwise provided, the position of switches at junction points with other subdivisions is normal when set for main trunk subdivision, and unless otherwise provided the position of switch at the end of double track is normal when set for trains from single to double track.
10. Unless otherwise directed, dead engines handled in trains must be handled with the pilot end ahead, must be placed at least five cars from the train engine, and if more than one dead engine is handled in train, they must be separated by at least five cars.
11. Pile drivers, steam shovels and hoist cranes must not be moved in trains unless the boom is disconnected, the travel mechanism under crane put out of gear, and both ends of the crane are secured by chocks.
12. This arrangement will not necessitate the taping of cables, 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.
13. When possible at least three cars must be placed between this equipment and engine handling train.
14. Trains handling such equipment must not exceed a speed of twenty miles per hour. Speed must in all cases be regulated to safety limit in rounding curves.
15. Pile drivers, steam shovels, scale test cars, boarding, alighting or other cars occupied by employees or passengers, must be placed immediately ahead of cabooses when handled on freight trains and immediately ahead of passenger equipment when handled on mixed trains, except that when occupied loading freight cars are equipped with steel underframes they may be handled in any location in freight or mixed trains.
16. Cars equipped passenger equipment, also when switching equipment on or off occupied passenger equipment. Before making a coupling to or between passenger equipment, any of which contains passengers, stop must first be made not less than six and not more than twelve feet from the point where coupling is to be made.
17. Air brakes must be applied on auxiliary cranes, pile drivers, snow plows, spreaders, passenger coaches or other equipment when hoisted on turntable before engine is uncoupled to ensure full control and safe handling.
18. It is forbidden to handle freight cars in main line passenger trains, unless such freight cars are equipped with air brakes, communicating signals, steel or steel-tired wheels, and trucks designed for use in passenger train service; provided, however, that freight cars may be handled as freights in passenger service when baggage cars or flatcars shall be permissible to use such freight cars in passenger service when used while in transit and such cars only are available to receive the baggage or freight as the case may be, and beyond their rated capacity, and the speed must not exceed thirty-five miles an hour.
19. No branch line passenger train on which is placed a freight car not equipped as provided in the above paragraph, shall be allowed to exceed the speed in any one mile prescribed for mixed trains that Subdivision, and shall not in any case exceed thirty-five miles per hour, and such restrictions shall be covered by train order. (B.R.C.-G.O. 571)
20. No freight, merchandise or lumber car shall be placed in any passenger train in rear of any passenger car in which any passenger is carried.
21. A blue flag day and a blue light by night, required by Rule 26, must be displayed at a height of four feet above rail level on a steel frame secured to the rail, day signals of red or red-light material 22" x 28" in size with rounded corners, pointed top like a horn of a bell, and mounted on a pole ten feet high, and the first engine car or train occupying the track. All locomotives leading to repair tracks are to be locked with special locks, and keys carried by the foreman in charge of the repair work, or by other responsible party, whose duty it shall be to see that employees and workmen so engaged are warned and are clear from cars or engines before any switching movement is made on such tracks, and also that the switches are locked after the switching movement is completed. (B.R.C. General Order 258).

14. **Vestibule Doors and Platforms on Passenger Cars**—When running, all doors (except suburban) trains, double track, right hand operation. When standing, the right hand doors and platforms, only, are to be kept closed. When standing, the left hand doors and platforms, only, are to be opened, except when necessary to open left hand doors to receive or discharge passengers. When running, all doors (except suburban) trains, double track, left hand operation. When standing, the left hand doors and platforms, only, are to be opened, except when necessary to open right hand doors to receive or discharge passengers. Through and local (except suburban) trains, single track. All doors and platforms except those on rear of last car are to be kept closed when running.
15. **Suburban trains, double track, right hand operation.** Doors and platforms on right hand side of train may be kept open, and when open are to be securely fastened. Those on left hand side must be kept closed except when necessary to open them to receive or discharge passengers.
16. **Suburban trains, double track, left hand operation.** Doors and platforms on left hand side of train, may be kept open and when open are to be securely fastened. Those on right hand side must be kept closed except when necessary to open them to receive or discharge passengers.
17. **Suburban trains, single track.** All doors and platforms may be kept open and when open are to be securely fastened.
18. **Movable Guard Rails.** When there are movable guard rails on non-vestibule or open vestibule cars, guard rails must be kept closed, except that when trains are standing they are to be opened only on the side at which passengers are to be received or discharged.
19. **Vestibule Curtains.** When cars are equipped with vestibule curtains these applications are to be kept closed and are not to be uncoupled until trains stop at terminals or when changes are to be made in consist of train.
20. **Observation Cars.** When rear car is observation car side gates and platform must be kept closed when running.
21. **Tail Gates, Chain or Bar.** Tail gate, chain or bar at rear of last car in train must be kept closed. In case of solution train end cars or other units of passenger carrying equipment handled on rear of train, rear door must not be locked and must apply only to trains within observation limits when carrying commutation traffic. (B.R.C. 268).
22. **Not more than one engine must be used in placing cars on or removing them from coal chutes. Air brakes must be coupled and working between cars and engine and not more than two cars must be moved up ramp at the same time.**
23. **"Backup"** at hose, equipped with air whistle, must be in service on rear platform of all passenger trains moving backwards, and whistle sounded approaching public highway crossings, or where necessary to warn persons crossing or approaching the track.
24. **Stand pipes on double track must be left with spout pointing in the direction of the current of traffic.**
25. **In all cases of derailments or accidents to passenger cars lighted with Petrich or Commercial Acetylene Gas, the supply of gas must be shut off, if possible, by closing the stand valves in storage tanks underneath the body of car. Key for this purpose is located in the gauge box underneath the car.**
26. **When a train or engine passes over any highway crossing protected by automatic signals or automatic gates, it will be necessary before making a reverse movement over the crossing for it to be protected by member of crew. (B.R.C. 498).**
27. **At highway crossings where member of crew is required to protect the movement of vehicles over the railway, a hand signal shall be used by day and a clear white light by night. (B.R.C. 484).**
28. **Where instructions require that all switching movements over a highway crossing shall be protected by a member of the train crew, these instructions include the movements of the engine over the crossing either before, during or after the switching movements take place.**
29. **Before moving or coupling on to cars being loaded or unloaded at freight sheds, train tracks and other places, or boarding outfit cars, snow plows, flangers, other units of work equipment and dead engines, persons in on or about them must be warned to avoid injury.**
30. **In the event of a headlight failure between Sunset and Sunrise, rendering the headlight on an engine of a train inoperative and occurring while train is enroute, the engineer will use a temporary device to substitute the regular headlight has broken down or to move the train from the point at which the headlight equipment has broken down or failed provided the train moves at a speed not exceeding ten miles an hour over any public highway crossing not specially protected by watchman, gates, or automatic signal, until the first station must be being reached, at which time the headlight must be being repaired. In case repairs cannot be made at the station referred to, the train may proceed to the first repair point, displaying such light as may be available and provided at each station, or passing over all public highway crossings not specially protected by watchman, gates, or automatic signal at a speed not exceeding twenty miles an hour, provided that, in the event of proper light.**

While proceeding to the first station and/or repair point, the whistle signal for all highway crossings not protected by watchman, gates, or automatic signal must be given the second time approaching all such crossings.

Repairs to the equipment must be effected at the first repair point, or the engine operator must stop at the first repair point, if the engine is so damaged that it is necessary to replace or make ordinary repairs to electrical or other power headlight equipment) (B.R.C. General Order 522).

The engineer must advise dispatcher from the first open communicating station when he is proceeding with temporary headlight.

When the engine is stopped at a repair point, the train is not to move, unless authorized by the dispatcher.

23. Rule 83 amended, (Paragraph 5). By night or in foggy or stormy weather, a red light must be placed on unattended cars or dead engines obstructing main tracks within 100 yards of the engine.
24. Rule 89 (Paragraph 4) requires that when the flagman has gone out, the necessary distance under the conditions existing he will place two torpedoes on the rail. It must be further understood that when the flagman goes beyond this point, he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.
25. Rule 103 amended, (Paragraph 1). When cars are pushed by an engine (except when shunting and making up trains in yards where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates or otherwise), a flagman must take a conspicuous position on the leading car.
- B.R.C., General Order 520).

26. Whenever it is necessary, after a rail, or a mixed train to back up the passenger cars away from a station platform in order to perform switching, unloading of freight or other service, a second stop must be made at such platform before final departure if there are any passengers to detain or entrain.
27. Where public highway crossings are located, trainmen of trains leaving cars on tracks adjacent to main tracks or occupying sidings, and when separating train to conform to Rule 103 (6d paragraph) must, when practicable, see that cars are left standing at least one hundred feet from such highway crossings.
28. In mixed trains, one or more cars must be handled between postal, express or passenger cars, and car or cars containing oil or gasoline.

- ### 20. Explosives on Mixed Trains
- On lines where regular trains are operating in freight service only, cars containing explosives must not be hauled in a train that carries passengers.
- Where only a mixed train service is operated, or where passengers are carried in the cabooses of a freight train, a car containing a shipment of explosives (not exceeding 1000 pounds) may be hauled, providing the said car be so placed in the train that not less than three freight cars are between it and the car carrying passengers, and not less than one freight car between it and the locomotive hauling the train.
- If a car contains a shipment of explosives in excess of 1000 pounds, it must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the locomotive hauling the train.
- Note.—That not more than one car of explosives may be hauled in a mixed train or where passengers are carried in the cabooses of a freight train.
- When practicable to do so, cars containing explosives must be placed between freight cars not bearing **ACID** or **INF-LAMMABLE** placards. Cars containing explosives must have air and hand brakes in service.

- ### Explosives on Through or Local Freight Trains
- Cars containing EXPLOSIVES must have air and hand brakes in service. When practicable, they must not be marshaled between cars bearing INFLAMMABLE, CORROSIVE, LIQUID, COMPRESSED GASES, POISONOUS, or POISON, GAS OR LIQUID. They must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the engine, nor the eleventh car from the caboose. If the length of the train will permit, air and hand brakes must be separated by at least one car. On through freight trains, they must not be placed nearer than the sixth car, helped by at least one car. On local trains, they must not be placed nearer than the sixth car, helped by at least one car. On through freight trains, EXPLOSIVES must not be placed in through or local trains next to loaded tank cars, wooden frame flat or gondola cars, cars loaded with gas, lumber, poles, iron steel or similar articles liable to break through and pierce pipe, or cars of pipe. EXPLOSIVES from rough handling, refrigerator cars equipped with and/or placarded EXPLOSIVES from rough handling, refrigerator cars equipped with automatic refrigeration of the gas-burning type, nor next to cars containing lighter heaters, stoves or lanterns, or cars with livestock or poultry in charge of an attendant.

- Placed under loaded tank cars, when practicable to do so, must be marshalled not nearer than six ft. from engine or caboose and must not be placed in trains next to cars containing lighted heaters, stoves or lanterns, nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type, or next to gondola or flat cars loaded with lumber, poles, logs, pipe, iron, steel, rails, wheels or similar articles. (B-11-C, General Order 504)

GENERAL SPEED RESTRICTIONS

Conductors and engineers, especially those in passenger service, are cautioned not to run a train at a speed which is not safe for the particular descending grades, around sharp curves or through crossovers, junction stations and large yards. Safety to passengers and property is the first consideration.

The figures in this table do not excuse or authorize the non-observance of any speed restrictions which may be otherwise specified.

Where a speed restriction is prescribed, either by timetable, train order or bulletin, specified speed must not be exceeded in any one mile. (B.R.C.-C.O. 571).

	Miles per hour
Engines running tender first (except specially constructed suburban type)	20
Trains handling 200 ton derrick.....	25
Lighter derrick.....	30
Switch engines.....	25
Engines from which engine trucks, pony trucks, or side rods have been removed.....	15
Trains handling dead engines other than those specified above.....	25
Trains handling pile drivers, steam shovels and hoist cranes.....	20
Santa Fe Engines, 4100 Class.....	20
Albion Engines on Passenger trains.....	20
Albion Engines on freight trains.....	20
Albion engines, 6100 to 6130 inclusive, except 6121 and 6124 on Northern passenger trains.....	60
Consolidation Engines on Passenger trains.....	60
Mixed trains, unless otherwise specified. (B.R.C.-C.O. 571).....	35

Speed of snow plows must be reduced to ten (10) miles per hour well in advance of operating through station yards, station platforms, approaching truss and girder bridges, and other important structures which extend above the level of the rail, requiring taking in of wings.

EQUATED TONNAGE RATINGS GENERAL INSTRUCTIONS

1. The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents.

EXAMPLE: (1) 42 cars, Total gross weight 2100 tons
Car Factor 10 x 42 cars = 420

EQUATED TONS	2520
(2) 84 cars, Total gross weight 1680 tons Car Factor 10 x 84 cars = 840	2520
EQUATED TONS	2520

2. The car factor is an allowance for frictional car resistance and varies on different subdivisions according to the ruling grade. The car factor is the total resistance that on low gradients the frictional resistance of a car factor of 10 is equal to the total resistance that on steeper grades the car factor of the trainload is so adjusted that the resistance in the grade for all trains of equal equated tonnage whether composed of fully loaded, partly loaded or empty cars.

3. Established ratings will be exceeded by 1% if by so doing another car can be handled in the train.

4. The equated ratings shown are "A" for fair weather. These ratings will be reduced as authorized by ratings "B" to "K" for temperature.

TEMPERATURES:	TONNAGE REDUCTIONS
Above Freezing (32° above)	Weather condition modifications
32° above to zero	Rating: Reduction in tonnage:
18° above to 32° (or bad rail)	A 5%
Zero to 10° below	B 10%
11° below to 20° below	C 15%
21° " " " "	D 20%
22° " " " "	E 25%
23° " " " "	F 30%
24° " " " "	G 35%
25° " " " "	H 40%
26° " " " "	I 45%
27° " " " "	J 50%
28° " " " "	K 55%
29° " " " "	
30° " " " "	
31° " " " "	
32° " " " "	
33° " " " "	
34° " " " "	
35° " " " "	
36° " " " "	
37° " " " "	
38° " " " "	
39° " " " "	
40° " " " "	
41° " " " "	
42° " " " "	
43° " " " "	
44° " " " "	
45° " " " "	
46° " " " "	
47° " " " "	
48° " " " "	
49° " " " "	
50° " " " "	

SPECIAL RULES GOVERNING THE HANDLING OF AIR BRAKES

TO ALL EMPLOYEES

1. Employees must be thoroughly conversant with the Brake and Signal Equipment and instructions issued in connection therewith, and must report promptly any trouble or defect.

RESPONSIBILITY

2. The Engineman and Conductor are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, and from any point where consist of train has been changed or hose uncoupled. Engineman must personally handle brake valve when making all tests.

TERMINAL, ROAD AND RUNNING TESTS

3. These must be made in accordance with the instructions contained in Air Brake Regulations and printed separately as Book "A" (Form 8914) issued January, 1938.

DOUBLE HEADING, ASSISTING AND PUSHER SERVICE

4. When two or more engines are used 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 except the leading engine. In case of the leading engine giving up the train short of the destination of the train, a test of the brakes must be made to see that the same are operative from the engine-man's valve of the engine remaining with the train.

OBSERVING AIR GAUGES

5. Air gauges on engines and cabooses must be observed frequently to see that maximum pressure is being maintained.

The Chief Dispatcher will issue special instructions in case of storm or temperatures lower than those shown.

5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first outward trip and 10% light on return trip. Locomotive Foreman will advise Train Dispatcher and Yardmaster in such cases.

6. Passenger engine in freight service will be allowed a further reduction of one hundred (100) tons.

7. Unless special ratings are given, a reduction of 10% from the ratings shown in tables will be allowed for certain specified manifest freight trains. General Superintendent of the district will designate for which trains this allowance is to be made.

8. When an engine of different capacity from those shown in the table is used, the proper equated tonnage will be arrived at by taking the rating of the engine, the proper percentage capacity, dividing this rating by its percentage capacity and multiplying the result by the percentage capacity of a 38% engine to be used.

Example: Published rating of 40% engine = 2500 tons
Equated tonnage rating of 38% engine = $2500 \times .38 = 2375$ Equated Tons.

40

9. To determine proper tonnage for pusher, doubleheader or helper engines, unless special rating is given, add to equated rating of the first engine 95% of the equated rating in effect for each class of helper.

10. In making up trains, weight must be obtained by taking tare and contents from the waybill. When tare weights are not available, they will be estimated, the following weights to be used as a guide:

Passenger cars - 4 wheel trucks	40 tons
" " " " (Baggage, Coal and Coach)	70 "
" " " " (Tourist, Steep, etc.)	37 "
Express Refrigerator car.....	30 "
Freight Refrigerator car.....	30 "
Steel automobile and box car.....	25 "
Steel frame automobile and box car.....	21 "
Stock cars.....	18 "
Hopper cars.....	24 "
General service.....	23 "
Steel and steel frame gondola car.....	27 "
Steel underframe gondola car.....	20 "
Hart convertible.....	14 "
Flat cars.....	28 "
Depressed flat car.....	20 "
Caboose or Van.....	20 "

SETTING OUT CARS

6. When cars are set off at any point between terminal auxiliary reservoirs must be bled before the hand brakes are applied.

STANDING ON GRADES

7. When the engine, either with or without cars, is to be uncoupled from the train on a grade, a sufficient number of hand brakes must first be applied to the portion of the train to be left standing. After recoupling, hand brakes must not be released until it is known that the train air brake system is fully recharged.

CALLING FOR BRAKES

8. A call for brakes when running must be promptly responded to by each Trainman opening a Conductor's valve and then applying hand brakes.

RETAINING VALVES

9. Retaining valves must be used when descending the grades designated in special instructions.

OPERATIVE BRAKES

10. All trains must have 100% of brakes operative when leaving terminals except in case of emergency, and must not be run with less than 85% at any time. When cars with brakes cut out are moved in trains, not more than two of such cars shall be handled together, unless they are at the rear of the train ahead of the caboose.

Agents will see that tare weight of all cars loaded in their territory is shown on the waybill in the space provided for it. This tare weight is to be obtained from the actual inspection of the car and not to be estimated. In the case of cars loaded at blind siding, the conductor lifting car will make a note of the tare weight and see that same is properly entered on waybill.

11. In computing tonnage, fully loaded cars of grain, coal, rail, lumber, pulpwood, ties, etc., where weights are not given on the waybill, will be considered as carrying the marked carrying capacity of the car.

12. When dead engines are included in a train, four times the car factor will be added to the actual weight of each engine. Weights of engines being hauled dead are to be taken as under:

85% to 51% engines - 175 tons; 30% to 21% engines - 100 tons	
50% to 40% " " - 150 " 20% to 15% " " - 75 "	
30% to 21% " " - 125 " Below 15% " " - 50 "	

Example: Established rating 3000 equated tons

Car factor 10	2070 tons
50 cars, Gross weight	350 tons
2.53% dead engs, gross weight	580
Car factor 10 x 58	
EQUATED TONNAGE 3000	

13. The ratings given in the rating table are for the ruling grade; excess tonnage will be handled when it is to be set out short of or picked up beyond the ruling grade.

14. When an engine is unable to handle the authorized rating, a joint message, signed by Conductor and Engineer will be sent to the Chief Dispatcher, advising the reduction made and giving the reason for the same.

Smith's Falls Subdivision

WEST AND NORTH						BETWEEN		EAST AND SOUTH					
Car Factor	ENGINE CAPACITIES					Dead Freight Time Freight	ENGINE CAPACITIES					Car Factor	
	30%	36%	40%	45%	53%		53%	45%	40%	36%	30%		
9	1700	2150	2335	2540	3000	D.F.	3800	3600	3625	3600	3200	9	
9	1975	2650	2760	2970	3660	D.F.	3800	3970	3700	2800	1975	9	
9	1800	2300	2475	2700	3360	D.F.	3300	3700	3475	2300	1800	9	
9	1600	2000	2175	2440	2880	D.F.	2800	3650	3175	2000	1600	9	
9	2050	2675	2775	3100	3600	D.F.	3100	3850	3400	2925	1750	9	
9	1850	1900	2050	2250	2650	T.F.	2550	2295	2050	1800	1600	9	
							.....Ottawa and Winnipeg.....					

Belleville—Danforth—3200 "

Picton and Maynooth Subdivisions

FLEET AND TRUCKING CAPACITIES										
NORTH					SOUTH					
Car Factor	ENGINE CAPACITIES					ENGINE CAPACITIES				
	17%	21%	23%	28%	30%	28%	28%	23%	21%	17%
	1900	2000	2100	2200	2300	1325	1125	925	850	675
	Between and Tooten									
				</						

Westward: with help out of Lindsay use Beaverton—Midland ranges

100	...	Орловский	...	0,0
100	...	Орловский	...	0,0

Tweed and Westport Subdivisions												
NORTH							SOUTH					
Can Factor	ENGINE CAPACITIES					BETWEEN	ENGINE CAPACITIES					Can Factor
	17%	19%	21%	23%	25%		26 2/3%	28%	29%	31%	37%	
3	400	460	495	540	660	..... Yarker and Tweed.....	660	540	495	460	400	3
3	400	450	.....	.....	.....	..... Westport and Lyn Jet.....	450	.....	.....	400	.....	3

Note:—Ratings include doubling at Carmel and Uxbridge

HOURS OF SERVICE FOR TRAIN ORDER OFFICES

Train order offices other than 24-hour offices open as follows:—

OSHAWA AND GANANOQUE SUBDIVISIONS

Stations	Week Days	Sundays
Port Union.....	9.00 p.m. to 6.00 a.m.	Closed
Pickering.....	8.00 a.m. to 6.00 p.m.	Closed
Whitby.....	8.00 a.m. to 6.00 p.m.	3.00 p.m. to 5.00 p.m.
Bowmanville.....	8.00 a.m. to 5.00 p.m.	3.00 p.m. to 5.00 p.m.
Newcastle.....	7.00 a.m. to 4.00 p.m.	Closed
Port Hope.....	8.30 a.m. to 1.30 a.m.	12.01 a.m. to 1.20 a.m. 11.00 p.m. to 1.00 p.m. 3.20 p.m. to 9.45 p.m. 7.45 p.m. to 11.59 p.m.
Grafton.....	7.00 a.m. to 4.00 p.m.	Closed
Colborne.....	8.30 a.m. to 5.30 p.m.	Closed
Brighton.....	8.30 a.m. to 5.30 p.m. 6.10 p.m. to 6.30 p.m. (Ex. Saturdays) 7.10 p.m. to 4.10 a.m. (Ex. Saturdays) 11.00 p.m. to 11.59 p.m. (Saturdays only)	12.01 a.m. to 4.00 a.m. 11.00 a.m. to 1.00 p.m. 2.45 p.m. to 4.45 p.m. 7.10 p.m. to 11.59 p.m.
Trenton Jct.....	8.30 a.m. to 5.30 p.m. 7.00 p.m. to 4.00 p.m. (Except Tuesdays to 4.00 a.m. Wednesdays)	12.01 a.m. to 4.00 a.m. 11.40 a.m. to 2.50 p.m. 7.00 p.m. to 11.59 p.m.
Napanee.....	6.00 a.m. to 5.00 p.m. 7.30 p.m. to 3.30 a.m.	12.50 a.m. to 3.15 a.m. 12.40 p.m. to 2.40 p.m.
Ernestown.....	7.00 a.m. to 4.00 p.m.	Closed
Collins Bay.....	6.00 p.m. to 3.00 a.m. (Except Saturday)	12.35 a.m. to 2.55 a.m.
Gananoque Jct.....	8.30 a.m. to 4.30 p.m.	12.15 p.m. to 2.15 p.m. 7.25 p.m. to 11.59 p.m.
Lanedowne.....	8.30 a.m. to 4.30 p.m.	Closed

CAMPELLEFORD AND MIDLAND SUBDIVISIONS

Station	Week Days	Sundays
Stirling.....	8.30 a.m. to 5.30 p.m.	Closed
Campbellford.....	8.00 a.m. to 6.00 p.m. { 6.15 a.m. to 6.55 a.m. }	Closed
Haarings.....	{ 7.10 a.m. to 4.10 p.m. }	Closed
Peterboro.....	6.00 a.m. to 10.00 p.m.	6.00 p.m. to 7.00 p.m.
Omenca.....	{ 7.35 a.m. to 8.15 a.m. }	Closed
Lorneville.....	8.30 a.m. to 6.30 p.m.	Closed
Unthoff.....	6.50 a.m. to 3.50 p.m.	Closed
Coldwater.....	8.30 a.m. to 5.30 p.m.	Closed
Waukegan.....	7.00 a.m. to 4.00 p.m.	Closed
McMillan.....	10.00 a.m. to 6.00 p.m.	Closed
Midland.....	6.20 a.m. to 10.50 p.m.	5.20 p.m. to 7.20 p.m.

LAKEFIELD, UXBRIDGE AND COBOCONK SUBDIVISIONS

Stations	Week Days	Sundays
Lakefield.....	8.30 a.m. to 5.30 p.m.	Closed
Millbrook.....	8.30 a.m. to 5.30 p.m.	Closed
Mapleton.....	8.00 a.m. to 5.00 p.m.	Closed
Manilla.....	8.00 a.m. to 5.00 p.m.	Closed
Blackwater.....	8.15 a.m. to 6.15 p.m. 8.30 a.m. to 7.05 p.m. 6.15 p.m. to 6.55 p.m.	Closed
Uxbridge.....	8.30 a.m. to 5.30 p.m.	7.00 p.m. to 9.00 p.m.
Goodwood.....	8.30 a.m. to 5.30 p.m.	Closed
Stouffville.....	8.30 a.m. to 5.30 p.m. 6.00 p.m. to 7.20 p.m.	7.45 p.m. to 9.45 p.m.
Markham.....	8.30 a.m. to 5.30 p.m.	Closed
Unionville.....	8.30 a.m. to 5.30 p.m.	Closed
Agincourt.....	8.30 a.m. to 5.30 p.m.	Closed
Kirkfield.....	8.30 a.m. to 5.30 p.m.	Closed
Cobocouk.....	8.30 a.m. to 5.30 p.m.	Closed
Woodville.....	8.00 a.m. to 5.00 p.m.	Closed
Cannington.....	8.00 a.m. to 5.00 p.m.	Closed
Sunderland.....	8.00 a.m. to 5.00 p.m.	Closed

PORT PERRY, MADOC AND HALIBURTON SUBDIVISIONS

Station	Week Days	Sundays
Port Perry.....	8.30 a.m. to 5.30 p.m.	Closed
Brooklin.....	8.30 a.m. to 5.30 p.m.	Closed
Whitby Town.....	8.00 a.m. to 5.00 p.m.	Closed
Madoc.....	8.30 a.m. to 5.30 p.m.	Closed
Fensation Falls.....	7.40 a.m. to 4.40 p.m. 6.45 a.m. to 7.25 a.m.	Closed
Mon., Wed. and Fri.....	6.20 a.m. to 3.20 p.m.	Closed
Burnt River.....	6.00 a.m. to 5.00 p.m.	Closed
Kiamout.....	6.30 a.m. to 7.30 a.m.	Closed
Mon., Wed. and Fri.....	6.00 a.m. to 6.00 a.m.	Closed
Gaget., Mon., Wed. and Fri.....	6.00 a.m. to 3.00 p.m.	Closed
Haliburton.....	8.30 a.m. to 5.30 p.m.	Closed
Mon., Wed. and Fri.....	4.00 a.m. to 6.00 a.m.	Closed

DESERONTO SUBDIVISION

Station	Week Days	Sundays
Deseronto.....	8.00 a.m. to 5.00 p.m.	Closed

MAYNOOTH, PICTON AND COE HILL SUBDIVISIONS

Station	Week Days	Sundays
Frankford.....	8.30 a.m. to 5.30 p.m.	Closed
Maynooth.....	8.30 a.m. to 4.30 p.m.	Closed
Bannockburn.....	8.30 a.m. to 5.30 p.m.	Closed
Gilmour.....	7.45 a.m. to 4.45 p.m.	Closed
Dector.....	8.15 a.m. to 5.15 p.m.	Closed
Bancroft.....	7.00 a.m. to 10.00 p.m.	Closed
Maynooth.....	6.00 a.m. to 3.00 p.m.	Closed
Coe Hill.....	8.30 a.m. to 5.30 p.m.	Closed
Conestoga.....	8.00 a.m. to 6.00 p.m.	Closed
Wellington.....	8.00 a.m. to 6.00 p.m.	Closed
Bloomfield.....	8.15 a.m. to 5.15 p.m.	Closed
Picton.....	8.30 a.m. to 5.30 p.m.	Closed

SMITHS FALLS, WESTPORT AND TWEED SUBDIVISIONS

Station	Week Days	Sundays
Smiths Falls.....	8.30 a.m. to 5.30 p.m.	Closed
Newburgh.....	8.30 a.m. to 5.30 p.m.	Closed
Yarker.....	8.00 a.m. to 6.00 p.m.	Closed
Harrowsmith.....	8.30 a.m. to 4.30 p.m.	Closed
Sydenham.....	8.30 a.m. to 5.30 p.m.	Closed
Porter.....	7.00 a.m. to 4.00 p.m.	Closed
Portland.....	8.30 a.m. to 5.30 p.m.	Closed
Smiths Falls.....	8.15 a.m. to 5.15 p.m.	Closed
Richmond.....	7.00 a.m. to 4.00 p.m.	Closed
Athens.....	8.30 a.m. to 6.30 p.m.	Closed
Lyndhurst.....	8.30 a.m. to 5.30 p.m.	Closed
Westport.....	8.30 a.m. to 5.30 p.m.	Closed
Tarnworth.....	8.30 a.m. to 5.30 p.m.	Closed
Tweed.....	8.15 a.m. to 5.15 p.m.	Closed

Belleville

Employees are hereby advised that "Tell-Tales" give warnings of close approach to Restricted Overhead, Clearances and that where "Tell-Tales" are erected no other advice of such restricted clearances will elsewhere or otherwise be given.

They are hereby forbidden to ride on top of cars at any other position where Restricted Overhead Clearances exist, on side of cars at any position where restricted Side Clearance exists; they are warned that where these are marked or indicated by "Restricted Clearance" or "Restricted Side Clearance" signs no other advance signs nor other advice will elsewhere be given, and that when or if these signs are not provided in yards, and terminals the location of the restricted clearance will be shown in special instructions.

They are also hereby advised that the overhead and/or side clearances around and/or side clearances around or may be restricted on, tracks at engine houses, main shops and car shops where they are warned that where restricted clearances exist on such tracks, they will not be marked or indicated by tell-tales or restricted clearance signs, nor will their location be given; and they are to be clear of cars or other vehicles when on any engine house, main shop or car shop track; whether or not the overhead and/or side clearance is restricted.

All employees concerned will be governed accordingly.

LOCATION OF RESTRICTED CLEARANCES WHICH ARE NOT MARKED OR INDICATED BY "TELL-TALES" OR RESTRICTED CLEARANCE SIGNS--BELLEVILLE DIVISION

Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead	Subdivision	Terminal or Yard	Location	Structure or Obstruction	Side of Track	Overhead
HALIBURTON	Lindsay	Lindsay Coal Co.	Shed, roof and post..	Both sides		OSHAWA	Main track	Mileage 221.48	Overhead bridge..	Bridge	
"	"	Kawartha Lumber Co.	Chutes.	West		"	"	224.47	"	"	"
"	"	Stock Pen.	Coice sheds, O. C. S.	West		"	"	245.66	"	"	"
"	"	Yard Track.	Blg. and gate post..	Both sides		"	"	285.26	"	"	"
"	"	Wardell Town Yard.	Rail walk.	Both sides		"	"	294.49	"	"	"
"	"	Coaling Plant.	Shed.	South		"	"	300.08	"	"	"
MIDLAND	Lindsay	Yard Track.	Water column.	South	Building	"	"	301.48	"	"	"
"	"	Main Line West End Station.	Chutes.	North		"	"	303.71	"	"	"
"	"	Stock Pen.	Buildings and platform.	North		"	"	304.85	"	"	"
"	"	Canada Cement Co.	Chute.	Both sides		"	"	306.14	"	"	"
CAMPBELLFORD	Highland Grove	Stock Pen.	Buildings and platform.	North		GANANOUZ	"	313.03	"	"	"
LAKEFIELD	Goodman	Stock Pen.	Chutes.	North		"	"	319.10	"	"	"
IRONDALE	Stock Farm Mill.	Building.	Buildings and platform.	Both sides	Building	"	"	219.10	"	"	"
"	"	Quality Cannery Siding	Shed platform.	South		LAKEFIELD	"	0.18	"	"	"
"	"	Mileage 56.62.		East		HALIBURTON	"	21.88	"	"	"
HALIBURTON	Deseronto					SMITHS FALLS	"	34.50	"	"	"
"	"					"	"	90.80	"	"	"

DR. JOHN McCOMBE, Chief Medical Officer, Montreal, Que.
DR. J. P. MITCHELL, Regional Medical Officer, Toronto, Ont.

STATION	SURGEON	DISTRICT
BANCROFT.....	Dr. S. S. Lamb.....	North Switch Gilmour to North Switch Hybla and Tory Hill.
BAVERTON EAST.....	Dr. J. M. Smith.....	West Switch Lorneville to Brechin.
BELLEVILLE.....	Dr. J. A. Faulkner.....	West Switch Belleville to West Switch Shannonville to West Switch Foxboro.
.....	Dr. W. C. Morgan.....	Dr. E. G. Kennedy (associate)
BACHTON.....	Dr. F. M. Dure.....	West Switch Belleville to West Switch Colborne.
BROCKVILLE.....	Dr. T. F. Robertson.....	West Switch Prescott to West Switch Malorytown.
CAMPBELLFORD.....	Dr. F. F. Free.....	West Switch Hoards to East Switch Keene.
COBOURG.....	Dr. F. G. Robertson.....	West Switch Colborne to West Switch Colburg.
DANFORTH.....	Dr. W. Ross Walters.....	Bounded by Don River on West, C.N.R. Main Line on North, West Switch Port Union and West Switch Unionville on East and by Lake Ontario on South.
ELDRADO.....	Dr. F. J. Nickle.....	North Switch Gilmour to North Switch Brechin.
FERRISON FALLS.....	Dr. G. C. Johnstone.....	Howland to South Switch Cameron.
.....	Dr. E. A. White.....	
GANANOGUE JCT.....	Dr. C. H. Bird.....	West Switch Malorytown to East Switch Rideau.
.....	Dr. H. Godfrey Bird (associate)	
HAIBURTON.....	Dr. J. J. Speck.....	Haliburton to South Switch Celert.
KINGSTON.....	Dr. C. A. Morrison.....	East Switch Rideau to West Switch Collins Bay.
.....	Dr. F. E. Ehrlington.....	
.....	Dr. J. E. Kane.....	
KIRKPATRICK.....	Dr. E. J. Anderson.....	Cobocook to North Switch Lorneville.
LANSARY.....	Dr. M. F. White.....	Omenace to East Switch Lorneville and West Switch Colburn.
MAJOR.....	Dr. W. G. Colburn.....	Switch Manilla to South Switch Cameron.
MAJORA.....	Dr. S. Eagleson.....	Madoc to East Switch Crookston.
.....	Dr. H. Crawford.....	
MILAND.....	Dr. T. J. Johnston.....	Midland to Foxmead
MILBROOK.....	Dr. H. A. Turner.....	West Switch Fraserville to West Switch Campbellcroft.
NANABE.....	Dr. C. Wilson.....	West Switch Collins Bay to West Switch Nanabé.
ORILLIA.....	Dr. R. E. Hipwell.....	Ogilla to East Switch Brechin to West Switch Foxmead, to South Switch Washago, to North Switch Oro.
OSHAWA.....	Dr. H. M. MacDonald.....	West Switch Newcasle to West Switch Oshawa.
OTTAWA.....	Dr. Geo. S. McCarthy.....	Medical Arts Building; Phone 2-9515.
.....	Dr. F. W. McKinnon.....	East Switch Carleton Place to East Switch Graham Bay.
.....	284 Eglon St., Cor. Muldrew; Phone 2-4155.	
.....	Dr. R. J. Lorne Gortner; 323 Waverley St.; Phone 2-4586.	
PARKDALE.....	Dr. J. S. Crawford.....	Parkdale to West Switch Weston, to East Switch Mimico and to South Switch Concord.

PETERBORO..... Dr. A. Moir..... East Switch Keene to Omenace and from Peterboro to West Switch Fraserville and to Labeled

Port Hope..... Dr. H. W. Benson..... Port Hope to West Switch Campbellcroft and West Switch Colburn to West Switch Newcasle.

PORT PERRY..... Dr. C. P. Peterson..... Mariposa to Myrtle.

..... Dr. G. M. Remle.....

SHANNONVILLE..... Dr. H. E. Eckardt..... West Switch Nanabé to West Switch Shannonville.

SMITH'S FALLS..... Dr. W. S. Murphy.....

STIRLING..... Dr. E. A. Carleton..... West Switch Foxboro to West Switch Hoards and to East Switch Crookston.

STONEYVILLE..... Dr. H. Free..... West Switch Goodwood to West Switch Unionville.

TORONTO—Medical Clinic—New C.N. Express Bldg., 1 Shincove Street. Hours 9:00 a.m. to 6:00 p.m. Monday to Friday inclusive and 9:00 a.m. to 12:30 p.m. Saturday.

..... Dr. R. H. Kinsman, Medical Officer, Telephone Waverley 7311, Local 339.

..... Dr. G. L. Chambers..... City of Toronto and Don.

TRENTON..... Dr. J. W. Farley..... South Switch Trenton Jct. to Picton inclusive.

TWED..... Dr. M. G. Dales.....

UXBRIDGE..... Dr. W. C. Sher..... South Switch Sunderland to West Switch Goodwood and West Switch Manilla.

WATRY..... Dr. R. T. McLaren..... West Switch Oshawa to West Switch Port Myrie and Whitty to North Switch Myrie.

WOODVILLE..... Dr. A. Galloway..... South Switch Sunderland to North Switch Lorneville, to East Switch Grass Hill.

YARKE..... Dr. J. H. Orlham.....

NOTE:—*Denotes: Doctors not on Staff of the Grand Trunk Railway Insurance and Provident Society. Members of this Fund should only be sent to the Society's medical Officers for attendance.

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 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 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 Comptroller.

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.

SAMPLE RULES FOR FIRST AID TREATMENT OF INJURIES

The control of hemorrhage is the first duty of the First Aider.

- Question: What simple methods should be employed in the control of hemorrhage?
Answer: Constriction above the wound sufficiently firm to control bleeding, using a handkerchief, necktie, rope or cord. While this method calls for sufficient pressure to control the bleeding, there is danger in tying too tightly or in keeping it on too long.

Lay patient down, elevate bleeding part, cover wound with clean dry dressing and secure with bandage.

Slight hemorrhage can be controlled by latter method by placing firm pad on dressing immediately over wound and secure by bandage.

In all cases where possible, the Company's standard First Aid Dressing should be used.

In case of severe hemorrhage, secure medical assistance as soon as possible.

A fracture means a broken bone, and should be treated "ON THE SPOT" before patient is removed from scene of injury. The chief object of the treatment of fractures is to prevent a simple fracture becoming compound. A simple fracture has no connection with the air. In a compound fracture, air comes in contact with the broken bone through a wound in the flesh.

Question: What apparatus is required for the treatment of fractures?
Answer: Splints and Bandages.

Question: What special feature is required in splints?
Answer: Must be firm enough and long enough to support joints above and below fractured bone.

Question: How should bandages be applied?
Answer: Firmly but not so tight as to constrict circulation.

NOTE:—Procure services of doctor as soon as possible.

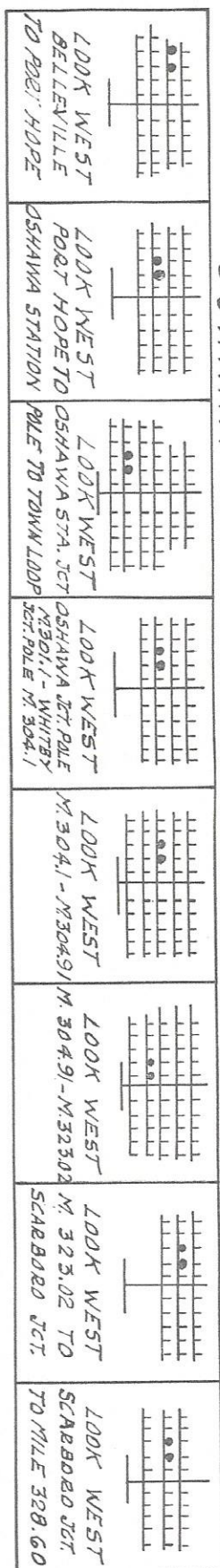
Question: What should be done for an unconscious person?
Answer: If face is pale—Keep head low and turned to one side.

If face is flushed, raise head slightly, turn to other side.

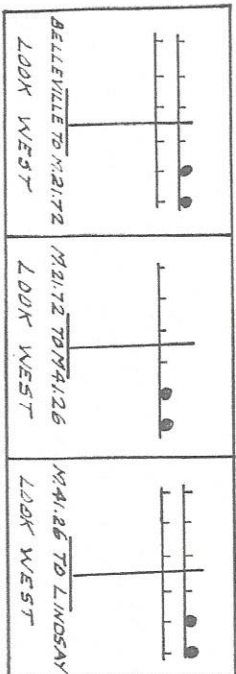
In both conditions, loosen clothing, procure an abundance of fresh air. Cover up and keep warm until arrival of doctor.

Question: How should Burns and Scalds be treated?
Answer: DO NOT BREAK BUBBLES. Exclude air by covering with clean dry dressing and secure with bandage. Keep patient warm and procure medical assistance as soon as possible.

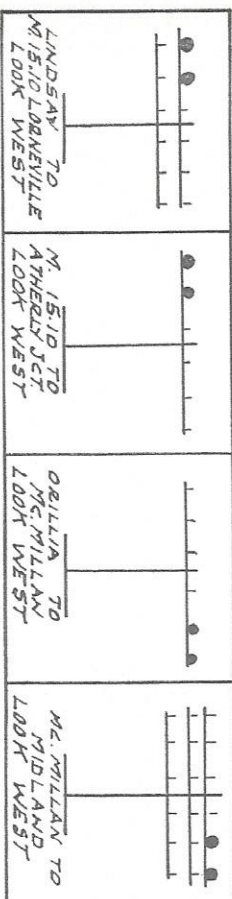
POLE LINE DIAGRAMS SHOWING LOCATION OF TRAIN PHONE WIRES COUNT CROSSARMS FROM TOP DOWN OSHAWA BELLEVILLE DIVISION SUBDIVISION



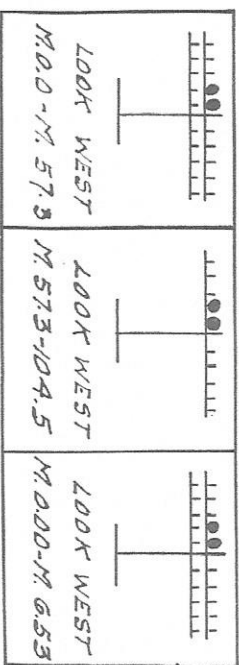
CAMPBELLFORD SUBDIVISION



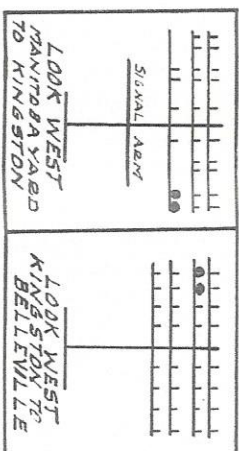
MIDLAND SUBDIVISION



SMITHS FALLS AND DESERONT SUBDIVISIONS



GANANOGUE SUBDIVISION



TRAIN PHONE WIRES MARKED - ●

SPEED SCHEDULE

Miles per Hour	Time per Mile
5.00	12 minutes 0 second
10.00	6 minutes 0 second
15.00	4 minutes 0 second
20.00	3 minutes 0 second
25.00	2 minutes 24 seconds
30.00	2 minutes 0 second
35.00	1 minute 43 seconds
40.00	1 minute 30 seconds
45.00	1 minute 20 seconds
50.00	1 minute 12 seconds
55.00	1 minute 5 seconds
60.00	1 minute 0 second
65.00	0 minute 55 seconds
70.00	0 minute 51 seconds
75.00	0 minute 48 seconds
80.00	0 minute 45 seconds