

GRAND TRUNK RAILWAY SYSTEM SAFETY ONTARIO LINES BARRIE DIVISION FIRST

EMPLOYEES' TIME TABLE No. 1

To take effect at 12.01 a.m. Sunday May 2nd, 1920

EASTERN
STANDARD TIME

RULES

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

DESTROY FOR MERIT TIME TABLES

C. G. BOWKER,
General Superintendent

W. S. WILSON,
Superintendent Transportation

P. J. LYNCH,
Superintendent

11th DISTRICT

SOUTHBOND TRAINS

An absolute block must be maintained on all trains northbound between Trout Creek and Powsassan, except in case of the wires being interrupted, when 20 minute interval will govern as per Rule 91.

Do not exceed 10 miles per hour between Semaphore signals at Newmarket and Barrie. Southbound trains (Toronto to Barrie) must not exceed ten miles per hour at summits of grades at 8th Line, Innisfil and Newmarket. Northbound trains (Barrie to Toronto) must not exceed ten miles per hour at summits of grades at 8th Line, Innisfil and Newmarket. McEwen's, twenty-two miles from Toronto and Downsview, nine miles from Downsview. Englepointers on southbound trains must first set brakes between northward and Downsview. Freight trains must not exceed fifteen miles per hour between Downsview and Fairbank Jct. On Wednesdays, Downsview will be flag stop for Nos. 4 and 5 Sunday for Almadale. May freight extra will leave Toronto at 6:30 a.m. except Sunday for Toronto. May freight extra will leave Almadale at 7:00 a.m. except Sunday for Toronto.

May freight extra will leave Allandale at 7.00 a.m. except Sunday for Toronto.

12th DISTRICT

SOUTHEAST TRAINS

Stations indicated by * have no side track.

W. J. LITTLE, *Train Master*

12th DISTRICT

NORTHBOUND TRAINS

NORTH BAY SUBDIVISION

SOUTHBOUND TRAINS

12th DISTRICT

Nos. 41 and 45 will stop to let off passengers when necessary, and Nos. 42 and 44 will also stop on signal to take on passengers at Orlilla Institute, about one and one-half miles south of Orlilla.

Car, Mileage 173.92 North of Burke Falls, will be flag stop for Nos. 41 and 44.

An absolute block must be maintained on all trains northbound between Trout Creek and Hastings except in case of the wires being interrupted, when 20 minute interval will govern as per Rule 81.

Trains between Allandale and Barrie will be governed by rules for double track.

NORTHBOUND TRAINS									
FIRST CLASS									
Time Table No. 1									
Effective May 2nd 1920									
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13th DISTRICT

SOUTHBOND TRAINS

Very freight extra will leave Hamilton 1:00 a.m. except Sunday for Altondale. All freight extra will leave Altondale 8:15 a.m. except Sunday for Hamilton. The switch at Burlington Jct. leading from Burlington Jct. Subdivision to westbound Hamilton Subdivision main track is not interlocked and is worked by hand. Engineers of all southbound trains must, just before passing Glen Williams C.P.R. overhead bridge, 13th District, take one and a half miles south of Caledon East and then three-quarter miles north of Inglewood Junction will not clear a main line stop. Do not exceed 10 miles per hour between switch leading to Alton Flour Mill south of Caledon East. Do not exceed 20 miles per hour between outer switches at Milton. Do not exceed 10 miles per hour between outer switches at Milton. Freight trains must not exceed 20 miles per hour, and freight trains 20 miles per hour, through Carleton Place, 2 miles north of Inglewood Jct.

ALLANDALE
Engineers on Northbound freight trains are required to stop before engine reaches stop board located about 1/2 mile south of Allandale, not proceeding until full pressure of air is obtained and must not exceed 10 miles per hour between that point and yard limit board. Trainers must also apply hand brakes.

YINE
Engineers on Northbound trains are required to test brakes passing Yine. Freight trains must not exceed ten miles per hour between South and North Switches of passing track at that point.

GEORGETOWN
Southbound Trains approaching Georgetown must be prepared to stop between Yard Limit Board and cross-over switch and must not obstruct main track of Toronto Subdivision until it is known that track clear and train protected. All freight trains must stop before reaching main switch of Burlington Jct. Subdivision. Burlington Jct. Subdivision trains must not occupy main track of Toronto Subdivision west of cross-over switch. Northbound Trains approaching Georgetown must be prepared to stop between Yard Limit Board and cross-over switch, and must stop clear of cross-over switch before proceeding. Southbound main track until it is known that track is clear and train protected. The normal position of cross-over switches is for Toronto Subdivision main track.

A. F. SHARPE,

Barrie.

14th DISTRICT

Do not exceed 10 miles per hour between outer switches at Collingwood and Meaford.

14th DISTRICT

Transfer from Nos. 50 and 62 will be made at Lake Jet. with Nos. 392 and 394 when necessary.

14th DISTRICT

8. northbound passenger trains must not exceed 25 miles per hour, mixed and freight trains 16 miles per hour, between Perkinsfield and

14th DISTRICT

A F SHARPE, Train Master
All trains run from Angus to Camp Borden are superior to trains of the same class running in the opposite direction between junction switch at Angus and Camp Borden.
Do not exceed 15 miles per hour on Camp Borden Subdivision and 6 miles per hour switching on side tracks.
See Special Instructions on page 12 pertaining to Camp Borden.

A. F. SHARPE, *Train Master.*

SPECIAL INSTRUCTIONS

Operating Rules and General Regulations in book form, effective June 18th, 1911, will govern the movement of trains on this time table.

No Engineer or Conductor must undertake to handle an engine with or without cars over any portion of this Division until he has learned the road, location and use of signals, passed an examination on Grand Trunk Operating rules, and provided himself with copy of current time table.

STANDARD TIME

Standard Clocks indicating Standard Time are located at:—

Altitude—Despatcher's Office
Hamilton (Stuart St.)
Parkdale
Hamilton (Union Station)
Altitude Round House
Huntsville
North Bay Yard Office
Collingwood

TRAIN REGISTERS

Train Registers are located at:—

Toronto
Altitude
For 11th District
Parkdale
For 12th District
Gravenhurst
Huntsville
South River
North Bay Yard Office
Altitude
Barrie
Orillia
Atherley Jct.
For 13th District
Burlington Jct.
Hamilton (Stuart St.)
Altitude
Georgetown
For 14th District
Medford
Briarcliff
Tay
Pennington

Conductors of trains not required to stop at Register Stations must deliver O.S. slip to Operator, who will register the train and the slip—failing to deliver slip to operator, Conductor must register.

BULLETIN STATIONS

Altitude
Allendale
Allendale
Round House
Barton
Georgetown
Gravenhurst
Hamilton (Stuart St.)
North Bay Yard
Office
Orillia
Parkdale
Toronto
Huntsville
Toronto
It will not be necessary for trains to obtain terminal clearance in passing from one subdivision to another, or from double to single track at the following stations:—
Burlington Jct. Fairbank Jct. Toronto York

HANDLING PASSENGER CARS

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

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

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

HANDLING DEAD ENGINES

In handling dead engines in train, they must be hauled with the pilot end ahead and must be placed at least five cars from the train engine. If more than one dead engine in train, they must be separated by at least five cars, and not more than four dead engines will be handled in one train. Speed of trains handling dead engines must not exceed twenty-five miles per hour.

HANDLING CARS ON COAL CHUTES

Not more than one engine must be used when placing cars on or removing them from coal chute. Air brakes must be coupled and working between all cars and engine and no more than two cars to be put up ramp at one time.

HANDLING PILE DRIVERS, STEAM SHOVELS, ETC.

Pile drivers, steam shovels, boarding, advertising or other cars occupied by employees or passengers handled on a freight train must be placed five cars ahead of caboose when the train is handling as many as five cars other than those referred to.

HANDLING SNOW PLOWS

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

USE OF BACK-UP AIR HOSE

A back-up air hose equipped with air whistle must be in service on rear platform of all passenger trains moving backwards and sounding approaching public highways or where necessary to warn people crossing or approaching the track.

USE OF TRACK IN OPPOSITE DIRECTION OF TRAFFIC

When engines are required to use track in opposite direction to current of traffic whistle must be sounded at frequent intervals as a warning to employees and others on or about to cross track, except at places where it could be understood that the engine is passing and is not intended so that train may be stopped within distance engineer can see that track is clear.

USE OF MOTOR CARS, VEHICLES, ETC.

The unauthorized use of motor cars, vehicles, hand and push cars is forbidden. When used on the track, they must be run with the current of traffic at the same time a careful watch must be kept at all times for approaching diverted trains. When used on a single track, trains may be expected from either direction.

INSUFFICIENT CLEARANCES

Engineers, Trainmen and Yardmen are warned not to ride on top or side of engines, or cars passing through any tunnel, subway or under any overhead bridge protected by tell-tales, or where it is known such structure will not clear a man on top of car. They are also warned not to ride on side of engine or car passing high switch-stands, water columns, stock chutes or other obstructions known to be closer than six feet to the nearest rail, and when approaching or passing over any through truss bridge.

TRAINS ENTERING SIDINGS

For greater safety at meeting and passing, points as well as junctions, trains pulling into the siding must, when possible, pull in with the rear end entirely clear, then if necessary stop and wait for backman, who has closed the switch at the rear end of the train, instead of stopping with the rear car foul of the main track, waiting for backman, then pulling into clear. The switch must not be closed until the train is in clear.

"TELL-TALES" OR WARNING SIGNALS

In either side of overhead bridges that will not clear a man on top of a box car, tell-tales or warning signals, consisting of pieces of rope suspended from a wire, have been located. The rope being to have the ropes strike a man, who is on car before coming to and while passing under the overhead bridge, thereby avoiding injury by reason of striking the bridge.

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

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

Conductors will be expected to promptly report such cases by wire also modify the Terminal Superintendent or Trainmaster by wire where tell-tales or warning signals are required, or where they are not in proper place.

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

(b) Levers in horizontal position on H. & B. cars have struck and injured men, when cars are unladen levers must be put in a vertical position and locked with a clip at top, thereby securing lever in vertical position.

(c) When handling cars on heavy grades, air brakes must be used on cars.

(d) Engines of the 100, 455, 500, 600 and 700 class or other engines of similar weight must not be coupled when passing over any bridge.

(e) On double track water cranes must be left with spout pointing in direction traffic moves.

GENERAL SPEED RESTRICTIONS

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

Conductors and Engineers, especially those in passenger service, are cautioned not to run their trains at an excessive rate of speed, particularly on descending grades, around sharp curves, or through junction stations and inter-urban safety to passengers and property is of the greatest consideration.

No passenger train must exceed a speed of 60 miles per hour, freight train, engine with caboose or light engine, 30 miles per hour.

A speed of 8 miles per hour must not be exceeded when passing through Crossovers or the end of Double Track.

Engines running tender first, with or without cars, including pilot and assisting engines, must not exceed a speed of twenty miles per hour, except specially constructed suburban type engines.

SPECIAL SPEED RESTRICTIONS

No passenger train must exceed a speed of 45 miles per hour, freight train, engine with caboose, or light engine, 25 miles per hour between the following points:—

Burlington Jct. and Altitude
New Lowell and Medford
Birch and Pennington

ATHERLEY JCT.

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

AURORA—

Do not exceed 10 miles per hour over first public crossing, north of Aurora. All switching movements over this crossing must be flagged.

BRACEBRIDGE—

Southbound freight trains must stop before engine reaches north semaphore. Do not exceed 10 miles per hour over Muskoka River Bridge, No. 156, M.P. 121.03, south of Bracebridge.

DEANS—

Do not exceed 10 miles per hour over Bridge No. 229, M.P. 194.06, north of Deans.

MUSKOKA JUNCTION AND MUSKOKA WHARF—

Do not exceed 10 miles per hour between Muskoka Junction and Muskoka Wharf. Be prepared to stop at switch leading from West Gravenhurst Main Track to Muskoka Wharf and run cautiously as tracks may be occupied by cars or train ahead.

HOLLAND LANDING—

Do not exceed 10 miles per hour over Yonge St. which is first public crossing south of Holland Landing station.

KILWORTHY—

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

MEAFORD—

Do not exceed ten (10) miles per hour over Bridge No. 305, 1 1/2 miles south of Meaford.

SPECIAL INSTRUCTIONS

ALLANDALE—

When moving over main track, or freight yard, in either direction, do not pass the Signal Cabin at Allandale until all-right hand signal is received from the signman on duty.

CAMP BORDEN—

The following instructions will govern the movements in connection with the interchange of traffic with the Canadian Pacific Ry.:

The movement of C.P.R. trains and engines over Grand Trunk tracks will be controlled by Trainmaster at Allandale and no obstruction of Grand Trunk line must be made without first receiving orders from Train Dispatcher at Allandale in regular way; and in any movement of Grand Trunk trains or engines required over C.P.R. tracks, it is understood that orders must be received from C.P.R. Dispatcher before C.P.R. tracks are obstructed.

COLLINGWOOD—

In operating over Grand Trunk tracks it is understood that the usual procedure will be followed, viz.: Grand Trunk trains and engines shall have precedence over C.P.R. trains and engines, and engines of Grand Trunk trains and engines while operating over C.P.R. tracks.

Mostford Subdivision southbound trains approaching Collingwood must stop clear of Beacon and Collingwood Subdivision main track and not proceed to platform until hand signal is received from station staff.

LEROY—

Extra precautions are necessary while weighing cars on track located on Belle Ewart Branch, account of the steeply descending grade. While cars are being weighed hand brakes must be set on rest of cars, brakeman must also be stationed on top of cars to prevent possibility of running away. Hayes Detail located 341 ft. north of track scale.

GEORGETOWN—

All switching operations on the sidings over the public crossing just east of passenger depot must be protected by one of train crew and all movements to the sidings north of stock pens must be preceded by one of the train crew to give necessary warning.

MEAFORD—

Bridge Street Crossing (just south of Meaford Station) must be protected by one of station or other appropriate person as watchman during time of switching operations, and of the arrival of passenger trains.

RAILROAD CROSSINGS, JUNCTIONS AND DRAW BRIDGES

11th District

- Parkdale..... Junction with Toronto Subdivision.
- Parkdale (2 miles North)..... Canadian Pacific Railway crossing, governed by semaphores; Not interlocked; No details.
- Davenport..... Toronto Suburban Railway (Electric) crossing governed by semaphores located 300 ft. north and south of Grand Trunk track; Interlocked; No details.
- Fairbank Jct..... Junction with Belt Line.
- King (2.7 miles North)..... Schomberg & Aurora Railway crossing; Interlocked.
- Aurora (1.30 miles South)..... Junction with Toronto and York Radial Electric line.
- Allandale..... Junction with Meaford Subdivision, North Bay Subdivision, Burlington Jct. Subdivision.

12th District

- Orillia..... Junction with Midland Subdivision.
- Orillia (2.1 miles North)..... Draw Bridge, governed by semaphores; Not interlocked; No details.
- Atherley Jct..... Junction with Midland Subdivision.
- Atherley Jct. (0.4 miles Nth) Georgian Bay & Seaboard Ry. (C.P.R.) crossing; Interlocked.
- Wabigo (0.3 miles South) Canadian Northern Ontario Railway crossing; Interlocked.
- Muskoka Junction..... Junction with Branch Line to Muskoka Wharf and West Gravenhurst.
- Scotia Jct..... Madawaska-Dupont Harbor Subdivision Crossing and Jct., governed by semaphores; Interlocked; No details.
- Burke's Falls..... Junction with Branch Line to Margaretwan Wharf.
- Nipissing Jct..... Canadian Pacific Railway Crossing; Interlocked.
- North Bay..... Junction with Canadian Pacific Railway and T. & N.O. Ry.

13th District

- Burlington Jct..... Junction with Hamilton Subdivision.
- Milton (0.28 miles North)..... Canadian Pacific Railway Crossing and Jct.; Interlocked.
- Georgetown..... Junction with Toronto Subdivision.
- Ingletwood Jct..... Canadian Pacific Railway Crossing and Jct., governed by semaphores; Interlocked; No details.
- Beech..... Junction with Beech-Collingwood Subdivision.
- 14th District
- Alliston (0.01 miles South) Canadian Pacific Railway Crossing; Interlocked.
- Collingwood..... Junction with Meaford Subdivision.
- Utopia (0.6 miles South)..... Canadian Pacific Railway Crossing; Interlocked.
- Angus Jct..... Junction with Camp Borden Spur Line.
- Colwell Jct. (2.5 miles Nth) Canadian Pacific Railway Crossing; Interlocked.
- Beech..... Junction with Burlington Jct. Subdivision.
- Tay..... Junction with Midland Subdivision.
- Birch..... Junction with Branch Line to Tay.

Orders from the Railway Committee of the Privy Council, Board of Railway Commissioners for Canada—Continued.

And it is further ordered that every such Railway company be liable to a penalty sum not exceeding fifty dollars (\$50.00) for every failure to comply with any provision of this Order and that every Railway employee whose duty it is to carry out any provision of this Order shall be held personally responsible therefor. On two days will be held more than fifteen dollars (\$15.00) for each failure to comply with any provision of this Order; provided, however, that if the same person or persons will be held responsible for cold weather, property, baggage, the interior of cars in their charge. Agents will be held responsible for seeing that passenger stations, waiting rooms and closets are kept clean, well ventilated, and properly disinfectant.

Order 116. 1. That every railway company subject to the legislative authority of the Parliament of Canada, operating by steam power any railway, or railways, any part or parts of which is or are constructed of, or upon, wooden ties, the whole of which consist of a continuous unbroken track, shall, in addition to the provisions of the Act in that behalf made, be bound to provide for the protection of the said ties, and to keep the ties in good repair, by the application of a track one tie treatment, and, in the case of ties made of wood, to apply a preservative treatment to the ends of the ties, and to keep a watchman, track walk, fire alarm signals, ballast, flooring, zinc covering over caps and intersections, or approved fire-proof paint, as hereinafter directed, for the purpose of protecting the said ties from fire; each such company having the option of adopting any of the said foregoing methods of protection.

2. That every such company shall cause to be placed and maintained at every trestle less than thirty feet in length, one barrel of a capacity of at least forty-five gallons, and on trestles of over thirty feet in length a like barrel upon or near each end, with intermediate

barrels of like capacity not more than one hundred and fifty feet apart; provided, however, that pile trestles over streams or other bodies of water need not be furnished with intermediate barrels.

4. That every such company shall cause all brush and dead grass to be removed from beneath and around every such trestle, and shall cause its right of way crossed by such trestle to be kept free from combustible matter.

5. That, on or in the neighborhood of timber lands, or in localities distant from settlement, every such company shall cause to be provided rails for use at all trestles, and all trestles.

6. That where the protection provided at any trestle, or intervals of not less than 8 hours, and once every 24 hours on branch lines.

7. That in the event of any such barrel or pile not being in good and efficient condition for holding water, every such watchman or track-walker shall forthwith repair or replace the same, if it can be done, or report the same to his superior officer.

8. That every such watchman or track-walker shall see that water barrels are at all times kept filled to within an inch of the top, or forthwith report same to his superior officer. Every such watchman or track-walker, whenever any such trestle is injured by fire, shall, as soon as possible thereafter, report the same to his superior officer.

9. That the fire alarm apparatus be equal, in the opinion of an Engineer of the Board to the "Norman" thermometer, paint is used, one coat thereof, at least equal to the Clapp Fire-proof Paint, be applied at least every five years.

10. That the ballast flooring bed of railway and be at least equal to the standard of the flooring adopted by the Great Northern Railway Company, plans of which are on file with the Board under file No. 4995, case 1809. This flooring consists in a complete coating of gravel from beneath the head of the rail to the ties, and extends laterally from outside the track to the outside of the ballast.

11. That if any such trestle, and, if the company desires, the ties, be covered with a zinc or galvanized iron covering.

12. That every such watchman or track-walker failing or neglecting to make inspection in accordance with the foregoing regulations, or failing or neglecting to make any of the reports herein required of him, or otherwise defaulting in any of the duties imposed

[illegible]

YARD LIMIT BOARDS ARE LOCATED AS FOLLOWS--

11th District			12th District			13th District			14th District		
Station	Car Capacity	Station	Car Capacity	Station	Car Capacity	Station	Car Capacity	Station	Car Capacity	Station	Car Capacity
Davenport	43	Gowan	75	Gravenhurst	23	Tinsley	50	Colwell Jet	52		
Doverview	50	Oro	53	South Falls	53	Milton	41	New Lowell	29		
Ella	40	Hawkesstone	52	Bracebridge	53	Deans	65	Barreton	29		
Concord	50	Cartkow	50	Falkenburg	50	Townsend	32	Collingswood	35		
Maple	75	Orillia F.R. North	48	Uxton	60	Town Creek	50	Christies	16		
King	50	Orillia F.R. South	32	Huntsville North	21	Hills	51	McLeod	32		
Aurora	47	London	75	Huntsville South	21	Mississauga Jct.	52	Pelicanum	21		
Newmarket	37	Washago	75	Novar	36			Thornston	52		
Holland Landing	32	Koshe	78	Scottia Jct.	52			Elmvale	50		
Bradford	50	Kilworth	26	Hodsons	15			Pelicanum	52		
Gifford	24	Jewin	52	Burke Falls	37			Wyebridge	35		
Lefroy	51	Muskegon Jct. South	50	Kennedy	49						
Tramley	45			Sundridge	49						

By night, or in foggy or stormy weather, proper lights must be displayed on all cars or engines obstructing main tracks within yard limits.

11th District			12th District—Continued			13th District—Continued			14th District		
Station	Car Capacity	Station	Car Capacity	Station	Car Capacity	Station	Car Capacity	Station	Car Capacity	Station	Car Capacity
Alilandale	3575 ft. South of Passenger Depot.	Gravenhurst	23	South River North	53	Tinsley	50	Colwell Jet	52		
Allandale	3575 ft. South of Passenger Depot.	Bracebridge	53	South River South	53	Milton	41	New Lowell	29		
Seotia Jct.	2935 * South of Passenger Depot.	Falkenburg	50	Deans	65	Gravenhurst	23	Barreton	29		
North Bay	2935 * North of Passenger Depot.	Uxton	60	Townsend	32	Orillia F.R. North	48	Collingswood	35		
	7300 * South of Card Office (T. & N.O.)	Huntsville North	21	Hills	51	Orillia F.R. South	32	Christies	16		
		Huntsville South	21	Mississauga Jct.	52	Cartkow	50	McLeod	32		
		Novar	36			Uxton	60	Pelicanum	21		
		Scottia Jct.	52			Thornston	52	Elmvale	50		
		Hodsons	15			Elmvale	50	Pelicanum	52		
		Burke Falls	37			Wyebridge	35				
		Kennedy	49								
		Sundridge	49								

4470 ft. South of Passenger Depot.
1390 * North of Passenger Depot.
3720 * South of Passenger Depot.

3990 ft. North of Passenger Depot.

To Passenger Trainmen:

Passenger trainmen on duty must not occupy a seat with passengers, neither must they at any time occupy a seat in the smoking compartment of any car. Conductors and trainmen, other than the baggage car, except when their duties require them to do so.

See Book of Instructions (Form S.C.D. 103, revised Sept. 1, 1919), pertaining to Steam Heat, and Various Hot Water Circulating Systems.

The clearance at the following structures is less than six feet from the nearest rail and no employee must ride on the side of cars or engines next thereto while passing same:

BARRE DIVISION

11th District		11th District—Continued		12th District—Continued		13th District		14th District—Continued	
Concord.....	Freight house platform.	Barrie.....	Sergeant's coal shed and lime house.	Magnesian Wharf.....	Freight platform and cattle pen.	Glen Huron.....	Freight shed platform and cattle pen.	Dunrobin.....	Freight shed platform, grain house and cattle pen.
Maple.....	Freight house platform.	".....	Freight shed platform.	South River.....	Freight shed platform.	Angus.....	Freight shed platform.	Camp Borden.....	Sidings 1, 2, 4 and 5 shed platform.
Kling.....	Freight house platform and grain shed.	".....	Brown's grain shed.	Trout Creek.....	Coal chutes on ramp.	Snyder.....	Shed platform (back siding), elevator platform.	Collingwood.....	Cattle pen.
Avonlea.....	(Shed siding), Cattle pen and coal sheds.	Hawkesstone.....	Cattle pen and shed platform.	Powassan.....	Cattle pen.	".....	(Freight shed siding), Shed platform.	".....	(Back siding), Coal houses.
Newmarket.....	(Shed siding), Cattle pen, freight house platform, grain shed and hour mill.	Orilla.....	Tudhope Anderson (south) coal store.	".....	Freight shed platform.	".....	(Toner and Gregory) Long's warehouse siding.	".....	Elevator tracks, elevator buildings and wharf shed.
Holland Landing.....	Hay shed platform.	".....	" (north) Machinery platform.	Tansley.....	Freight shed platform.	".....	".....	".....	All sidings in shipyard.
Bradford.....	(Lakes siding), Grain shed, Lukes mill, freight shed platform, shed siding.	".....	".....	Stewarton.....	Freight shed platform.	".....	".....	".....	(Freight shed siding), Freight shed platform.
Gillford.....	Freight shed siding.	".....	Sargeant's siding, Cattle pen and coal sheds.	Sten Williams.....	Breslau siding, stone platform.	".....	".....	".....	(Smead's siding), Warehouse platform.
Belle Ewart.....	All Ice Company's sidings.	".....	Kaney's coal sheds.	Cheltenham.....	Cattle pen and shed platform.	".....	".....	".....	Meatford.....
Leffroy.....	Freight shed platform and cattle shed.	".....	Freight shed siding.	Ingewood.....	Freight shed platform.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
Craigvale.....	Cattle pen, grain shed and freight shed platform.	".....	No. 5 siding. Weighing shelter.	Caledon East.....	Freight shed platform and grain shed platform.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
ALLANDALE		".....	Tait, Cars siding, warehouse.	Palgrave.....	Machinery platform and cattle pen.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
New Yard.....	No. 11 and 12 sidings. Transfer shed platform. No. 9 weigh scales shed.	".....	Orilla Wood Specialty siding warehouse.	Torontium.....	Freight shed platform.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
Old Yard.....	Sand track, coal chutes.	".....	Vicks Mills, platform.	Beech.....	Coal chutes on main line and ramp.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
".....	Inbound freight track, coal chutes, cinder hoist and corner of round house.	".....	Freight shed siding platform.	Cookstown.....	Freight shed platform, grain shed and cattle pen.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
".....	Inbound passing track—Coal chutes and cinder hoist.	".....	Back track, pump house and coal bin.	Thornton.....	Grain shed platform and cattle pen.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
Old Yard Freight Tracks.....	No. 11 transfer. Carpenters' store house. No. 8. Store house and workshop platform.	Muskoka Wharf.....	Delivery track coal sheds.	Vine.....	Freight shed platform.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
".....	No. 5. Weigh scales shed.	Bracebridge.....	Freight house siding, shed platform.	14th District		".....	".....	".....	Freight shed siding, shed platform, coal sheds.
Barrie.....	Carriage works platform and coal store.	".....	Shed siding, lime house and coal bin.	Albion.....	Freight shed platform and cattle pen (elevator siding), grain shed platform.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
".....	Parker's coal shed.	Huntsville.....	Freight shed platform and cattle pen.	Everett.....	Cattle pen.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
".....	Dymont's coal shed.	".....	Back track, corner of round house.	Lisle.....	Cattle pen.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
".....	Scott's coal shed and cattle pens.	".....	Tammy sidings, all buildings and platform.	Avering.....	Cattle pen and grain shed platform.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
".....		Scouta Jct.....	Transfer shed platform.	Creemore.....	Freight shed platform and cattle pen.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.
".....		Burton Falls.....	Shed platform and cattle pen.	".....	(Hwy's siding) grain shed platform.	".....	".....	".....	Freight shed siding, shed platform, coal sheds.

FAIR WEATHER ENGINE RATING—BARRIE DIVISION

WEST OR NORTH										EAST OR SOUTH									
Engines 600 Class Mikado	Engines 100 Class Pac. Type Freight	600 and 700 Class Super- Heater	Engines 600 and 700 Class Con- solidation	Engines 1200, 1300 and 1400 Class	Engines 1000 Class, 2431 to 2526 Class	Engines 2392 to 2430 Class	Engines 2000 and 2100 Class	DF MF	DEAD FREIGHT MANIFEST FREIGHT	Engines 2000 and 2100 Class	Engines 2431 to 2430 Class	Engines 2431 to 2526 Class	Engines 1200, 1300 and 1400 Class	Engines 600 and 700 Class Con- solidation	600 and 700 Class Super- Heater	Engines 100 Class Pac. Type Freight	Engines 600 Class Mikado		
1325	560	1250	1050	760	600	500	400	..	11th DISTRICT Toronto and King	500	550	600	700	875	1200	1400	1075	1500	
1560	1075	1425	1225	875	700	600	500	..	King and Allandale	500	550	600	700	875	1200	1400	1075	1500	
..	..	1450	1325	1100	900	700	600	..	12th DISTRICT Allandale and Gravenhurst	600	675	750	900	1100	1500	1650	..	..
..	..	1175	1075	800	675	625	475	..	Gravenhurst and South River	600	650	600	700	850	1200	1300	..	..
..	..	1450	1325	1100	900	650	600	..	South River and North Bay	375	425	475	675	700	1000	1100	..	..
..	..	1425	1300	1050	850	600	500	..	13th DISTRICT Allandale and Palgrave	600	650	600	650	1050	1300	1425	..	..
..	..	1425	1300	1050	850	600	500	..	Palgrave and Hamilton	700	750	800	1200	1400	1425	..	..
..	14th DISTRICT Allandale and Meaford	675	650	700	..	..	..	..	..
..	Allandale and Peckham	600	650	600	..	..	..	..	..
..	..	1450	1325	1100	900	675	600	..	Allandale and Midland and Return (via Tay)	600	675	750	900	1100	1325	1450	..		
..	600	475	..	Collingwood and Beeton	625	675	625	..	..	..	..	..

Superheated engines of 1200, 1300 and 1400 class with 21 in. cylinders will
take same tonnage as compound engines of these classes.

Southbound Trains will, when necessary, increase tonnage 35 per
cent. between South River and Scotia Jct. above tonnage shown.

AIR BRAKE AND AIR SIGNAL RULES

GENERAL NOTICE

The following rules are issued for the government of all employees whose duties bring them in contact with the operation of the Air Brake and Air Signal. If in the judgment of any officer or employee, such rule cannot be or ought not to be enforced, it is the duty of such officer or employee to report the same to the proper authority. It is also expected that prompt report will be made of any difficulty experienced in controlling trains.

Rule No. 1

Engineers, trainmen, inspectors and Air Brake repairmen must be thoroughly conversant with the operation and care of the Air Brake and Air Train Signal.

Rule No. 2

The Conductor and Engineer are both responsible for seeing that the brake is in perfect working order and properly connected throughout the entire train, before starting from terminal stations and points at which it has been disconnected.

Rule No. 3

PIPES, UNDER LOCOMOTIVE TENDER

The brake pipe and Air Signal pipe, under locomotive tender, must always be blown on thoroughly just before the air hose are coupled. The inspectors or trainmen making couplings must do this.

Rule No. 4

When an engine has been coupled to a train at the initial point of its run (and after taking slack of same) a terminal test of brakes must be made. Test to consist of a car to car examination to note that brake can be applied and released from locomotive, adjust piston travel, stop leakage, and do any other brake work possible to put train in a serviceable condition.

Rule No. 5

Bleeding off brakes while road engine is coupled to train is prohibited, except when a brake cannot be released from engine and cause cannot be remedied; it must then be cut out by closing cut-out cock in cross over pipe, and auxiliary reservoir bleed; release valve attached to auxiliary reservoir on passenger cars must be left open and remaining brakes in train again tested as per Rule No. 6.

Rule No. 6

Engineers on passenger trains, after leaving a terminal or any point where the make-up of their train has been changed, must, as soon as the brakes sufficiently to know that they are in good working order, and noting that the length of the train line exhaust is in keeping with the length of the train.

This must also be done with all trains at a safe distance before commencing the descent of steep grades, approaching railway crossings at grade, junctions, draw-bridges, and points where trains are to be met or passed; in fact at all places where failure of the brakes would be attended with accident.

Rule No. 7

CONDUCTOR MUST STOP TRAIN

If Engineer fails to observe Rule No. 6, Conductor must stop train by opening Conductor's valve and ascertain cause of such failure. A report must be made of all such cases.

Passenger cars of recent build are fitted with two complete brake equipments, which are known as "A" and "B" equipments. The brake cylinders are both applied to the same brake rods, and therefore assist each other. In addition to the auxiliary reservoir belonging to each brake equipment there are also two large supplementary reservoirs but are not used at present by this Company, the handles of cut-out cocks in pipes leading to these reservoirs being wired in a closed position.

ROAD TEST

Rule No. 8

When train, for any reason, is parted between air cars, or air hose has burst, after all couplings have again been united, brakes must be applied and released from Engineer's brake valve, and trainmen must see that brake on car immediately behind the point of separation, and on last two cars, operates properly. If a car is taken into a passenger train, the signal to apply brakes must be given from the air signal on that car, but signal to release brakes must be given from air signal on rear car in train. In every case of testing air brakes on passenger trains the signals to apply and release brakes must be given from train signal.

Rule No. 9

Before starting trains, trainmen must see that all brakes are released and brake-shoes clear of the wheels.

AIR-GAUGES

Rule No. 10

Conductors must consult the air-gauge in caboose frequently and Engineers must likewise consult Engine air-gauge to be sure that full pressures are being maintained at all times.

Rule No. 11

CUTTING OUT BRAKES

Brakes must be cut out when any portion of the rigging has failed, where with proper handling, continual sticking occurs, or where there is a leak at triple valve exhaust, or at pressure retaining valve, which cannot be stopped, but they must not be cut out unless so ordered. More than two consecutive brakes must not be cut out in any one train, and engine which must always have a quick action triple valve in good working order.

Rule No. 12

NOTIFY ENGINEER

Engineer must be notified at once when it is necessary to cut out any brake in his train.

Rule No. 13

DEFECTIVE BRAKE PIPE ON PASSENGER CAR

Should the brake pipe on a passenger car be defective, so that it cannot be used in a train the car must not be sent out of any terminal point on a passenger train, without authority from the Trainmaster or Superintendent, and the car must be moved to a siding or yard, and the defective pipe must be cut out of the train. The car must be moved to a siding or yard, and the defective pipe must be cut out of the train. The car must be moved to a siding or yard, and the defective pipe must be cut out of the train.

Should the air-brake and the hand-brake both be defective, and it is necessary to haul the car, it must be placed second from the rear, and the hand-brake on the last car known to be in good condition. The car must be set out at the first opportunity.

Rule No. 14

DEFECTIVE ENGINEER'S BRAKE VALVE

Engineers must not attempt to handle an air-brake train down any grade if Engineer's valve is defective in service of trip position, or if air pump is unable to keep the train line (brake pipe) properly supplied with air.

CALLING FOR BRAKES

Rule No. 15

A call for brakes from an Engine when running, must be promptly responded to by each trainman operating a Conductor's valve, and by each trainman operating a hand-brake. Conductor's valve must be applied and released, and hand-brakes must be applied and released, under no other circumstances must hand-brakes be applied on cars upon which the air-brake is being used.

Rule No. 16

STANDING ON GRADES

When necessary for a train with an engine to stand on a grade for over five minutes air-brakes must be released and train held on grade. If cars are to be de-coupled, the brakes must be released and hand-brakes must be applied and held until they are detached, and held applied until signal is received from engine to release same.

Rule No. 17

When cars upon which the air-brake is working are set out at any point, the auxiliary reservoirs must be bled before hand-brake is applied to secure cars in siding.

Rule No. 18

DOUBLE HEADING OF LOCOMOTIVES

When two or more engines are coupled in the same train, the air hose must be united and the brakes tested and operated from the head engine. For this purpose a cut-out cock in the brake pipe just below the brake valve on all engines except the leading engine, must be closed, air-pumps kept running, brake valve handles in running position, and the maximum air pressure maintained. This procedure must also be followed when handling dead engine in train, but in this case the pump, of course, cannot be run.

Rule No. 19

EMERGENCY APPLICATION OF BRAKES

Brakes must not be applied quickly only when necessary to avoid accident, and in such cases engine must not be reversed and must be kept in running position. Brake valve handle must be moved to the emergency position and held there until the train has stopped or the cause removed. On freight trains the brakes must not be released until after the train has stopped.

Rule No. 20

USE OF SAND

Sand must always be used in emergency. When sand is once started it must be allowed to continue running until stop is completed.

Rule No. 21

PARTING AIR HOSE

Air hose must not be pulled apart forcibly; instead, they must be separated by hand.

Rule No. 22

Conductors on freight trains must attach an air-brake defect card to the cross-over pipe of every car which has a defective brake and which is not already so carded.

Note A.—Remember a loaded train cannot be stopped in the same distance as an empty train—all other conditions being the same.

Note B.—On level track all the braking power is available for stopping, while on descending grades a portion must be utilized to prevent increase in speed; therefore the necessary for having trains under control on descending grades is to apply the brakes in advance of the point where the train must be stopped. On level track, a train running 20 miles per hour will require a distance of 100 feet to stop, and a train running 40 miles per hour will require a distance of 400 feet to stop, and a train running 60 miles per hour will require a distance of 900 feet to stop, and a train running 80 miles per hour will require a distance of 1600 feet to stop, and a train running 100 miles per hour will require a distance of 2500 feet to stop.

Note C.—The Distance to Stop as compared with a train running ten miles per hour, and a thirty mile per hour train will require nine times the Distance to Stop as compared with a ten mile per hour train.

method while train is running, a stop, signal must be given, when the act of applying the brake to bring the train to a stop will, in most cases, cause a sufficient difference in air pressure to make the next attempt on the part of the trainman to apply the brakes in only air to engineer, and the trainman must be given the signal or otherwise of any brake in the train is defective, and the trainman must be given the signal or otherwise of any brake in the manipulation of his brake valve handle.

LIST OF COMPANY'S SURGEONS

COL. J. ALEX. HUTCHISON, Chief Medical Officer, Montreal, Que.
SIR T. G. RODDICK, M.D., Consulting Surgeon, Montreal, Que.

G. Rice, M.D., Division Surgeon, Toronto, Ont.

STATION	SURGEON	DISTRICT
AURORA.....	Rutherford, J. R.....	South Semaphore Lefroy to South Semaphore Williams, G. W.....
BARRIE.....	Turnbull, E. G.....	Allandale to North Semaphore Oro, to North Semaphore Minesing, to South Semaphore Thornton, to South Semaphore Lefroy and to North Semaphore Angus.
BETON.....	Spearing, F.....	Beton to North Semaphore Glencairn to South Semaphore Thornton, and to South Semaphore Tottenham.
COLLINGWOOD.....	McKay, D.....	Collingwood to Meaford to North Semaphore Glencairn, and to North Semaphore Angus.
GEORGETOWN.....	McAndrew, J.....	Georgetown to South Semaphore Tottenham, to South Semaphore Milton, to West Semaphore Norral, and to West Semaphore Lambton.

STATION	SURGEON	DISTRICT
GRAVENHURST.....	Grant, J. A. C.....	South Semaphore Wasilago to North Semaphore Bractledge.
HAMILTON.....	Belhune, W.....	City of Hamilton, Hamilton to East Semaphore Grimsby, to West Semaphore Burlington Jct., including the Beach, to South Semaphore Milton and North Semaphore Caledonia.
HEXSVILLE.....	Caselman, C. C.....	North Semaphore Bractledge to South Semaphore Sundridge.
NORTH BAY.....	Brandon, E.....	North Bay.
ORILLIA.....	Arlagh, A. E.....	Orillia to East Semaphore Brechin to South Semaphore Wasilago, to East Semaphore Tail and to North Semaphore Oro.

STATION	SURGEON	DISTRICT
PARKDALE.....	Griffith, R. C.....	Parkdale to West Semaphore Weston to West Semaphore Burlington Jct., and to South Semaphore Concord.
PESKING.....	Spohn, P. H.....	Peskings to North Semaphore Minesing.
POWASSER.....	Dillian, R. H.....	South Semaphore Sundridge to North Bay.
TORONTO AND PARKDALE.....	Griffith, R. C.....	Parkdale to West Semaphore Weston to West Semaphore Burlington, and to South Semaphore Concord.
RICE, G.....	City of Toronto and Don.	
THOMAS, R. A.....	City of Toronto and Don.	

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 the 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. It does not include the rendering of medical aid, such as the 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 to a suitable hospital or hospital of the District. The injured person should be taken to the nearest hospital of the District. 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 telegram if necessary so that a copy may accompany the medical accounts for first aid or other medical services rendered. These instructions 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.

D. J. QUINLAN,
CHIEF DISPATCHER,
ALLANDALE.

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

SPEED SCHEDULE

Miles per			Miles per			Miles per			Miles per		
Hour.	Time per Mile.		Hour.	Time per Mile.		Hour.	Time per Mile.		Hour.	Time per Mile.	
4.00	15 min.	0 sec.	16.88	3 min.	32 sec.	20.81	2 min.	53 sec.	26.67	2 min.	15 sec.
5.00	12 "	0 "	17.06	3 "	31 "	20.93	2 "	52 "	26.87	2 "	14 "
6.00	10 "	0 "	17.14	3 "	30 "	21.05	2 "	51 "	27.07	2 "	13 "
7.00	8 "	0 "	17.22	3 "	29 "	21.18	2 "	50 "	27.27	2 "	12 "
8.00	7 "	0 "	17.31	3 "	28 "	21.30	2 "	49 "	27.48	2 "	11 "
9.00	6 "	0 "	17.39	3 "	27 "	21.43	2 "	48 "	27.69	2 "	10 "
10.00	6 "	0 "	17.48	3 "	26 "	21.56	2 "	47 "	27.91	2 "	9 "
11.00	5 "	0 "	17.56	3 "	25 "	21.69	2 "	46 "	28.12	2 "	8 "
12.00	5 "	0 "	17.65	3 "	24 "	21.82	2 "	45 "	28.35	2 "	7 "
13.00	4 "	0 "	17.73	3 "	23 "	21.95	2 "	44 "	28.57	2 "	6 "
14.00	4 "	0 "	17.82	3 "	22 "	22.08	2 "	43 "	28.80	2 "	5 "
15.00	4 "	0 "	17.91	3 "	21 "	22.22	2 "	42 "	29.03	2 "	4 "
15.06	3 "	59 "	18.00	3 "	20 "	22.36	2 "	41 "	29.27	2 "	3 "
15.13	3 "	58 "	18.09	3 "	19 "	22.50	2 "	40 "	29.51	2 "	2 "
15.19	3 "	57 "	18.18	3 "	18 "	22.64	2 "	39 "	29.75	2 "	1 "
15.25	3 "	56 "	18.27	3 "	17 "	22.78	2 "	38 "	30.00	2 "	0 "
15.32	3 "	55 "	18.37	3 "	16 "	22.93	2 "	37 "	30.25	1 "	59 "
15.38	3 "	54 "	18.46	3 "	15 "	23.08	2 "	36 "	30.51	1 "	58 "
15.45	3 "	53 "	18.56	3 "	14 "	23.23	2 "	35 "	30.77	1 "	57 "
15.52	3 "	52 "	18.65	3 "	13 "	23.38	2 "	34 "	31.03	1 "	56 "
15.58	3 "	51 "	18.75	3 "	12 "	23.53	2 "	33 "	31.30	1 "	55 "
15.65	3 "	50 "	18.85	3 "	11 "	23.68	2 "	32 "	31.58	1 "	54 "
15.72	3 "	49 "	18.95	3 "	10 "	23.84	2 "	31 "	31.86	1 "	53 "
15.79	3 "	48 "	19.05	3 "	9 "	24.00	2 "	30 "	32.14	1 "	52 "
15.86	3 "	47 "	19.15	3 "	8 "	24.16	2 "	29 "	32.43	1 "	51 "
15.93	3 "	46 "	19.25	3 "	7 "	24.32	2 "	28 "	32.73	1 "	50 "
16.00	3 "	45 "	19.35	3 "	6 "	24.49	2 "	27 "	33.03	1 "	49 "
16.07	3 "	44 "	19.46	3 "	5 "	24.66	2 "	26 "	33.33	1 "	48 "
16.14	3 "	43 "	19.57	3 "	4 "	24.83	2 "	25 "	33.64	1 "	47 "
16.22	3 "	42 "	19.67	3 "	3 "	25.00	2 "	24 "	33.96	1 "	46 "
16.29	3 "	41 "	19.78	3 "	2 "	25.17	2 "	23 "	34.29	1 "	45 "
16.36	3 "	40 "	19.89	3 "	1 "	25.35	2 "	22 "	34.62	1 "	44 "
16.44	3 "	39 "	20.00	3 "	0 "	25.53	2 "	21 "	34.95	1 "	43 "
16.51	3 "	38 "	20.11	2 "	59 "	25.71	2 "	20 "	35.29	1 "	42 "
16.59	3 "	37 "	20.22	2 "	58 "	25.90	2 "	19 "	35.64	1 "	41 "
16.67	3 "	36 "	20.34	2 "	57 "	26.09	2 "	18 "	36.00	1 "	40 "
16.74	3 "	35 "	20.45	2 "	56 "	26.28	2 "	17 "	36.36	1 "	39 "
16.82	3 "	34 "	20.57	2 "	55 "	26.47	2 "	16 "	36.72	1 "	38 "
16.90	3 "	33 "	20.69	2 "	54 "						