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ORIO ZEPI *F termi termi Thack Track Charles To Ba south	TC DC	409	Daily	A 4.55	4.45	4.15	4.01	3.45	3.25	3.19	NN 20 20 20 20 20 20 20 20 20 20 20 20 20	1.58	1.53	1.35	1.33	1.13	1.07	12.50	12.43	12.25	C1.71	12.0	1 J. 48	11.37	11.33		PM	Dally	409	OLASS	INCOME
ORIOLE—All trains ZEPHYR— *Register station terminal clearance. WASHAGO—All tra Trains Nos. 51 ar Newmarket Sub- track is known as "J. Double arm signals ar on Bala sub. 367 feet south of south conne	RONTO N-All D																							Ì		- 1				T	-
ORIOLE—All trains originating must obtain terminal clearance. 2Register station only for trains originating. All trains originating must obtain terminal clearance. Train register is located in box in front of station. 2Register station and trains must obtain Terminal Clearance at Washago. WASHAGO—All trains must obtain Terminal Clearance at Washago. Trains Nos. If and 52 many register at Washago by delivering register ticket to Operator. Nowmarket Sub. Main Track between switches connecting with Bala Sub., main track is known as "Joint Section". Normal position of switches is for Newnarket Sub. Duble arm signals are located on both sub. 281 feet north of north connecting switch on Newnarket sub. and 200 feet south of south connecting switch on Newnarket sub. and 200 feet south of south connecting switch on Newnarket sub.	BALA SUBDIVISION FOOTY TORONTO—Is an initial station, Bala Sub., and Don is an DON—All Northward trains must obtain terminal clearance	49	Daily ex. Sat.						Sub.	Newmarket	A 9.07	8.54	8.47	8.27	8 8.25	8.03	7.55	7.47	7.38	7.21	7.13	7.06	6.57	6.46	6.38		L PM 30	Daily ex. Sat.	49	FIRST	TOWITH WAY INDING
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ating must of for trains of north constitution of north constitution of trains of trai	UBDIV on, Bala	53	Dally	A	3.23		0 * 2.49	- [2 2.21	H	5	9 Newmarket	2	0 (0 0	6	0 i	S G	47	Č	33	.25	4		2	00	Passenger Dally		-	1
ust obtain termi ins originating, is located in box obtween switch Normal positio	/ISION Sub., and	wit.	Mo		-		STATE OF THE OWNER, WHEN	113.3		106.9	88.7	- 65-27	72.4 ket 77.5	65.5	64.2	49.2	45.2	40.9	31.0	26.5	21.2	16.5		6.2		0.4	0.0	Miles Toron	from		1
minal clears ng. All tra oox in front Clearance as go by deliver itches conno stition of swi stition of swi stition of law Top arms	FOOT Don is a	ments. Movements not so provided for with train dispatcher at Allandale.	Movements between Todmorden governed by Toronto Terminals	47.1 CK WYZ		₩			w 		WYZ		: :			:	45.2 R*				wz	-	2	. 1	Ton	onto	×	Symb	ols		
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ins originating in fatation. Washago, ing register ticket roing with Bala teches is for New h of north conne fewmarket sub. govern through	station for	i so provi	odmorden erminals	PARRY.	FALDING	SIDING.	FOOTES BAY	PARE	ANCE	WOODWARD.	ct. with Newmarket Sub. WASHAGO	RATHBURN	UDNEY	WATER	BEAVERTON	R BRAE	Jct. with Sutton Sub.	ALBERT	VANDORF	QUAKER	RICHMOND HILL.	THORNLEA	ozion	TODMORDEN	NON	S STREET	TORONTO	STATIONS		BALA	
st obtain terminal clearance. It conteins the many of	BDIVISION FOOTNOTES Bala Sub., and Don is an initial station for No. 409. obtain terminal clearance.	led for mi	and Toronto Timetable and	D N	ש א	: 'P		יי ש	Н.	שי ש	: 		D N	:	U U	1	טא	U 4	UN	:_		:		9	N		D N	Train	Order	Office	
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and signals to be operated by or under directions of the station operators. Approach signals also located in all four directions. Trains standing at Washago and requiring to call in flagman from the south on the Bala sub, will do so in accordance with Rule 14 (fat), and to call in a flagman from the north on the Bala sub, will do so in accordance with Rule 14 (ea). SOUTH PARRY—All trains must be given standing inspection on both sides by outgoing train crews. When trains Nos. 33 and 54 meet at this point, No. 54 will pull clear of North switch to No. 1 track to permit No. 53 to depart. EMERGENCY TELEPHONES Gamebridge East, in waiting room; Hydro Cien, in box inside freight room; Falding Platform, in box no pole opposite station and also in box on pole mar junction switch.	on same s of signals "Joint Se intended.	inged	st be	YARD L	0 49	+-	56 22	3 :	63 7	00 6	1.		66 16	1:	8 69	1:	69 2	68 12	+	00	44	63	_	N S		YA RD		Other Track		- :	Capacity
and signals to be operated by or under direction of the station signals also located in all four directions. Trains standing at Washago and requiring to call in flagman Bala sub., will do so in accordance with Rule 14 (fa), and to call north on the Bala sub. will do so in accordance with Rule 14 (ra). SOUTH PARRY—All trains must be given standing inspecturing train crews. It first track in front of station is the main track. When trains Nos. 53 and 54 meet at this point, No. 54 will put to No. 1 track to permit No. 53 to depart. EMERGENOY TELEPHONES Camebridge East, in waiting room; Hydro Glen, in box inside Platform, in box on pole neposite station and also in box on pole ne	on same subs.; lower arms govern movements from one sub. to the other, of signals "STOP". These signals are "interlocking Signals" and mo "j'oint Section" can be made only when signals are in proceed position intended. Trains must approach signals prared to stop, as required by	54	Daily	100	3.04	3.23	3.33	d in	* 3.57	4.24	8 4.39	4.56	5.09	5.19	5.21	5.40	5.46	5.52	6.06	6.13	6.19	6.26	6.34	6.44	6.53	Un C	4 學.0	Passenger Daily	5ī 4		
operated of in all fid in all fid in all fid in all fid in a Cason	ver arms g	50	Daily ex. Sunday						Sub.	From	L 5.48	6.06	6.17		8 6.28	T	6.53	6.59	T	7.2	7.29			7.54	1000	1	0 A AM	Passenger Daily ex. Sunday	50	FIRS	
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direction of i direction of i uiring to call i Rule 14 (da), if dance with Ru dance with Ru be given stanche main track, this point, No. Y TELEPHO Hydro Glen, in and also in how and also in	rom one s rlocking Is are in red to sto	414	Daily	± 4.10	4.36	4.46	4.56	1	5.23	5.50	6.20	6.35	6.55	7.05	7.07	7.42	7.55	8.10	0 00		æ	9.	9	9	A 9		PM	Freight Dally	414	SECOND	THWAT
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the station operator in flagman from the in flagman from the ind to call in a flag le 14 (ca). Ing inspection on low will pull clear of 54 will pull clear of NES	e other. and mov osition for ired by R	1 816	Daily	H				İ	1.12 9			2.30 10			3.05		3.50 11	4.05		4.40 1			5.10		Δ		*	-)Æ	No
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WAY FREIGHTS 30 a.m. Tues., The 30 a.m. Tues., The 45 a.m. Tues., The 60 p.m. Mon., Wed 60 p.m. Mon., Wel 70 p.m. daily 81 TRAINS 9 p.m. daily 9, m. d	ONAL S' y Saturd ce Tuesda enue pass nue pass			~	5.5	:: :::		à			RIDGES						market St	.: :			ircuit MI	OW OR	permitted	CAR RE	ngines (st	TOLDE	Old Load				YARD LIMIT SIGNS
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WAY FREIGHTS 7.30 a.m. Tues., Thurs, and Sat. for Don. 7.30 a.m. Mon., Wed and Fri. for Zephyr. 5.45 a.m. Tues., Thurs, and Sat. for Washago. 2.00 p.m., Mon., Wed. and Fri. for South Parry. 2.00 p.m., Mon., Wed. and Fri. for South Parry. 6.00 p.m. daily. 5 p.m. dailye.Sat.&Sun. Ar. South Parry. 6.00 p.m. 6.11, Ar. Don 6.10 p.m. 6.11, Ar. Don 6.11, Ar.	Winnipeg	adtform		WAYFREIGHT TRAINS	ZZ	SSS	ZZ	N N	e 113.2 (1	88.7	INTERLOCKING DRAWBRIDGES AND CONNECTIONS						C. 52725)							ŝ	:: :: :: ::	Miles	t South o	t North	et South	et South (
Zephyr Was South Parry Parry	*CONDITIONAL STOPS No. 53 stop at Torrance and Footes Bay Saturdays, No. 54 stop at Footes Bay and Torrance Tuesdays, No. 53 will stop at any station for revenue passengers to Winnipeg and beyond. No. 54 will stop at any station for revenue passengers from Longlac and No. 54 will stop at any station for revenue passengers from Longlac and	Rosseau Road 138.7 Falding Platform 141.2 Holmur 143.4						1.	B.T.C. &	Joint Section with Newmarket Sub. Mileage 88.7 (B.T.C. 52725) Trent Canal Mileage 80.7 (B.T.C. 71088)	TIONS			: :	: :		: :	15 80.8 to 82.1 Curves only				Miles per hour			90	. 75	f station	4765 feet North of station. 4765 feet North of station. 5992 feet South of station. Washago 5315 feet North of station.	of station of station	of station of station	
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Page SAN	REY JUNCTION—Is not a "junction" within the meaning IBAYSWATER—Is a register station for trains 215-216 only. Trains 215 and 216 must obtain terminal clearance. MILEACE 109 1—Northward Station Protection Signal (Russelments in box near signal mass.)	rain crew rst track i hen trains siding to j	or. H PARR	URY JC	409	Daily	A 9.30		9.06			8.55	1	DIE COMP	8.22	7.52	7.40		-	7 08		6.44		6.31	6.17	6.08	ו טו	r 5.35	Freight Daily	409	SECOND	NORTHWARD TRAINS
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main tra	e meani 5-216 or rance. Signal	No. 54	nding in	al clear registe			WYZ ····	:		<u>:</u> <u>:</u> :	: 1	RW YZ	4			<u> </u> :	CR.	:	4				1:				-	Z.A.	Symi		_	-
Tirst track in front of station is the main track, a Bi and 53 will arrive on first track in front of station. a. Bi and 53 will leave on first track in front of station. (5) and 54 will leave on first track in front of station. (6) and 54 will leave on first track in front of station. (7) in the first station when set for main track Capteol will stop clear of first cross-based west of station when making station stop.	REY JUNCTION—Is not a "junction" within the meaning of Form Ü train order. BAYSWATER—Is a register station for trains 215-216 only. Trains 215 and 216 must obtain terminal clearance. MILEACE 109 1—Northward Station Protection Signal (Rule 451a). Train dispatcher's beenbose in box near signal mast.	going train crews. First track in front of station is the main track. First track in front of station is the main track. When trains Nos. 53 and 54 meet at this point, No. 54 will pull clear of North switch to When trains Nos. 58 and 56 meet at this point, No. 1 stding to permit No. 65 to depart. No. 1 stding to permit No. 65 to depart.	Operator. SOUTH PARRY—All trains must be given standing inspection on both sides by out- coing train crews.	SUDBURY ICT.—All trains must obtain terminal clearance. Trains Nes. 51, 52, 53, 54, 409 and 414 may register by delivering register ticket to	OTRIOTES		Jct. with Alderdale Sub.	.8Umz 3.1	GARLARD HANMER	Jet. with Sudbury Terminal Sub.	Jct. with Sudbury Terminal Sub.	godadka joi	OONISTON 0.5 0.5 0.5	gr. ģioup	WATTEFALL	PORLOCK.	BAYSWATER.	HARTI RAY	B. JOT	ORANBERRY LAKE	5 X 8	NOETH MAGNETAWAN	BOUTH MAGNETAWAN	BURTON	ARDBIIG	BOARVIIW	3.√M¢	BOUTH PARRY	STATIONS		SUBBURY	The state of the s
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exceed exceed crossing southwon the at homoceed" i	Crossing Canadian Pacific K (B.T.C. 65826). (66012) 50 M.P.H. Crossing Canadian Pacific (B.T.C. 58612). When	veno right at any time on C.N.R. exclusive no right at any time on C.N.R. exclusive railway CROSSINGS AT GRADE	ator on duty pany desire orders must i	1201, a.m. until 6,00 a.m., and from 1201 p.m. until 6,00 p.m. C.P.R. england have right on this track from 6,00 a.m. until 12,00 noon, and from 6,00 p.m. until 12,00 nafolight, but verbal permission to use same must be obtained from	52 54	Daily Daily	7.00 L 16	7	7.17 10	7.30 10		-	7.42 •11		8.01		8.29 *12	* 4		8.48	21/15	9.08	1	9.18 1	6	9.39		810.00 s 2	Pa		FIRST OLASS	
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trains must not exceed 48 M.P.H.; exceed 39 M.P.H. (B.T.C. 81951). crossing must not exceed 45 M.P. coulthwarf trains on both roads are on the main tracks more than six min at home signal should be pressed in ceed" indication.	n Pacific . (66012 n Pacific . When	me on C.	is joint led from	01 p.m. u k from 6 permission	414	-	L11.45	11.55	12.03 11.57	12.10		-	12.22	12.35	12.47	1	-28			1.57	.09	2.24		2.38	2.53	1	3.31	3.40 A	4 6	P3 /	SECOND CLASS	SOUTHWARD TRAINS
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	Kailway; Automatic Interlocking. 2) Passenger trains must not exceed 2) Passenger trains must not exceed c Railway; Automatic Interlocking. 1. passing approach signal passenger	clusive sex	operator	p.m. until 12.	1 804	Daily	L 1.30		1.55				2.20		2.50	T				4.25		4.59		5.20			6.35	A 6.55	Daily	804	PC.	RAINS
senger to S.T.C. 6 Itaneous ush but to receive	trains must not exceed trains must not exceed Automatic Interlocking proach signal passenger	tion.	on duty.	00 noon, s	820	_	L 7.4	7.5	7.5				8.45	8.58	9.10	1	_		10.1	10.3		10.5	1	= = =		13		A 12.5	Dily Dily	820	FOURTH CLASS	
must not ains over 8038). If y delayed on in box we a "pro-	ocking. not exceed rerlocking. passenger		ed to the	and from ned from	834		10	Uı	8 5.18				5.50	8 6.05	0 6.20	1			- Oi	0 7.40	10	7 8.15	1	8 8.35	0 8.55		5 9.35 0 9.20	: 0	Dail Dail		LASS	
No. 403 leave South Parry 7.30 p.m. daily. No. 405 leave South Parry 1.30 a.m. daily ex. Sun. & Mon. No. 404 leave Capreol 8.00 a.m. daily.	No. 54 will stop on flag at Co sengers for Toronto and beyond. Pickerel River daily, to entrain or Sound or beyond.	No. 58 will stop on mag at Ardd from Toronto and beyond. At Picl Monday; to entrain or detrain reve beyond.	Nos. 51 and 52 will stop at Sudl and from Toronto, Longlac or beyon	EMERGENCY TELEPHONES—L	McVittlee Secord			5 Hydro Electric Power Commission		to s	Engines must not pass beyond N	126.6	119.2 to 12 126.7 to 12	107.9 to 10	105.9 to 10	92.3 to 9	85.0 to 9	79.2 to 7	5 59.4 to 60 69.2 to 70	46.1 to 46	29.5 to 3:	25.1 to 26	16.6 to 18	9.4 to 10	5.9 to	Engine with		54		trains passing stop indication of Sign RESTRICTED SPEED between Sign	and No. 2 Northward movement, are the switch indicators show "No train	Two switch indicators, push bu
n. daily. Arrive Capreol 12.80 a.m. n. daily. Arrive Sudbury Jct. 5.00 a.m. Lawe Sudbury Jct. 5.30 a.m. Arrive Sudbury Jct. 5.30 a.m. Arrive Concel 6.00 a.m. dly. ex.Sun. and Mon. Arrive South Parry 12.15 p.m.	No. 54 will stop on flag at Coniston daily; at Ardbeg daily, to entrain revenue passengers for Toronto and beyond. At Bayswater Tuesday; Hartle Bay Wednesday; Pickerel River daily, to entrain or detrain revenue passengers from Sudbury, or to Parry Sound or beyond. MANIFEST TRAINS	No. 58 will stop on flag at Artibeg daily! conision fully to the tank execution for from Toronto and beyond. At Pickere River daily; at Hartley buy Theseday, bayswater Monday; to entrain or detrain revenue passengers from Parry Sound or to Sudbury and beyond.	Nos. fil and 82 will stop at Sudbury Jct. to entrain and detrain revenue passengers or from Toronto, Longlac or beyond. No. 63 will ston on flag at Arther daily: Coniston daily to detrain revenue passengers	EMERGENCY TELEPHONES—Ludgate, Mileage 55.9 in booth, Mileage 114.4 in booth *CONDITIONAL STOPS *CONDITIONAL STOPS	98.1	266	16.8	200	Car Capacity Points race	tted 160 tons.	Engines must not pass beyond Mileage 0.6, Key Harbour Sub. and trains are restricted	3483)).7 Curves only Curves only							PERMANENT SLOW ORDERS	Second Class Trains Freight and Mixed Trains	STRICTIONS	YARD LIMIT SIGNS (6800 feet South of station of Station. Sudbury Jct. (5618 feet North of station of Station. Capreol 6284 feet South of station.	trains passing stop indication of Signal 1098 (as permitted by Rule 672) will proceed at RESTRICTED SPEED between Signals 1098 and 1091.	re located at the switch Australia and character in approaching" enter the block and operate is 1098 and 1091 without flag protection. S	utton type, No. 1 to indicate Southward I
2.30 a.m. .00 a.m. .30 a.m. m. dly. ex.Sun. 2.15 p.m.	in revenue pas- y Wednesday; ry, or to Parry	lay, Bayswater o Sudbury and	nue passengers	114.4 in booth.		215-216	ror Irams	1	2.0	Wilcom	s are restricted		: :	::	30	4.35	45	: 8.8	555	: : 5&8	:: 448	: : 35 50	50	 45	::		450	Miles per hour	th of station. th of station. th of station.	rill proceed at	Southward	nav when

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WESTWARD TRAINS	FIRST CLASS		Ų								10 m
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		95	Passenger Daily			•	7.20	A 7,25			296 7th
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8		SWIDTS	Symb	NN	н н	- 1	RZ	WYZ	2 RZ		Mo
	Sent-san			000 000	Garson Section		Staff System	-	Copper Cliff Section	Joint Section	vements
SUDBURY	TERMINAL	SUBDIVISION	STATIONS	GARBON MINI	GARBON JOT	Jet. with Sudbury Sub.	ALGO Jet. with Copper Cliff Section	-	O	I.N. Co. Connection to Copper Cliff	Rules 41 and 44 applicable. Movements between C.N. Ict, and Clarabelle must be governed by Candian Pacific limetable and requirements
					Garson Section		Staff Byster		Copper Cliff Section	Joint Section	ible. le must
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		94	Passenger Dally			^ <u>A</u>		L 6,25			94
EASTV	FI	98	Passenger Daily			PM	6.30 10.35	6,25 L10,30			98
EASTWARD TRAINS	FIRST OLASS										
AINS	G.										

SUDBURY TERMINAL SUBDIVISION FOOTNOTES

SUBBURY JCT:—All movements on the Garson Section, leaving and arriving, must be registered and notation made showing to or from what point on the Section the movement is being or has been made.

Position of West Wye switch is normal when set for North leg of Wye. Speed of 10 miles per hour over this switch. ALGO—All movements on the Copper Clif Section, leaving and arriving must be registered and notation made showing to or from what point on this section the move-ment is being or has been made.

The sounding of any engine whistle signals in respect to any public crossing at grade within the limits of the City of Sudbury is published except when necessary to prevent accident. (B.T.IC. 67145.) This does not probibit the sounding of whistle when necessary for train operation. The limits of the City of Sudbury extend between Mileage 5.0 and Mileage 5.0 and Mileage 5.0 and Sudbury station. SUDBURY—Position of crossover switch on Interchange track directly in front of station is normal when set for through track.

All switching movements over Wilma St. Public Crossing, Mileage 5.0 (Copper Cliff Section) on both main and side tracks must be flagged by a member of the cree, 86088.)

SPEED RESTRICTIONS

Rassenger Trains. Passenger Trains. S5 Freight and Mixed Trains back up movements. Passenger trains when making back up movements. All trains Carson Section between Garson Jet. and Falconbridge. ENGINE AND CAR RESTRICTIONS						
35 20 25 25	ENGINE AND CAR RESTRICTIONS	All trains Garson Section between Garson Jct. and Falconbridge.	Passenger trains when making back up movements	Freight and Mixed Trains	Passenger Trains	Mile
			25	20	35	es per hour

Heaviest auxiliary crane permitted 160 tons.

PERMANENT SLOW ORDERS Miles per hour

4.: T

04 6 0

Trains handling loaded sand and ore cars between
Mit. 28 and 4.2—between Sublumy Ict. and Algo.

15
18 Birch Street Carson Section (B.T.C. 88184).
19
10 Turnout Suddury Section (B.T.C. 88184).
10
11
12
13 Turnout Suddury Section (B.T.C. 78958).
10
11
12
13 Kathleen Street Copper Cliff Section (B.T.C. 78958).
14
15 Highway Crossing (Capred Section) (B.T.C. 78958).
16
17 Trains when approaching and when within 500 feet of the said crossing (B.T.C. 76438-80122) 5

> Sudbury Jct... Also YARD LIMIT SIGNS
> 1.890 feet West of West Wys switch.
> 1.890 feet South of station on Sudbury Sub.
> 5618 feet North of station

The Garson Section is included in Sudbury Jct. Yard Limits.
Sudbury........3570 feet East of Algo and at C.N. Jct.

The Copper Cliff Section is included in Sudbury Yard Limits.

OTHER TRACKS

	Capacity	Points Face	Mileage
Storage	45	WE	0.4 from Algo Coppercliff Section
Laberge's	21	H	0.8 from Algo Coppercliff Section
Davey No. 1	లు	H	1.7 from Algo Coppercliff Section
Davey No. 2	မ	W	1.8 from Algo Coppercliff Section
I.N.C.O.	28	H	4.3 from Garson JctGarson Section
Dept. National Defence	Ć1	WE	4.4 from Garson JctGarson Section
Pioneer Constn. Co	51	(F)	4.8 from Garson JctGarson Section
La Salle Lbr. Bldrs'. Supply Ltd.—Chaudane Gas Co., Ltc	9	Ħ	1.0 Sudbury Section
Canadian Petrofina Ltd	Ċτι	H	1.3 Sudbury Section
Geo. Taylor Hardware	7	W	2.7 Sudbury Section

The section operated under the train staff system extends from junction switch at Algo to Sudbury Junction station.

When a staff has been withdrawn from either staff instrument, no other can be removed from either of them until it is restored to one of the staff instruments.

3. A staff in the actual possession of an Engineman is the only authority for the movement of a train in either direction except as provided for in Kule 6 of these instructions. Staff must be withdrawn from the tancrument personally by conductor and delivered to the Engineman, who is forbidden to accept it from any other employee. In the case of light engines, Engineman will personally perform this duty. Staff must not be transferred from once train to another, but must be immediately restored to the staff instrument on completion of even to accept. of any one trip.

4. In case a train parts or it is necessary to double, the staff must be retained by the logineman until all of his train is clear of the zone controlled by the train staff system.

5. When two or more engines are compled, the staff must be handled by the Engineman of the leading engine. The Enginemen of the other engines must know that he has the staff before proceeding.

In case of failure of the train staff system, all trains will be moved by time table train orders and special instructions.

7. All trains must register and receive terminal clearance at Sudbury Junction which will not, however, confer any rights between Sudbury Junction and Algo except as provided in Rule 6 of these instructions

8 All trains may leave Algo without obtaining terminal clearance.

When yard limits extend to a point within staff territory, switch movements may be made within these limits without securing staff, keeping clear of first and second class trains, as required by rules.

10. Conductors and Enginemen must make themselves familiar with the operation of the Electric Staff System, full details of which are posted alongside of the machines at Ago and at Surbury Junction.

MOVEMENTS ALGO-SUDBURY JUNCTION

Movements between Algo and Sudbury Junction, in both directions, are governed by Electric Staff Block System.

The staff system provides for an absolute block or a block in which only one train a permitted at a time, and is governed by staff; one staff instrument being located at Algo and the other at Sudbury Junction station.

ALDERDALE SUBDIVISION FOOTNOTES

BRENT—All trains must be given standing inspection on both sides by outgoing train crews.

NIPISSING—Train Order Signal governs movements on Alderdale Sub. only. Eastward trains must not exceed lifteen (15) miles per hour approaching and passing junction switch at Nipissing.

Single arm signal located 1015 feet south of Nipissing on Huntsville Sub. indicates to northward trains, single arm signal located 1470 feet east of Nipissing, on Alderdale Sub. indicates to westward trains, and single arm signal located 1290 feet west of Nipissing on Alderdale Sub. indicates to eastward trains which route the junction switch is set for.

These signals give no authority to any train to move beyond the junction switch, which must not be fouled, unless or until, it is known that right or schedule permits the movement. They do not afford sear protection.

Peracore will have charge of switches.

Trains Nos. 1, 4, 6 and 4 may register at Nipissing by delivering register ticket to

NORTH BAY (Terminal Area)—All trains must obtain terminal clearance.

When No. 3 is running on time or not more than one (1) hour and fifty (50) minutes late, it will move through second crossover east of station to first track in front of station which is O.N.R. main track. Movement is not to interfere with use of O.N.R. main track by train No. 47. Consover switchs will be handled for this movement under the direction of conductor in charge of switch crew.

Trains 41, 47 and 49 will arrive via O.N. Rly, main track at North Bay, using seasond crossover East of station to reach this track from the Alderdale Sub. Trains 46 and 50 will leave North Bay from O.N. Rly, main track and proceed to Alderdale Sub. Track via second crossover East of station.

The first track in front of North Bay station is O.N.R. main track. The second track is C.N.R. main track. The normal position of junction switch, the first main track switch west of North Bay station, is normal when set for C.N.R. main track is the continued of the second of the continued of the continue

Continued on page 13

ALDERDALE SUBDIVISION FOOTNOTES

Continued from page 18

Use of Ontario Northland Railway main track: Movement is by signal indication (Rules 281-271) between junction switch at North Bay and Staffend (O.N.R.). Interlocking zone exists from first signal bridge east of North Bay station to Staffend. Junction switch at Staffend control and all other switches are operated by hand. Switches at second as costored as dual control and all other switches are operated by the switch at except a station and crossover at North Bay. When signals are in service, flag protection under Rule 99 is not required between junction switch at North Bay and Staffend.

MILEAGE 62.4—eastward station protection signal (Rule 451a, Fig. 1) Automatic protection extends to "Block End" sign immediately east of Algonquin Ave. subway.

CAPREOL-First track in front of station is the Sudbury Sub. main track.

Trains Nos. 2 and 4 will arrive on first track in front of station and leave on second track in front of station. Trains Nos. 1 and 3 will arrive on second track in front of station.

Position of junction switch, Sudbury and Alderdale Subs. is normal when set for main track Capreol to South Parry.

Westward passenger trains occupying main track Capreol will stop clear of first cross-over switch located west of station when making station stop.

NORTH BAY WEST—A sign reading "Seart of Block Westward" installed on the South Side of main track seventy-five (75) feet West of North Bay West station sign. When trains are minding seart of this sign, signal circuit for signal No. 824 is not actuated. Trains are minding to this sign actuates signal circuit and signal 624 will go to STOP positive sawking word trains shoding main track and required to west or meet at North positive sawking with the sign actualing. "Start of Block Westward" until the train to be met has entered North Bay West skiding, or until the expiration of the waiting period to be well as an entered North Bay West skiding, or until the expiration of the waiting period.

TELEPHONES

Telephones for communication with operator at North Bay Station are located:

In small building just east of road chute. Transfer Yard.
At west switch of north siding Transfer Yard.
At west switch of north Bas. Siding Transfer Yard.
At west witch to Surface Stanks.
At switch to Surface Stanks.
At South West correct of O.N.R. crossing Mi. 60.5 in telephone booth.
At South West correct of John Sc. (see Focusing Mi. 60.7 in telephone booth.
At Wyld St. Signal Bridge Mi. 81.2 in telephone booth.
At whyld St. Signal Bridge Mi. 81.2 in telephone booth.
At whyld St. Signal Bridge Mi. 81.2 in telephone booth.
At S.P.S. Signal Bridge Mi. 81.2 in telephone.

At which ight located on bungalow at O.N.R. crossing will be used by Operator to call employees to telephone.

Emergency telephones for communication with train dispatcher are located: In station at Astorville; in shelter at Washagami, mileage 116.7; in booth mileage 128.0.

RAILWAY CROSSING AT GRADE

MILEAGE 60.5.—Crossing Ontario Northland Rly.; interlocking, B.T.C. 88494). Interlocking signals governing movement over railway crossing at grade with Ontario Northland Railway, mileage 60.5 are controlled by operator at C.N.R. station, North Bay. If these signals indicate stop, communicate with the operator by phone for instructions. In failure of communications, movement over the crossing may be made as outlined in Rule 672. The knife switch is located in box on north east side of bungalow at crossing.

No. 2

OTHER TRACKS

ESSENTED SET OF THE PROPERTY O

YARD LIMIT SIGNS

North Bay Brent..... Nipissing..... 5280 feet West of station.

4604 feet East of station.

3433 feet West of station.

3433 feet West of station.

18611 feet East of station.

18618 feet West of station.

18618 feet East of station.

18618 feet East of station.

18618 feet East of Station.

Capre ol ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted 160 tons.

Passenger trains.

Freight and Mixed Trains.

Engine with caboose or light engines (steam only).

Speed of trains through the second crossover switch east of North Bay station.

All movements on O.N.R. main track between junction switch at North Bay and first signal bridge east of North Bay station, regardless of any signal indication.

PERMANENT SLOW ORDERS

				-
	0.0 to		Curves only	
	8.1 to	0 12.4	only	
	12.4 to	0 13.3		
	13.3 to	0 17.7	only	
	17.7 to	0 29.4	only	
	29.4 t	0 31.4	only	
	31.4 t	0 31.6	only	
	31.6 t	0 41.8	Curves only	
	41.8 t	0 42.1	only	
	42.1 t	0 51.1	only	
	51.1 t	0 73.1	Curves only	
	81.9 t	0 82.2	only	
	82.2 t	0 94:0	only	
	101.8 t	0 105.9	Curves only	***************************************
	105.9 t	0 110.8	Curves only	
	110.8 to	0.111.0	Curves only	
	118.6 to	0 119.6	Curves only	
	119.6 to	0 121.6	Curves only	
	127.6 to	0 129.8	Curves only	
	129.8 t	0 134.0	Curves only	
	134.0 to	o 136.8	Curyes only	
	136.8 to	0 141.3	Curves only	
	141.3 to	0 141.6	Curves only	
	141 6 40	144 0	Curries only	

SPEED RESTRICTIONS

Miles per hour
75
60
40
8ay
10 Yard Speed I. J. Saya & S. San. E. Co.
Sheli Oil & R. E. & E. Co.
Imperial Oil I. Corp.
Johns Manville Corp.
Great Northern Woods Co. Ltd.
Feam Track No. 1
Millfield
Teach Track No. 2
Nipissing Back Granite Co.
A. J. Giroux
A. J. Giroux
J. D. Cockburn
J. D. Cockburn
J. D. Cockburn
J. D. Cockburn
J. D. Corkburn
J. D. Cockburn
J. D.

FLAG STOPS

Mink Lake.
Astorville.
Beaucage.
Glen Afton.
Basin Mines.
Basin Mines.
Bowland's Bay. Mileage 14.8 48.7 71.4 109.7 128.0 134.5 For Trains 213-214

*CONDITIONAL STOPS

No. 3 stop on flag at Alderdale for revenue passengers to or from Ottawa, North Bay and beyond, at River Valley on flag on Mondays and Thursdays to detrain passengers from Pembroke and beyond.

No. 4 stop on flag at River Valley on Tuesdays and Saturdays for passengers Fembroke and beyond, at Alderdale on flag for passengers to or from Ottawa, North Bay and beyond.

MANIFEST TRAINS

No. 401 leave Brent 12.01 p.m. daily. Arrive North Bay 1.45 p.m. Arrive Capreol 5.30 p.m. No. 402 leave Capreol 5.10 a.m. daily. Arrive North Bay 8.45 a.m. Arrive Brent 11.00 a.m. No. 416 leave Capreol 9.30 a.m. daily. Arrive North Bay 11.30 a.m. Arrive Brent 1.55 p.m.

RUEL SUBDIVISION FOOTNOTES CAPREOL—Time of train 102 applies at station. First track in front of station is the main track. Frains Nos. 1 and 3 will arrive on second track in front of station and will leave on first track in front of station. Trains Nos. 2 and 4 will arrive on first track in front of station. Trains Nos. 20 and 53 will arrive on first track in front of station. Trains Nos. 20 and 54 will arrive on first track in front of station. Trains Nos. 20 and 54 will arrive on first track in front of station. Trains Nos. 20 and 54 will arrive on first track in front of station. Trains adding at Capreol and requiring to call in flagmen from the West on Ruel Sub. will do so in accordance with Rule 14 (ab). Spring switch at entrance to west end of yard protected by automatic block signals. Spring switch at entrance to reast end of yard protected by automatic block signal spring switch. GOGAMA—is a register station for trains 217-218 only. Trains 217 and 218 must obtain the minute of train 102 applies at station. MILEAGE 133.2—Mail catch post. MILEAGE 133.2—Mail catch post. MILEAGE 133.2—Mail catch post. All trains must be given standing inspection on both sides by outgoing train trains must be given standing inspection on both sides by automatic block signal 1461 and S.P.S. 1443. Telephones located opposite signal 1473 and at spring switch. Signal 1461 and S.P.S. 1445. Telephones located opposite signal 1473 and at spring switch. Signal 1480 coated approximately 4000 feet west of signal 1473 governs westward movements to "BLOCK E.EIN" sign located opposite signal 1481. Signal 1491 and S.P.S. 1441 ENCOK E.EIN" sign located opposite signal 1481.																							
SUBDIVISION FOOTNOTES 102 applies at station. tation is the main track. Ill arrive on second track in front of statio d track in front of station of the station of the station of the station of the station. Ill arrive on first track in front of station will larve on first track in front of station will early on first track in front of station will early on first track in front of station will early on first track in front of station will early on first track in front of station protected by all track in front of station from the station of the station. The station for trains 217-218 only. Trains 21 the post. Ich post.	217	Monday Wed.	A 5.15	F 4.46		F 4.35				A # 1.20	F12.45	81 N.30	811.05	F10.50	F10.30	810.15	8 9.40	8 9.26		Mixed Monday Wed. Friday	217	THIRD	
ON FOC in track, in track, and track in track in track in for station, it track in fit track in a track in fit track in fit track in fit track in fing to all fin	409	Daily	P	2.06	:	1.57		1.16		П			13.50	I	31134	11.16		l t	1.48	Freight Daily	409	SECOND	WES
TNOTE: if ront of statement of statement of statement of statement on the statement of statemen	ယ	Dally	A 122 01	11.42	-	811.33	-		810.28	_		8 9.50		1	-	8.59		t	· ·	Passenger Daily	ω		WESTWARD TRAINS
NOTES NOTES ont of station and will leave on to station unless otherwise into station. It of station is given in the passed through I only it of signal 1473 and at sping train just west of coal chute. Rules trance to Feleyet yard governs westward just west of coal chute. Rules called the signal 1473 governs westward just west of coal chute. Rules	103	Dally ex.	P	8 11.21 8 11.27	:	11.12		10.28		1		9.25	15			8.38	1	t		Passenger Daily ex. Monday	103	FIRST CL	RAINS
will leave otherwise otherwise otherwise otherwise otherwise of the block sign assed thromatic bloomatic bland at spi and	н	Daily	1	5.09	:	5.03			3.58			3.30			12.10	2.47		t	J.E	Passenger Daily	н	CLASS	
ve on se inse inse inse inse inse inse inse			148.3	137.6		33.3		CM 15 2 1	86.6	1	-	64.3	51.6	1	-	7 29.9	_	9.2	1	Miles fr Capreol	om		
Capreol	¥ 1		WYZ V.			WZ:	•		CR*	:-	:	WZ	-	:		WZ		WYZ :	2	Symbol			
Pecial Institution of the Court			V. FOLHYHT	BINGHLAKE	JOBUKEE	TIONAGA	GIADWICK	STACKPOOL	GOGAMA	MAKWA	OSTROM	WESTREE	RUBIL	PILIT	THORLAKE.	LAFOREST	ANSTION	MILNET	CAPPEGA	STATIONS		RUEL	
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t of station. Sea July 10 July	44	Daily	L 5.55	6.05		8 6.20	6.46	7.00	7.13		7.56	8 8.05	8.13	8.30	8.45	8.57	9.18	9	A 으로 9.45	Passenger Daily	4	CLASS	
p. p	102	Daily ex. Monday	± 4.50	5.00		5.22	7 5.54		6.25	T			7.26	1	(E)(A)		8.30	1	A 9:10	Mixed Daily ex. Monday	102	NOOMS	
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### PERMANE 85.7 to 98.0 Curve 98.0 to 102.2 Curve 102.0 to 107.2 to 107.5 Curve 102.1 to 120.7 Curve 107.2 to 120.7 Curve 107.2 to 120.7 Curve 107.2 to 120.7 Curve 108.4 to 142.9 Curve 126.2 to 131.0 Curve 126	218	Tuesday Thursday Saturday	L 7.15	ng i	· •	퍽	8 8.00		A1 9.50	F11.5	F N.	Ø	1.25	0 00	벅	to:	F 2.55	00		Tuesday Thursday Saturday	218	THIRD	RD TRAINS
### PERMANENT SLOW ORDERS— ### 85. 7 to 98.0 Curves only ### 80. to 102.2 Curves only ### 102.2 to 107.8 Curves only ### 102.2 to 107.8 Curves only ### 102.2 to 107.8 Curves only ### 107.8 to 122.2 Curves only ### 107.8 to 122.2 Curves only ### 124.8 to 122.2 Curves only ### 125.2 to 131.0 Curves ### 125.2 to 131.0 Curves only ### 125.2 to 131.0 Curves ### 125.2 to 13	804	Daily	5 L 1,00			1			191	T		-		1				Ī	A 4€	Freight Daily	804		SN
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OBA SUBDIVISION FOOTNOTES SIGNAL SYSTEM AND FACILITIES

 \boldsymbol{A} horn located on bungalow or at a spring switch will be used by Train dispatcher to call employees to telephone.

in accordance with Rule 99 is not required when the signals are in

When the word "GO" is illuminated on the mast located at the east end of the east ladder track Hornepayne yard, it will be authority for eastward trains to proceed to home signal 1474.

Spring switches are located at sidings as follows: east end Shamere, east end Missing; west rend Oathad, west end Agene, east end Dunrachin, west rend Peterbell, west stripple, east end Oathad, west end Minnipula, east schill, west end of eath sidings, east end Dishink, west end Minnipula, east end Peterbell, east end Peterbell, east end Peterbell, east end Peterbell, east end Shackings that portion of track peterbell, east end the east end Shackings of that portion of track peter and spring switch and the home (dwarf) signal governing movement out of the siding.

FOLEYET—Time of train 102 applies at station.

All trains must obtain terminal clearance.

All trains must be given standing inspection on both addes by outgoing train crews.

Automatic block signal 1461, S.P.S. signal 1473 and interlocking signal 1481 on the Real Sub, govern westward movements to home signal 03 on the Obs. Sub. Home signal 04 on the Obs. Sub. governs eastward movements to "BLOCK END" sign located opposite signal 1481.

MILEAGE 34.9.—Mail catch post.

MILEAGE 57.3.—Mail catch post.

OBA.—The track south of the main track is designated as SOUTH SIDING. In event of the signal system (Rules 201 to 271) being declared inoperative by train order, Rule 5 will apply on South Sting.

The first track north of the main track is designated as NO. 1 SIDING. The second track north of the main track is designated as NO. 2 SIDING. When required to take siding, unless otherwise instructed by train Dispatcher, castward freight trains will use No. 1 Siding, and westward freight trains will use No. 2 Siding.

HORNEPAYNE-Time of train 102 applies at station.

All trains must obtain terminal clearance.

Automatic block signal 24, S.P.S. signal 12 and S.P.S. signal 474 on Oba Sub. West-movements between signal 24 of Caramat Sub. and home signal 1473 which apply to "Block End" sign located opposite signal 1650 and Signal 1473 which apply to "Block End" sign located opposite signal 1650 and Signal 1650 and 511 to 454 apply.

Spring switch located at Mileage one (1) Caramat Sub. (West end Hornepayne yard) protected by automatic signals Nos. 24 and 12.

First track in front of station is main track. Second track in front of station is the track for the meeting of nassenger trains. East switch to this track is extreme east switch to yard and is located 2985 feet east of station—west switch is located 1272 feet west of station. That track in front of station is the main yard lead. Il freight trains moving to and from the Oba Sub-sexept those using track No. 1 will enter and save the yard via this track. Switch from the 'main yard lead' to the 'siding' is 'normal' when set for 'main yard lead'.

RAILWAY CROSSING AT GRADE

MILEAGE 109.1.—Crossing Algoma Central and Hudson Bay Railway; interlocked. (B.T.C. 77678). Signals governing movements over railway crossing at grade are controlled by the dispatcher at Hornepayne. If these signals indicate "STOP", communicate with the Train Dispatcher for instructions; or, in the failure of communications, movements over this crossing may be made as outlined in Rule 672, when protected beyond as prescribed in Rule 265. Knile switch is located at the telephore box.

Hornenavne *2733 feet east of station		
*9733 feet east of station		
*0700	10 TO	OF BEING VIII

Daily		3.41	3.33	3.26	3.17	3.06	8 2.53	2.41	2.27	2.14	2.01	1.48	F 1.37	1.22	1.08	* 1.03	12.53	12.38		L PII.10	Passenger Daily	ယ	FIRST	WESTWAR
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Rules\261—271 apply between signal 08 at	HORNEPAYNE	OREE	BHIRAK	PENHURST	MAÇDOFF	ALBANY FORES	OBA 5.4	NIBSWYSEIN	AINNIPUKA	BEINEBIG.	JIBI RIVIB	ARGOLIS	PHTERBULL	DUNBANKIN	AGATI	BAS	OATTAND	MIBBONGA	BELAWATERS	TRYBLIOT	STATIONS	SOBDIAISION	OBA	
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SPEED RESTRICTIONS Miles	Miles per hour
Passenger trains	75
Freight and mixed trains	60
Engine with caboose or light engines (steam only)	40
Trains or engines moving to or from the main track through any turnout,	n

ENGINE AND CAR RESTRICTIONS Heaviest auxiliary crane permitted 160 tons.

:	:	:	:	Curves only		:	:	:	Curves only		Curves only		Curves only	Curves only	Curves only
:			:		:	:	:	:	:	:	:	:			

OTHER TRACKS

	Car Capacity Points face	Points face	Mileage
eland Timber Co. Ltd. No. 6	5	FI	13.0
rage Track	41	EW	19.5
ruce Falls Power and Paper Co	00	W	34.9
eland Timber Co. Ltd	54	E	56.7
eland Timber Co. Ltd	18	W	57.1
itibi Power & Paper Co	C1	W	89.8
cker	131	EW	142.2
rnepayne Pit	75	W	147.1

Pin Stor Sprin Pin Pin Abi

*CONDITIONAL STOPS

No. 1 will stop on flag at Oba to detrain revenue passengers from Toronto or Ottawa and beyond and to pick up revenue passengers for Winnipeg and beyond.

No. 3 stop on flag Missonga Storage (Mileage 19.5) Monday, Wednesday and Friday; stop on flag at Elsas Tuesday.

No. 4 stop on flag at Elsas Tuesday. Stop on flag Missonga Storage (Mileage 19.5) Monday, Wednesday and Friday.

No. 500 leave Hornepayne 7.30 a.m. Friday only for Foleyet. No. 501 leave Foleyet 7.00 a.m. Saturday only for Hornepayne Will stop on flag at all stations.

MANIFEST TRAINS

a.m.	3.30	Foleyet	Arrive	.30 p.m.	14 leave Hornepayne	£
a.m.	12.01	Foleyet	Arrive	7.30 p.m. daily.	404 leave Hornepayne 7	8
p.m.	8.45	Foleyet	Arrive	.45 p.m.	2 leave Hornepayne	5
p.m.	4.15	Hornepayne	Arrive	.00 a.m.	3 leave Foleyet	5
a.m.	9.30	Hornepayne	Arrive	30 a.m.	1 leave Foleyet	6
P.III.		Tiornepayne	CILIVE	.u.d oo.	A leave roteyer	Š

NANANA NANANA

CARAMAT SUBDIVISION FOOTINOTES NAKINA—Time of train 102 applies at station. Junction switch between Pagwa and Caramat Subdivisions is located at mileage 1306. Caramat Subdivision, he position of this switch is normal when set for main track Hornepayne to Nakina. All train must be given attaiding inspection on both sides by outgoing train crews. Track for meeting passenger trains is the first track north of Caramat Subdivision main track, the switchts of which are 1,222 feet and 4,916 feet east of station. MILEAGE 98.7.—Mail catch post. ARAMAT—Mail catch post. LONGLAC—All train must obtain terminal dearance. Trains standing and requiring to call in Flagman from Kinghorn Sub. will do so in accordance with Rule 44 (a.). CALONG—Crossover switch Mileage 100.1 is west entrance to siding. HILLSPORT—First track south of main track is designated No. 2 siding. CALONG—Crossover switch Mileage 100.1 is west entrance to siding. HILLSPORT—First track south of main track is designated No. 2 siding. HONNEPAYNE—Time of train 102 applies at station. First track is coated 2,985 feet east of station is the track in front of station is man track. Second track in front of station is man track. Second track in front of station is man track. Second track in front of station is man track. Second track in front of station is man track. Second track in front of station is man track. Second track in front of station is man track. Second track in front of station is the main yard lead. All freight trains moving to and from the Obs Subs except those using track Not. I will enter and leave the yard via this track. Switch from the "main yard lead" to the siding is "normal" when set for "main yard lead" on Caramat Sub. and home signal 1474 on Obs Sub. Westward movements will be governed by indications on home signal 1474 on Obs Sub. Westward movements will be governed by indications on home signal 1480 to 54 sup. West of the side sup. Second track of the formepayne Yard) Spring switch located opposite signal No. 22 caramat Sub. (\$11 \$21													
CARAMAT SUBDIVISION POOTNOTES of train 102 applies at station. It hetereen Paywa and Caramat Subdivisions is loubdivision, 5083 feet east of station, the position of this is track thornepayne to Nakina. It rack to See the station of the station of the station. It rack to south of main track is designated No. 1 siding cond track south of main track is designated No. 1 siding cond track south of main track is designated No. 2 side of the station. It me of station is man track. Second track in from thing of passenger trains. East switch to this track is exact 2.985 feet east of station—west switch is located and in front of station is the main yard lead. All freights with the station of the station is the main yard lead. All freights have except those using track No. 1 will enter and 1 hround the station and hone signal 1476 on charmat Sub. Amand hone signal 1476 on signal 24. S. P.S. signal 12 and S.P.S. signal 106 on charmat Sub. Rule to located at Milage (1). Caramat Sub. Amand Signal 1472 is passed through the spring waitch. This does not re the inst paragraph, Rule 104a.	409	A 147.15	11.54	11.30	11.19	11.17	10.56	10.35	10.24	0.10	9.27	9.10	8.57	8 45	8.25	L 94.15	Freight Daily	409	MOOMB	
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