

# GRAND TRUNK RAILWAY SYSTEM

## SAFETY

ONTARIO LINES  
BARRIE DIVISION

## FIRST

# EMPLOYEES' TIME TABLE NO. 4

To take effect at 12.01 a.m. Sunday, June 28th, 1914

Superseding Time Table No. 3

## EASTERN STANDARD TIME

## STANDARD RULES

This Time Table is for the government and information of employees only, and is not an advertisement of the time of any train.

The Company reserves the right to vary therefrom at any time.

READ CAREFULLY RULES AND SPECIAL INSTRUCTIONS, ORDERS FROM RAILWAY COMMITTEE OF PRIVY COUNCIL AND BOARD OF RAILWAY COMMISSIONERS, EXTRACTS FROM RAILWAY ACT AND SPECIAL SPECIAL INSTRUCTIONS, IMPORTANT CHANGES HAVE BEEN MADE.

For Operating Rules and General Regulations, see Book of Rules

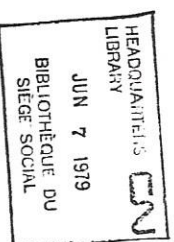
ON SINGLE TRACK EAST OR SOUTHBOUND TRAINS, AS WELL AS ON DOUBLE TRACK TRAINS, ARE (UNLESS OTHERWISE SPECIFIED) SUPERIOR TO TRAINS OF SAME OR INFERIOR CLASS RUNNING IN THE OPPOSITE DIRECTION, IN ACCORDANCE WITH RULE No. 72.

## DESTROY FORMER TIME TABLES

H. E. WHITTENBERGER,  
General Superintendent

W. S. WILSON,  
Superintendent Transportation

P. J. LYNCH,  
Superintendent



## SUPERINTENDENT'S OFFICE.

Rosendale, Ont, December 1st, 1914.

## CIRCULAR NO. 40.

TO ALL CONCERNED:

Effective Monday, December 7th., 1914, the service north of Sudbury Jct. will be as shown hereunder; and this is the only service that will be operated north of Sudbury Jct. on and after Dec. 7th. 1914, until further advised.

Mixed train will run Sudbury to Ruel and return to Sudbury on Monday and Thursday, only, of each week, on the schedule of trains No's 42, 43, 44 (Sellwood to Sellwood Jct.), 45, 46, 47, 48 and 41 of Time Table No. 36

AND

Mixed train will run Sudbury to North Bay and return to Sudbury on Tuesday and Friday, only, of each week. This train will operate Sudbury to Capreol on the schedule of trains No's 42 & 43 of Time Table No. 36, and between Capreol and North Bay will run on the schedule shown hereunder:

Westbound Trains. Inferior Direction.	Mlg. from Ca.	Tel. Stn.		Eastbound Trains. Superior Direction.
Leave Tuesdays and Fridays, only.			STATIONS.	Arrive Tuesdays and Fridays, only.
15.45	85.0	T	NORTH BAY	13.50
f 16.05	77.4		5.6 YELLEK	f 13.30
f 16.30	68.5		8.9 MEADOWSIDE	f 13.05
f 16.50	63.2		5.3 HARFRED	f 12.45
f 17.05	58.6		4.6 SMOKY FALLS	f 12.30
f 17.25	52.7		5.9 ASHBURTON	f 12.10
f 17.40	50.4		2.3 FIELD	f 12.00
f 17.55	46.3		4.1 POINCARRE	f 11.40
f 18.25	36.2		10.1 AZEN	f 11.10
f 18.45	30.4		5.8 JANES	f 10.50
f 19.10	22.2		8.2 CRERAR	f 10.25
f 19.35	13.6		8.6 SPAIDAL	f 10.00
f 19.55	6.8		6.8 BELFORE	f 9.40
20.15	0.0	T	6.8 CAPREOL	9.20
Arrive Tuesdays and Fridays, only.				Leave Tuesdays and Fridays, only.

When arrival at Capreol from North Bay, this train will run to Sudbury three hours on the schedule of trains No's 46 & 41.

W. J. CURLE,  
Superintendent.



## 11th DISTRICT

# NORTHBOUND TRAINS

Trains moving between Fairbank Jct. and Toronto will be governed by Time-Table and rules of the Toronto Terminals, but any movement not provided for in Time-Table between Fairbank Jct. and Parkdale must be arranged through Train Despatcher at Allandale.

On Wednesdays, Downsview will be flag stop for Nos. 41 and 44. Way freight extra will leave Toronto at 6.30 a.m. except Sunday for Allandale, via Barrie. Way freight extra will leave Allandale at 7.00 a.m. except Sunday for Toronto, via Barrie.

## 12th DISTRICT

## 12th DISTRICT

Stations indicated by \* have no side track.

**W. J. PIGGOTT, *Train Master.***



## 12th DISTRICT

NORTHBOND TRAINS  
FIRST CLASS

## NORTH BAY SUBDIVISION

SOUTHERN RAILROAD

12th DISTRICT

6

All trains running between North Bay Yard Office and North Bay will be governed by current T. & N.O. Terminal Timetable and special instructions thereon concerning North Bay Terminal Sub-division.

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

Atandale and Barrie will be governed by rules for double track.

Way freight extra will leave Allandale at 6.30 a.m. except Sunday for Huntsville.  
Way freight extra will leave Huntsville at 8.15 a.m. except Sunday for North Bay.

Nos. 40 and 41 will stop to let off passengers when necessary, and Nos. 42 and 43 will also stop on signal to take on passengers at Orillia Institute, about one and one-half miles south of Orillia.

Cars, Mileage 173.92 North of Burks Falls, will be flag stop for Nos. 59 and 44.

No. 43 will stop at Gowan, Saturday, to let off passengers.

Orders for all trains between Orilla Jct. and Atherley Jct. will be issued by Train Despatchers, Allandale, who must receive report of arrival at Orilla Jct. of trains using Midland Subdivision freight main track before issuing orders for trains northbound on North Bay Subdivision to proceed.

No. 53 will run to Maganctawan Wharf when it has passengers for boat.  
Nos. 53, 57 and 59 will run via Huntsville Dock.

No. 45 will run through Y at Orillia Jct. and back to station platform on Midland Subdivision.

No. 42 will run through Y at Onilia Jct. and back to station platform on North Bay Subdivision.

No. 58 will run to and leave Huntsville Dock 10.40 a.m.  
No. 48 will run to and leave Huntsville Dock 5.50 p.m.

All Trains running from Gravenhurst to Muskoka Wharf are superior to trains of the same class running in the opposite direction between the stations. Service as usual.

W. J. PIGGOTT, Train Master

[illegible]



## 13th DISTRICT

# SOUTHERN TRAINS

Way freight extra will leave Hamilton 8.00 a.m. daily except Sunday for Allandale. Way freight extra will leave Allandale 7.15 a.m. daily 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 test brakes passing Glen Williams. C.P.R. overhead bridge, 18th District, about one and a half miles south of Calderon East and four and three quarters miles north of Legwood Junction will not clear a man on top of car or engine.

**ALLIANCE**  
Engineers on Northbound trains are required to stop before engine reaches yard limit board approaching Allandale and not proceed until full pressure of air is obtained. Trainmen must also apply hand brakes.  
All trains moving over main track, or freight lead, in either direction, must not pass the Signal Cabin at Allandale until all-right hand signal is received from the signalman on duty.

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

Stations indicated by ● have no side track

W. J. LITTLE,  
*Train Master*



## 14th DISTRICT

## SOUTHBOND TRAINS

Way freight extra will leave Collingwood at 6.00 p.m., except Sunday, for Milwaukee.

BEEFTON AND COLLINGWOOD SUBDIVISION  
1445 DRYGARDY ROADStations indicated by \* have no side track

W. J. LITTLE, *Train Master*.



## SPECIAL INSTRUCTIONS

Operating Rules and General Regulations in book form effective August 6th, 1911, will govern the movement of trains on this line. No Engineer or Conductor must handle an engine with or without cars over any portion of this Division until he has been instructed in the location and use of signals, passed an examination on Grand Trunk Operating rules, and provided himself with copy of current time table.

If required for service on other Divisions or Terminals, Conductors and Engineers must be in possession of current time tables governing such Divisions or Terminals. Conductors, Engineers and other Grand Trunk employees in charge of trains operating over Joint Terminals (T. & N.O.), North Bay, must be governed by Rules and Regulations issued by Superintendent T. & N.O. Ry., and must have copy of T. & N.O. Ry. Current Working Time Table for North Bay Terminals.

### STANDARD TIME

Standard Clocks indicating Standard Time are located at:—

Telegraph Office	Toronto Union Station
Train Dispatchers' Office	Parade
Train Dispatchers' Office	Albion
"	Gravenhurst
"	Orillia Jct.
"	Huntsville Yard Office
"	Stuart St. Hamilton
"	Collingwood

### TRAIN REGISTERS

Train Registers are located at:—

Toronto Union Station	North Bay Yard Office
Parade	Barton
Albion (Train Dispatchers' Office)	Georgetown
Barrie	Burlington Jct.
Orillia Jct.	Stuart St. Hamilton
Gravenhurst	Collingwood
Muskoka Wharf	Meaford
Huntsville	Brimley
Stuart St. Hamilton	Penetang
South River	

### BULLETIN STATIONS

Toronto Union Station	Gravenhurst
Albion	Huntsville
Albion (Train Dispatchers' Office)	North Bay Yard Office
Orillia Jct.	Barton
Stuart St. Hamilton	Georgetown

### HANDLING PASSENGER CARS

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 cabooses. When the passenger cars carry passengers they must be placed in the rear of the cabooses on rear of train.

### HANDLING DEAD ENGINES

In handling dead engines in trains 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 at least five cars.

### 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.

### SPEED RESTRICTIONS

Engines other than Suburban tank engines equipped with pilot on tender running tender first, with or without cars, must not exceed a speed of twenty miles per hour.

Without special instructions, no light engine, irregular train or extra section of a regular train must exceed between stations the running time of the fastest scheduled train over that portion of line where such trains are run.

A speed of 10 miles per hour must not be exceeded when passing through Crossovers or the end of Double Track.

Engines and Trainmen, especially those in passenger service, are cautioned not to run their trains at an excessive speed, safety to passengers and property is of the greatest consideration.

Conductors and Engineers must not permit trains to be run at an excessive rate of speed descending grades, around sharp curves or through junction stations or large yards. The unauthorized use of yardsticks, hand, and push cars is forbidden. When used where there are two or more main tracks they should be moved against 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 expedited from either direction.

Speed of all Trains must not exceed Ten miles per hour.

Crossing Muskoka River Bridge, No. 105, M.P. 121.50, south of Bracebridge.

Crossing Bridge No. 229, M.P. 194.06, north of Deana.

Also when running between Semaphores signals at Newmarket, Barrie, Orillia, Gravenhurst, Bracebridge, Uterston, Huntsville, Burts Falls, Fowassee, Callander, Collingwood, Meaford.

All Southbound trains (First Class excepted) must not exceed ten miles per hour at summit of grades at 8th Line, Orillia, fifty-five miles from Toronto, and twenty miles from Toronto and Huntsville, and must not exceed a speed of 10 miles per hour in passing, north of Aurora, and all switching movements over this crossing must be halted.

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

Trains off the Meaford and Collingwood Subdivision approaching Collingwood must stop clear of the Meaford Subdivision main track and must not proceed until the switch is set for entrance to the station platform by station staff and hand signal received.

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

All Southbound trains must stop between north semaphores Kilworthy and south switch of passing track.

All passenger trains for MUSKOKA WHARF must not exceed six miles per hour passing over switch at Gravenhurst, and not exceed ten miles per hour descending grade and stop before reaching switch (located 160 yards north, semaphores from West Gravenhurst main track, and 100 yards south, semaphores from West Gravenhurst main track) and must not exceed a speed of 10 miles per hour in passing, north of Aurora, and all switching movements over this crossing must be halted.

Southbound freight trains must stop before engine reaches north semaphores at Bracebridge.

All passenger trains must not exceed twenty-five miles per hour, freight trains eighteen miles per hour, between Falkenberg and Moores Switch, Mile Post 128.

All Northbound passenger trains must not exceed twenty-five miles per hour, mixed and freight trains fifteen miles per hour, from Penetang to Deana.

When engines are required to use track in opposite direction to current of traffic, while must be sounded at frequent intervals as a warning to employees and others on or about to cross track, except at places where it would be unlawful to sound whistle; at such places speed must be reduced so that train may be stopped within distance engineer can see that track is clear.

### RAILROAD CROSSINGS, JUNCTIONS AND DRAW BRIDGES

#### 11th District

Parade. Junction with Toronto Subdivision.  
Parkdale (2 miles north). Junction with Toronto Subdivision. (Canadian Pacific Railway crossing, governed by semaphores; Not interlocked; No derails.)  
Davenport. Toronto Suburban Railway (Electric) crossing governed by semaphores located 300 ft. north and south on Grand Trunk track; interlocked. Derails on Electric line only. Signaling will be on duty continuously. When gates are up for the passage of the Electric Railway cars, or vehicles, the semaphores signal will be displayed, and until it is withdrawn no train must turn over or upon the crossing.

Falkenberg Jct. Junction with Belt Line.  
King (2.7 miles North). Schomberg & Aurora Railway crossing; Interlocked.  
Albion. Junction with Meaford Subdivision, North Bay Subdivision, Burlington Jct. Subdivision.

#### 12th District

Orillia Jct. Junction with Midland Subdivision.  
Orillia Jct. (2.1 miles North) Draw Bridge, governed by semaphores; Not interlocked; No derails.  
Atterley Jct. Junction with Midland Subdivision.

Atterley Jct. (0.4 miles North) Georgian Bay & Seaboard Ry. (C.P.R.) crossing; Interlocked.

Wabigo (0.3 miles South). Canadian Northern Ontario Railway crossing; Interlocked.  
Gravenhurst. Junction with Branch Line to Muskoka Wharf and West Gravenhurst.

Scotia Jct. Madawaska-Depot Harbor Subdivision Crossing and Jct., governed by semaphores; Interlocked; No derails.

Burrs Falls. Junction with Branch Line to Magnetawan Wharf.  
Rippling 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 (0.25 miles North). Canadian Pacific Railway crossing and Jct.; Interlocked.  
Georgetown. Junction with Toronto Subdivision.  
Laghow Jct. Canadian Pacific Railway Crossing and Jct. governed by semaphores; Interlocked; No derails.  
Beeton. Junction with Beeton-Collingwood Subdivision.

#### 14th District

Albion (0.91 miles South). Canadian Pacific Railway crossing; Interlocked.  
Collingwood. Junction with Meaford Subdivision.  
Utopia (0.8 miles South). Canadian Pacific Railway crossing; Interlocked.  
Cowell Jct. Junction with Penetang Subdivision.  
Cowell Jct. (2.6 miles North). Canadian Pacific Railway crossing; Interlocked.  
Brimley. Junction with Hillsdale Tramway.  
Beeton. Junction with Burlington Jct. Subdivision.  
Tay. Junction with Midland Subdivision.  
Birch. Junction with Branch Line to Tay.

The following Districts constitute the direct line.

Parkdale to North Bay Jct.  
Albion to Meaford.  
Cowell Jct. to Tay.

The normal position of switches will be for these lines.

No car or dead engine must be placed on or foul of a passing track without protection or permission from Superintendent or Trainmaster.  
Engine-men, Trainmen and Yardmen are warned not to place any overhead bridge engines or cars, passing through any known or suspected overhead bridge, 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 and other obstructions known to be closer than 6 feet to nearest rail.

On either side of overhead bridges on this division, which will not clear a man on top of box car, telltale or warning signals, consisting of pieces of rope, snap-hooks or wire have been located; the idea being to have the telltale or snap-hook duty require him to stop and look up to enable him to sit down on car before he reaches the bridge, 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 purposely or intentionally displacing these ropes, except those of the 10 to 1700 class inclusive, must not be coupled together when passing over any bridge.

Pile drivers, steam shovels, boarding, advertising or other cars occupied by employees or others in charge of cars or cars attached to freight trains must when practicable be placed at least five cars ahead of the caboose of all passenger trains moving in opposite direction to the public highways or where necessary to give people approaching or crossing the track.

Where crossovers are located, the normal position of switches will be for the main track.

Under no circumstances must any engine pull upon a ramp coal chute, more than two cars at a time, regardless of the size or capacity of the cars, and the brakes must be coupled up and tested and known to be in good condition on the engine, tender and cars, before starting up the incline, main track, or freight lead, in either direction, must not pass the Signal Cable at Albion until all right hand signal is received from the signman on duty.  
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.



instructions affecting Train and Station service.

of the stand-pipe shaft, when not in use, be fastened parallel with main track, and engine-men are required to see that this is done after using any such pipe. Penalty, \$50.00 for every such offence.

Order 10463. Where passenger cars are equipped with marker sockets in the

lower position, markers shall be displayed in such lower sockets.

WORKING INSTRUCTIONS IN CONNECTION WITH GENERAL ORDER No. 107  
OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA  
DATED JULY 4, 1913

To all Conductors, Enginemen, Trainmen and other Employees concerned.

Conductors, Enginemen or Trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right-of-way, or of a fire which threatens lands adjacent to the right-of-way, shall report same by wire to the Superintendent, giving exact location by mileage, and also to the Agent or person in charge at the next nearest point where there is telegraph or telephone communication.

Enginemen on discovery or receipt of notice of a fire, shall notify the first section

men met of such fire by three short blasts of the whistle, repeated twice.

the front doors while running tender first, except when there is snow on the ground. If the tender is not running, the engine shall be started and the tender moved to the front doors.

Fire, live coals or hot ashes shall not be deposited on the tracks or right-of-way (except for the purpose) unless extinguished immediately thereafter. On a right-of-way, live coals or hot ashes shall be thrown out on the right-of-way in pits provided for the purpose, or ashes from cars or cutwags be thrown out on the right-of-way while running. Burning or smouldering waste taken from hot boxes shall be thrown out on the right-of-way in pits provided for the purpose, or ashes from hot boxes shall be thrown out on the right-of-way while running. Burning or smouldering waste taken from hot boxes shall be thrown out on the right-of-way in pits provided for the purpose, or ashes from hot boxes shall be thrown out on the right-of-way while running.

**To all Agents, Dispatchers and Operators.**  
All employees having received instructions to report fires occurring on or adjacent to the right-of-way, it shall be the duty of Agents, Dispatchers and Operators, on receiving such report, to notify immediately the Section Foreman and the Local Fire Inspector of the Railway Commission, also the Superintendent and Supervisor of Track by wire, giving the exact location by mileage of the fire, its extent, and any other information which may be covered with each of which was accompanying message.

of value, particularly as to the number of men needed to fight it. To Section Foreman, Extra Gang Foreman, Bridge Foreman, Telegraph or other Foreman, Construction Gangs, and other track Employees.

In all cases if fire discovered burning upon or near the right-of-way it shall be your duty to proceed immediately to extinguish the same, and to report the same to the nearest fire alarm box and to the nearest fire station. It should be distinctly understood that this duty has long and many demands precedence over all other work in which track employees may be engaged at the time except such as is immediately necessary to the safe operation of the train. In case of fire on or near the right-of-way, additional help of trains. In event the fire cannot be extinguished by individual efforts, additional help

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To Superintendents, Supervisors of Track and other Officials concerned.

If the fire is of such extent that the section gang or other local force cannot control the fire, the Superintendent, or in his absence his representative, must immediately arrange for the dispatch of the Supervisor of Track or other competent official, with the necessary additional men who can be drawn from those of the same grade and must so arrange the train and the fire fighting appliances, to the extent possible, so that the least possible delay in order that no time be lost in effecting better control.

When the fire is of such extent that it is necessary to close the track, the Superintendent, or his representative, must so arrange to obtain promptly complete statements from all witnesses, so that origin of and responsibility for the fire may be accurately determined. Where fires have been reported within three hours from the time of the passage of the train, the Superintendent, or his representative, must so arrange to obtain promptly complete statements from all witnesses, so that origin of and responsibility for the fire may be accurately determined.

engine, said engine must be examined upon arrival at its terminal and a report made of its condition.

**Penalty.**

General Order No. 107 of the Board of Railway Commissioners provides as follows: "If any employee or other person willfully violates the said regulations, fails or neglects to obey the same, or any of them, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence."

every such offence.

Order 10463. Where passenger cars are equipped with marker sockets in the lower position, markers shall be displayed in such lower sockets.

**WORKING INSTRUCTIONS IN CONNECTION WITH GENERAL ORDER No. 107**

**To All Conductors, Endmen, Trainmen, and other Employees concerned,**

Conductors, Enginemen or Trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right-of-way, or of a fire which threatens lands adjacent to the right-of-way, shall immediately advise the nearest Agent or person in charge at the next nearest point where there is telegraph or telephone communication.

Enginemen, on discovering or receiving notice of a fire, shall notify the first section of men of such fire by three short blasts on whistle; and the fire protective appliances on duty of such fire by three long blasts on whistle; and if any of the fire protective appliances

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All employees having received instructions to report fires occurring on or adjacent to the right-of-way, it shall be the duty of Agents, Dispatchers and Operators, on receiving such report, to notify immediately the Section Foreman and the Local Fire Inspector of the Railway Commission, also the Superintendent and Supervisor of Track by wire, giving the exact location by mileage of the fire, its extent, and any other information which may be of value, particularly as to the number of men needed to fight it.

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"If any component of them, or any accessories included in the said regulations, fail or respect to or in any way be defective, the person so culpable shall, in addition to any other liability which he may be subject to, be liable to a fine of twenty-five dollars for every such offense."

**Penalty.—**General Order No. 107 of the Board of Railway Commissioners provides as follows: "If any employee or other person included in the said regulations, fails or neglects to do the same, or any of them, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence."



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

In practice, this humanitarian duty in cases of injury to persons other than passengers or employees while upon a 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 pain to be removed from person, and to make it safe and comfortable should it mean the performance of the Company's duty to elaborate emergency circumstances should it mean fracture, 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.

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

## LIST OF COMPANY'S SURGEONS—ONTARIO LINES

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

B. L. RIORDAN, M.D., Division Surgeon, Toronto, Ont.

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The attention of Passenger Train Conductors, Brakemen and Baggage-men is called to the requirements of Rules 256 and 203 of the Book of Operating Rules and General Instructions.

Conductors, Brakemen and Porters when on duty are required to be neat and clean in their appearance, dressed with standard uniform, clean linen and shoes, clothes pressed and brushed.

At initial stations the Conductor to stand at the rear of the train (or at other suitable location according to class of station train starts from) and the Brake man and Porter between the coaches (with stepping boxes when necessary) erect coats buttoned, ready to ask destination and direct passengers to their proper cars.

At intermediate stations Brakemen and Porters (except where the rules require otherwise) should alight from rear of head coach so that they may, after assisting passengers off and on, be ready to give assistance in loading and unloading baggage and express. Conductors must move sharply in handling train orders and other station work. Brakemen must announce the next station (when leaving station in advance) three times.

## INSTRUCTIONS GOVERNING THE USE OF BAKER HEATERS

1. The fire should be kept half full of coal at all times. The coal should never be allowed to get below top of warm.
2. The inside safety lid should never be opened except to build the fire or put in coal. (Never force the fire by opening inside safety lid.)
3. To increase the heat, open inside lower damper, and close upper damper.
4. To reduce the heat, close the lower damper and open the upper damper about two inches, or according to the instructions. With both dampers closed the air will not be too hot, and the danger of injury by proper working of the lower and upper dampers, and watching the indicator, the car can be kept at any temperature desired.
5. Failure of the heater arises from neglect or mismanagement, generally from allowing fires to run too long without putting in coal, then filling them full and operating the draft, producing a rapid fire, which instead of warming the car, stops the circulation and creates gas.
6. It will be readily understood that with the large amount of piping in the cars the circulation—which is principally caused by the weight of the column of water falling from the drum into the pipes, and the difference in the weight of the column of coal from the water—must necessarily be slow, and that a forced fire will do no good, but will only cause the effects mentioned above.
7. In filling the heater pipes or drums, open the combination cock on the end of the drum and pour in water until it runs freely from same. The water should always stand at the height of combination cock, which may be tested by turning all the cocks, but only when the fire is very low and no pressure on. Pipes should be warm all around before passengers enter car.

**YARD LIMIT BOARDS ARE LOCATED AS FOLLOWS:—**

"each coach being." Next station . . . and again when coming into station saying "Station this way out." Brakenhoff (Porters where each employee) must keep coaches clean of waste paper or other refuse. Coach seats must be turned in direction in which train is running when not in use. Each seat must carry a card. Passengers are supplied with drinking and washing water. Verbielen of coaches before departure and repair of broken down coaches and repainting of outside of coaches and reupholstering of interior of coaches to be closed between stations on through trains. To be swept clean as often as necessary and hand-dusted by Terminal or whenever changes of cars are made. Curtains to be closed and not uncurtained if they can be used when required; coach closes to be kept closed and not unclosed if it is made in equipment stopping at important stations. Attention must be given to them to insure comfort, proper ventilation and even temperature. Conductors must report on Form 292 all defects of equipment and condition of coaches to their superiors. The carriage of other than reasonable baggage in coaches and coming to their notice. The carriage of other than reasonable baggage in coaches and observations of car leaks must not be permitted. New Company's equipment should always be inspected for defects before being put into service. Where possible the key in baggage car only.

On arrival at terminals stand at coaches, in full uniform until the last passenger has disembarked, direct passengers to exits or give information that may be asked for.

On arrival at terminals stand at coaches, in full uniform until the last passenger disembarked, direct passengers to exits or give information that may be asked for.

Albionville.....	6150 ft.	South of Passenger Depot.
11th District		
12th District		
Battle.....	3390 ft.	North of Passenger Depot.
Orilla.....	3770 "	South of Passenger Depot.
Orilla.....	3520 "	North of Passenger Depot.
Orilla.....	3520 "	North of Passenger Depot.
Greenhurst.....	5818 "	North of Passenger Depot.
Greenhurst.....	3100 "	South of Passenger Depot.
Huntsville.....	6207 "	North of Passenger Depot.
Huntsville.....	4623 "	South of Passenger Depot.
Callander.....	6300 "	North of Passenger Depot.
Callander.....	2450 "	South of Passenger Depot.
13th District.		
Georgetown (N. & N.W. Quad).....	1113 ft.	South of South Switch, at N. & N.W. Yard
Georgetown.....	4010 "	North of Passenger Depot.
Milton.....	2800 "	South of Passenger Depot.
Allandale.....	5689 "	South of Passenger Depot.
14th District.		
Altitude.....	5878 ft.	North of Passenger Depot.
Collingswood.....	4852 "	South of Passenger Depot.
Collingswood.....	5800 "	North of Passenger Depot.
Meaford.....	5015 "	South of Passenger Depot.
Pererang.....	5385 "	South of Passenger Depot.

(On Midland Sub-Division—)

See Book of Instructions (Form S.C.D. 103) pertaining to Steam Heat



## SPEED SCHEDULE

Miles per Hour.			Miles per Hour.			Miles per Hour.			Miles per Hour.		
Time per Mile.	Time per Mile.	Time per Mile.	Time per Mile.	Time per Mile.	Time per Mile.	Time per Mile.	Time per Mile.	Time per Mile.	Time per Mile.	Time per Mile.	Time per Mile.
0 sec.	0 sec.	0 sec.	0 sec.	0 sec.	0 sec.	0 sec.	0 sec.	0 sec.	0 sec.	0 sec.	0 sec.
4.00	12	16.98	20.81	26.67	37.11	4.00	12	16.98	20.81	26.67	37.11
5.00	15	17.06	20.93	26.87	37.50	5.00	15	17.06	20.93	26.87	37.50
6.00	18	17.14	21.05	27.07	37.89	6.00	18	17.14	21.05	27.07	37.89
7.00	21	17.22	21.18	27.27	38.30	7.00	21	17.22	21.18	27.27	38.30
8.00	24	17.31	21.30	27.48	38.71	8.00	24	17.31	21.30	27.48	38.71
9.00	27	17.39	21.43	27.69	39.13	9.00	27	17.39	21.43	27.69	39.13
10.00	30	17.48	21.56	27.91	39.56	10.00	30	17.48	21.56	27.91	39.56
11.00	33	17.56	21.69	28.12	40.00	11.00	33	17.56	21.69	28.12	40.00
12.00	36	17.65	21.82	28.35	40.45	12.00	36	17.65	21.82	28.35	40.45
13.00	39	17.73	21.95	28.57	40.91	13.00	39	17.73	21.95	28.57	40.91
14.00	42	17.82	22.08	28.80	41.38	14.00	42	17.82	22.08	28.80	41.38
15.00	45	17.91	22.22	29.03	41.86	15.00	45	17.91	22.22	29.03	41.86
16.00	48	18.00	22.36	29.27	42.35	16.00	48	18.00	22.36	29.27	42.35
17.00	51	18.09	22.50	29.51	42.86	17.00	51	18.09	22.50	29.51	42.86
18.00	54	18.18	22.64	29.75	43.37	18.00	54	18.18	22.64	29.75	43.37
19.00	57	18.27	22.78	30.00	43.80	19.00	57	18.27	22.78	30.00	43.80
20.00	60	18.37	22.93	30.25	44.44	20.00	60	18.37	22.93	30.25	44.44
21.00	63	18.46	23.08	30.51	45.00	21.00	63	18.46	23.08	30.51	45.00
22.00	66	18.56	23.23	30.77	45.57	22.00	66	18.56	23.23	30.77	45.57
23.00	69	18.65	23.38	31.03	46.15	23.00	69	18.65	23.38	31.03	46.15
24.00	72	18.75	23.53	31.30	46.75	24.00	72	18.75	23.53	31.30	46.75
25.00	75	18.85	23.68	31.58	47.37	25.00	75	18.85	23.68	31.58	47.37
26.00	78	18.95	23.84	31.86	48.00	26.00	78	18.95	23.84	31.86	48.00
27.00	81	19.05	24.00	32.14	48.65	27.00	81	19.05	24.00	32.14	48.65
28.00	84	19.15	24.16	32.43	49.31	28.00	84	19.15	24.16	32.43	49.31
29.00	87	19.25	24.32	32.73	50.00	29.00	87	19.25	24.32	32.73	50.00
30.00	90	19.35	24.49	33.03	50.70	30.00	90	19.35	24.49	33.03	50.70
31.00	93	19.46	24.66	33.33	51.43	31.00	93	19.46	24.66	33.33	51.43
32.00	96	19.57	24.83	33.64	52.17	32.00	96	19.57	24.83	33.64	52.17
33.00	99	19.67	25.00	33.96	52.94	33.00	99	19.67	25.00	33.96	52.94
34.00	102	19.78	25.17	34.29	53.73	34.00	102	19.78	25.17	34.29	53.73
35.00	105	19.89	25.35	34.62	54.55	35.00	105	19.89	25.35	34.62	54.55
36.00	108	20.00	25.53	34.95	55.38	36.00	108	20.00	25.53	34.95	55.38
37.00	111	20.11	25.71	35.29	56.25	37.00	111	20.11	25.71	35.29	56.25
38.00	114	20.22	25.90	35.64	57.14	38.00	114	20.22	25.90	35.64	57.14
39.00	117	20.34	26.09	36.00	58.06	39.00	117	20.34	26.09	36.00	58.06
40.00	120	20.45	26.28	36.36	59.02	40.00	120	20.45	26.28	36.36	59.02
41.00	123	20.57	26.47	36.73	60.00	41.00	123	20.57	26.47	36.73	60.00
42.00	126	20.69				42.00	126	20.69			
43.00	129	20.81				43.00	129	20.81			
44.00	132	20.93				44.00	132	20.93			
45.00	135	21.05				45.00	135	21.05			
46.00	138	21.18				46.00	138	21.18			
47.00	141	21.30				47.00	141	21.30			
48.00	144	21.43				48.00	144	21.43			
49.00	147	21.56				49.00	147	21.56			
50.00	150	21.69				50.00	150	21.69			
51.00	153	21.82				51.00	153	21.82			
52.00	156	21.95				52.00	156	21.95			
53.00	159	22.08				53.00	159	22.08			
54.00	162	22.22				54.00	162	22.22			
55.00	165	22.36				55.00	165	22.36			
56.00	168	22.50				56.00	168	22.50			
57.00	171	22.64				57.00	171	22.64			
58.00	174	22.78				58.00	174	22.78			
59.00	177	22.93				59.00	177	22.93			
60.00	180	23.08				60.00	180	23.08			



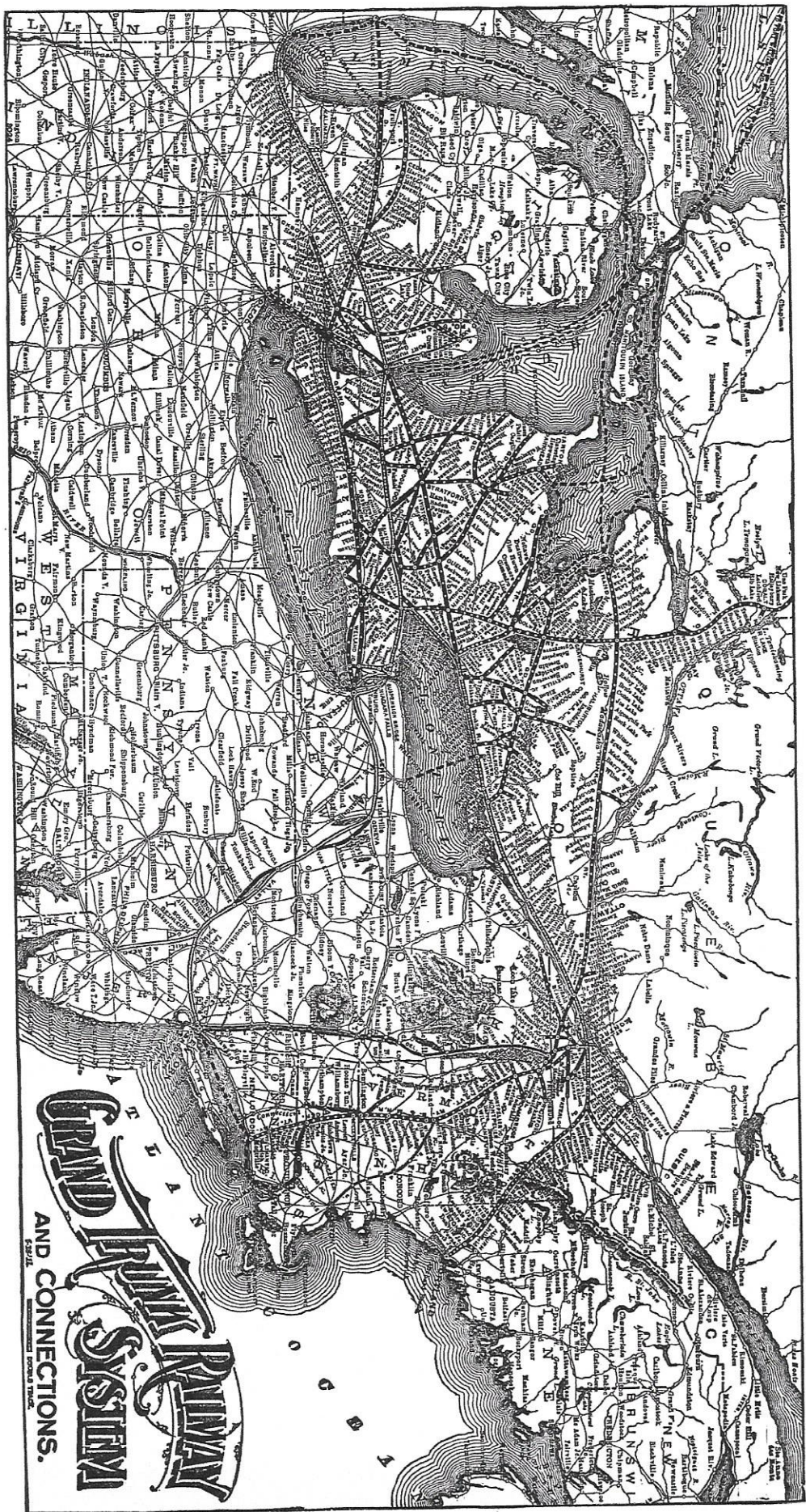
## FAIR WEATHER ENGINE RATING—BARRIE DIVISION

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	Engines 2251 to 2430 Class	Engines 2431 to 2630 Class	Engines and 1200 Class	DE MF	DEAD FREIGHT MANIFEST FREIGHT	Engines 2000 and 2100 Class	Engines 2251 to 2430 Class	Engines 2431 and 2630 Class	Engines 1000 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	960	1280	1060	700	600	600	460	400	..		600	660	600	700	675	1200	1400	1075	1600
1560	1075	1425	1225	875	700	600	560	500	..	11th DISTRICT Toronto and Klng.....	600	660	600	700	675	1200	1400	1075	1600
...	...	...	...	1100	900	760	675	600	..	12th DISTRICT Allandale and Gravenhurst.....	600	675	760	900	1100	...	...	...	...
...	...	...	...	800	675	675	625	475	..	Gravenhurst and South River.....	600	660	600	700	660	...	...	...	...
...	...	...	...	1100	900	700	660	600	..	South River and North Bay.....	375	425	475	675	700	...	...	...	...
...	...	...	...	1800	1000	600	660	600	..	13th DISTRICT Allandale and Palgrave.....	600	660	600	860	1060	1300	...	...	...
...	...	...	1500	1060	800	600	660	600	..	Palgrave and Hamilton.....	700	760	600	1290	1400	1700	...	...	...
...	...	...	...	...	...	700	660	600	..	14th DISTRICT Allandale and Masford.....	675	660	700	...	...	...	...	...	...
...	...	...	...	...	...	675	625	475	..	Allandale and Penning.....	600	660	600	...	...	...	...	...	...
...	...	...	...	1100	900	760	675	600	..	Allandale and Midland and Return (via Tay)	600	675	760	900	1100	...	...	...	...
...	...	...	...	...	...	600	625	475	..	Collingwood and Boston.....	625	675	625	...	...	...	...	...	...

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# GRAND TRUNK RAILWAY SYSTEM AND CONNECTIONS.

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