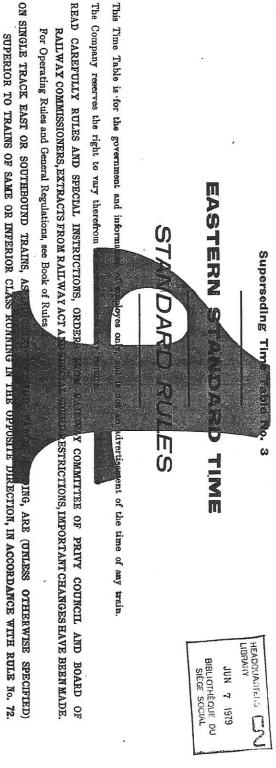
GRAND TRUNK RAILWAY SYSTEM

BARRIE DIVISION

ONTARIO LINES

EMPLOYES, TIME TABLE No.

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



DESTROY FORMER 40 0000

H. E. WHITTENBERGER,
General Superintendent

W. S. WILSON,
Superintendent Transportation

P. J. LYNCH, Superintendent

CIRCULAR NO. 40.

TO ALL CONCERNED:

Effective Menday, December 7th., 1914, the service north of Sudbur jot. 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 advisod.

Mixed train will run Sudbury to Ruel and return to Sudbury on Monday and Thursday, only, of such 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

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:

estbound Trains.	Mlg. from Ca.	Tel. Stn.		Eastbound Trains. Superior Direction.
eave Tuesdays and ridays, only.			STATIONS.	Arrive Tuesdays and Fridays, only.
13.48	85.0	T	NORTH BAY 5.6	13.50
£ 16.05	19.4	П	XELLEK	1 13.30
100 July 100 100 100	68.5		8.9 Meadowside	1 13.05
f 16.3C			5.3 HARFRED	1 12.45
1 16.50	63.2	·	4.6	f 12.30
1 17.05	58.6		SMOKY FALLS 5.9	NOW I SHOW SHOW
£ 17.25	52.7		ASHBURTON	1 12.10
1 17.40	50.4		2.3 FIELD	1 12.00
	46.3		4.1 POINCARE	11.40
1 17.55			10.1 AZEN	f 11.10
f 18.25	36.2		5.8	f 10.50
f 18.45	30.4		JANES 8.2	
1 19.10	22.2		CRERAR 8.6	f 10.25
f 19.35	13.6		SPA IDAL	1 10.00
	6.8		6.8 BELFORE	1 9.40
f 19.55		T	6.8 CAPREOL	9.20
20.15	0.0		WILLIAM	Hoave Mussdays
arrive Tuesdays and Iridays, only.				and Fridays, only.

[&]quot;non arrival at Capreel from North Bay, this train will run to Sudbury three hours en the schedule of trains No(s 46 & 41.

W. J. CURLE, Superintendent.

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BURLINGTON JCT. SUBDIVISION

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Engineers of all southbound trains must test brake passing Glen Williams. C.P.R. overhead bridge, 18th District, about one and a half miles south of Caledon East and four and three quarters miles north of Inglewood Junction will not clear a man on top of car or engine.	Way freight extra will leave Hamilton 8.00 a.m. daily except Sunday for Allandale. Way freight extra will leave Allandale 7.16 a.m. daily except Sunday for Hamilton. The switch at Burlington Jet, leading from Burlington Jet. Subdivision to westbound Hamilton Subdivision main track is not interlocked and is worked by hand.	407	5.OOAM		4.25	4.00	3.30	9 3.15	2.55	2.35		25	1.50	1.35	1.25	1.16	100	12.25AM			11.15	11.27	11.20	11 05PM	2000	Freight	407	THIRD CLASS	NORTHBOUND
brake passing Glen Williams. one and a half miles south of Caledon uglewood Junction will not clear a man	.m. daily except Sunday for Allandale. .m. daily except Sunday for Hamilton. rlington Jet. Subdivision to westbound roked and is worked by hand.		Zaos	7 7	8 7	œ CO	00 0			8 6	¹ 2 (3)	Ø Ci	o c	8 5.	8 5.83	5.27	5.20	© 0.07	F 5.08	F 4.63		4.4.0		4.2	Managhi	Express	63	FIRST OLASS	THE TRAINE
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VINE' Engineers on Northbound trains are required to test brakes passing Virtuins must not exceed ten miles per hour between South and North Switch track at that point.	ALLANDALE Engineers on Northbound trains are required to stop before engine reache board approaching Allandale and not proceed until full pressure of air is obtain men must also apply hand brakes. All trains moving over main track, or freight lead, in either direction, men the Signal Cabin at Allandale until all-right hand signal is received from the s duty.		A		THORNTON	N MODERIOWN	*RANDALL	BEETON	TOTTENHAM	PALGRAVE	* CENTREVILLE	CALEDON BAST	O. P. B. OROBBING	2.63	TERRA COTTA	GLEEN WHILLIAMS	GEORGETOWN	A) (L	STEWARTTOWN	* MANSEWOOD	C. P. B. CROSSING		1.80 A8H	LBURLINGTON JOIA			STATIONS	Effective June 28th, 1919	
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main trac	Georgeto Oyer switt Oyer switt I it is kn I it is kn The reaching The reaching The reaching	-		+			-			:_	: :		÷					÷		-									
Yard Jimit Baard and cross-over switch and must concious or cross-over the fore proceeding to station and be protected as required by rules and must not obstruct Toronto Subdivision main track until it is known that track is clear and train proceed. The normal position of cross-over switches is for Toronto Subdivision main track.	GEORGETOWN GEORGETOWN Southbound Trains approaching Georgetown must be prepared to stop between Southbound Trains approaching Georgetown must not observed main track Nurd Limit Board and Cross-over switch and must not observed train of Toronto Subdivision until it is known that track is clear and train protected. All freight trains must stop before reaching north switch of Burlington Jct. Subdivision passing track. All freight trains must stop before must be occupy main track of Toronto Burlington Jct. Subdivision trains must not occupy main track of Toronto Subdivision west of cross-over switch. Subcribonand Trains approaching Georgetown must be prepared to stop between	406		1.15PM		2.00	÷	8 2.50	-	3.25		:	7	4.35	<u>.</u>	-	5.05	,	6.85			6.10	6.80	6.40	7.00PM		Freight	406	THIRD
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Stations indicated by a have no side track

W. J. LITTLE,

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			On Saturdays, Budds, mileage 11.5 north of Vespra, will be	ileage 11.5 n	ays, Budds, n	On Saturd	except Sunday	Way freight extra will leave Allandale 7.45 a.m.	will leave All	reight extra	Wayf
		12	56		250			555	99	251	397
-	000			G.OOAM	Except Sunday		APENETANG1	2.05PM 38.9		Marie and	12.45PM
	Sort Sunday		T	10	F 6.12	1	PERKINSFIELD			F 9.45	F12.30
и w 6.00AM 3.45PM	12.46PM 41.50 A		a		s 6.22	0	WYEVALE	1.38		2 2 2 2	12.10
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BORBING	5.08		-			Q	#C. P. B. CROSSING	8.0			
	F 9.30 4.28	Ng.	3 1.24PM 8 4.64PM		8 7.14AM	a A	L COLWELL JOIA	12.40PM 5.5	Except Sunday E	Brupt Sunday	11.08AM
L BEEFTON D N W C S.3OAM 6.15PM	M 9.30AM		Broot Sunday	Iger Fesscher	W	N. HOZI		Ехргевя	Passenger	Passenger	Mall
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2. Day 25 394	391	- 1	Oī	0 74			Effective June 28th, 1914.	n n es fre ands	FIRST CLASS		OLASS
ОПен	from	NORTH BOOM DIASS	GNOOMR	BOOTHEROUND		Telegraphic	Time Table No. 4	TRAINS		NORTHBOUND	THEO.
14th DISTRICT	T D					BICT	14th DIST		_		
	AND	BEETON		Z	BDIVISION	UBDI	NG SI	DHUHTA			
	as older bearing	WIII JEAVE COILIIBWOOD	Way freight extra		Collingwood.	anday, for	Way freight extra will leave Allandale at 6,30 a.m., except Sunday, for Collingwood	e Allandale at	ttra will leav	y freight e	Way
for Allandale.	100 5			61	55	1 63	7 251	395 397			
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			- C - C - C - C	A. A. A. A. A.					ICT	DISTRICT	14th
	()	TO TO TO TO									

Operating Rules and General Regulations in book form effective August 6th, 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.

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 Superinedent T. & N.O. By, and must have copy of T. & N.O. Ry. Current Working Time Table for North Bay Terminals.

STANDARD TIME

	•		=		•		-		-	Telegraph Office Orillia Jct.	patcher's Omce	 	Ошсе	OB .	ks indicating Standard
commenda	Collingwood	Other bry Transition	Stunet St Hamilton	NOTED DRY LETO OTHER	North Day Vall Office	SHABIERT	Thereside	Gravennutat		Orillia Jct.	Allandale	Parkdale	Loronto Union Station	1	andard Clocks indicating Standard Time are located at:-

TRAIN REGISTERS

Train Registers are located at :-

North Bay Yard Office Beeton

Orillia Jct.
Atherley Jct.
Gravenhurst
Muskoka Wharf
Huntsville landale (Train Dispatcher's Office)

Georgetown
Burlington Jet.
Stuart St., Hamilton
Colwell Jet.
Collingwood
Meaford Birch Tay Penetang

BULLETIN STATIONS

Allandale (Train Dispatcher's Office)
Orillia Jet.
Stuart St. Station, Hamilton Toronto Union Station Parkdale

Gravenhurst
Huntsville
North Bay Yard Office
Beeton
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 care which are occupied.

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

HANDLING DEAD ENGINES

In handling dand 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 anow plows of any description must reduce speed when passing trains on double track. The men in charge of the plow must lift the flanger 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.

SPECIAL INSTRUCTIONS

Enginemen 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 peed descending grades, around sharp curves or through junction stations or large yards.

The unautionized use of velocipedes, hand, and push cars is forbidden. When used where there are two or more main tracks they should be moved against the current of traine; at the same times 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.

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

Crossing Muskoka River Bridge, No. 195, M.P. 121.95, south of Bracebridge. Crossing Bridge No. 229, M.P. 194.06, north of Deans.

Also when running between Semaphore signals at Newmarket, Barric, Orillia, Gravenhurst, Bracebridge, Utterson, Huntsville, Burks Falls, Powassen, Callander, Collingwood, Meatord.

All Southbound trains (First Class excepted) must not exceed ten miles per hour at summit of grades at 8th Line Insistit, fifty-five miles from Toronto. McGee's, twenty-two miles from Toronto and Downsview, nine miles from Toronto.

AURORA—No engine with or without cars must accord as speed of 10 miles per hour over first public crossing, north of Aurora, and all switching movements over this crossing must be flarged.

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

Trains off the Becton and Collingwood Subdivision approaching Collingwood must stop clear of the Nedford 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 Atherley Jet, prepared to stop and must and draw foul of south end of passing track unless main track is plainly seen to be clear, and the world of the set of passing track unless main track is plainly seen to be clear.

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

All passenger trains for MUSKOKA WHARP 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 flocated 160 yards north of semaphore) leading from West Gravenhurst main track to Muskoka Wharf. The fixed position of this switch is for West Gravenhurst main track and all trains must approach Muskoka Wharf prepared to stop, as tracks may be occupied.

Southhound freight trains must stop before engine reaches north semaphore at Recoheries.

Bracebridge.

All passenger trains must not exceed twenty-five miles per hour, freight trains eighteen miles per hour, between Falkenburg 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 Perkinsfield to Penetang.

When engines are required to use track in opposite direction to current of traific, whistle must be sounded at frequent intervals as a warning to employee 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

Parkdale (2 miles north).. Parkdale Canadian Pacific Railway crossing, governed by semaphores; Not interlocked; No derails.

Toronto Suburban Railway (Bleefric) crossing governed by semaphores located 300 ft. north and south on the semaphores located 300 ft. north and south on forand Trunk track; interlocked. Derails on Electric fine only. Signalmen will be on duty continuously. When gates are up for the passage of the Electric Railway cars, or vehicles, the semaphore signal will be displayed, and until it is withdrawn no train must run over or upon the crosssing.

Junction with Belt Line.

Schlomberg & Aurora Railway crossing: Interlocked.

Junction with Mealord Subdivision, North Bay S
division, Burlington Jet. Subdivision. Sub-

Junction with Midland Subdivision.

Atheriey Jct. (0.4 miles North) Georgian Bay & Scaboard Ry. (C.P.R.) crossing: Interlocked.

North Bay Junction with Canadian Pacific Railway and T. & N.O. Ry.

18th District

14th District

Alliston (0.91 miles South) . Canadian Pacific Railway crossing; Interlocked

Colwell Jet. (2.5 miles North Canadian Pacific Railway crossing: Interlocked Elmvale......Junction with Hillsdale Tramway.

Parkdale to North Bay
Allandale to Mealord.
Colwell Jet. to Tay. The following Districts constitute the direct line Jct.

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.

Enginement, Trainmen and Yadmen are warned not to ride on top or side of Engines or cars, passing through any tunnel, subway or under any overhead bridge engines or cars, passing through any tunnel, subway or under any overhead bridge protected by tell tale, or where it is known and structure will not clear a man on top of carr they are also warned not to ride on side of engine or car passing high switch stands, water columns, a took chutes and other bostructions known to be clear in an on teet to nearest rail.

On either side of overhead bridges on this division, which will not clear a man on top of box car, telltales or warning signals, consisting of pieces of ropet, supended from a wire have been located; the idea being to have the ropes at rike a man, whose duty requires him to be on top of the cars in sufficient time to enable him to alt down on car before coming to and while passing under the overhead bridge, thereby avoiding idury 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 employes to imminent

danger, in future, employes guilty of removing or intentionally displacing these ropes, except to repair or renew same, will be dismissed from the service of this Company, Englines of the 100 to 1700 class inclusive, must not be coupled together when passing

except to repair or review some, will be diminsed from the service of this Company.

Engines of the 100 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 their contents handled on freight trains must when practicable be placed at least five cars ahead of the caboose. A bell or air whitels signal must be carried on rear platform of all passengers trains moving backwards and sounded approaching public highways or where necessary to warn people approaching or crossing the track.

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

"Under no circumstances must any engine put upon a ramp coal chute, more than two cars at a time, regardiese of the size or capacity of the cars, and the backer must be coupled up and esteed and known to be in good condition on the engine, tender and cars, before tentring up the incline. must make, or freight lead, in either direction, must not pass the Signal Cabin at Allandais until all-right hand-signal is received from the Signal man on other this rime Table are not to excuse or authorize the non-observance of Santory or other By-laws, as to speed at special places.

Orders from the Railway Committee of the Privy Council, Board of Railway Commissioners for Canada, Extracts instructions affecting Train and Station service. from the Railway Act, some Municipal By-Laws

7

Sections 271 and 395.—The station agent or other person in charge with white chalk on blackboard provided for the purpose the probable time passenger trains that stop at station where notice is posted. Penalty \$5.00 e must record e of arrival of

Sections 273 and 396.—During the time navigation is open or swing bridges used to allow beats to pass every train shall stop before coming on or crossing over such bridge and not proceed until proper signal has been given, except where such swing bridge interlocked. Penalty \$400.00 or six months imprisonment or both.

Sections 274 and 392.—Any engine approaching a highway crossing at rail level must sound whistle at least eighty rods before reaching such crossing. The boil shall be rung continuously from the time of the sounding of whistle until angine has crossed such highway except within the limits of cities or towns where numicipal by-laws are in force prohibiting such sounding of whistle and ringing of the bell. Penalty \$8.00 for each officer.

Sections 275 and 393.—No train shall pass in or through any thickly peopled portion of any city, town or village at a greater speed than ten miles an hour unless the track is fenced or properly protected. Penalty \$100.00.

Section 376.—Whenever in any city, town or village any train is passing over or Section 726.—Whenever in any city, town or village any train is passing over or along a highway at rail level and is not headed by an engine moving leavard in the ordinary along a highway at rail level and is not headed by an engine moving leavard in their cordinary manner the company shall seaton on that part of the rain or of the tender, if that is in front, which is then foremost at prison who shall warn persons standing on or crossing or front, which is then foremost an person who shall warn persons standing on or crossing or strictly compiled with. Fenalty \$100.00.

Sections 277, 278 and 393. At all railroad crossings at rail level not interlocked and enapped with details all trains must come to a full stop before coming on or crossing over such crossings. Penalty \$100.00.

Sections 279 and 394.—Every employee who wifully allows any engine tender or seat to stand on any part of a highway more than five minutes or in abunting obstructs public traffic more than five minutes is liable to a penalty not exceeding \$50.00.

Section 387.—Every employee of any company who directs or knowingly permits any treight, merchandise or lumber car to be placed in any passenger train in the rear of any breight of a midcauble effence.

Station Agent, Switchman, Signinaut, thrigh Tender, or any other person who is intoxitient of the properson who all the properson who is intoxitient of the properson who are the properson of the properson who is intoxitient of the properson who is intoxitient of the properson who are the properson of the properson of the properson of the properson of the properso

Section 414.—Every person who sells, gives or barters any spirituous or intosteating figure to or with any servant or employee of any company while on duty is liable on summary convection to a penalty not exceeding \$50,00 rot imprisonment with or without hard I blor for a period not exceeding one month or both.

Section 415.—Every employee who wilduly or negligently violates any by-law, rule or regulation of the company or its directors havinly made and in force or any order or motice of the Minister or of the Bartel or of an inspecting engineer of which a copy has been relivened to him or pot ted up or open to this inspection—If violation causes injury to person or property to that the control of the most of the center exposes any person or property to the risk of such interpretation in the would have been without such violation—is gailty of an offence. Penalty, fine not to exceed \$400,00 and imprisonment not exceed they exert.

Order 6866. Every Railway company is directed to keep all its passenger stations, waiting rooms and closets clean and well ventilated; to keep the said closets and those portions of its passenger stations, where germs of disease are liable to exist, properly disinfected, and to get reports at least monthly from its employees charged with the care of passenger stations on the cleanities, ventilation and disinfection of its has experimentally from its employees charged with the care of passenger stations on the cleanities, ventilation and disinfection of its had been a very such aris whose charged with the said stations, waiting rooms and elosets. To keep all its cars in which passengers and in cold weather properly heated, to have at least one employee on every tilated, and in cold weather properly heated, to have a triangulated and septiment of the company and in or upon the patiforms of cars in closets, or other premises of the Company and in or upon the patiforms of cars in closets, or other premises of the Company and in or upon the patiforms of cars in closets, or other premises of the company and in or upon the patiforms of cars in providing a penalty for breach thereof, and to post up and maintain in a conspicuous providing a penalty for breach there of Queben to be printed in French and English travel where smoking is permitted a notice of such by-law and the penalty or breach travel where smoking is permitted in French and English. To provide and maintain cuspicious in such places in its passenger mand the penalty or breach thereof. Such notices in the Frevince of Queben to be printed in French and English. To provide and maintain cuspicious in such places in its passenger stations and in its passenger may travel where smoking is permitted; and to have such

cuspidors emptied and washed clean whenever nocessary, but at least once in every 48 hours. To furnigate promptly and thoroughly all cars known or suspected to have carried, and all stations known or suspected to have contained, any passengers or passenger suffering from any infectious disease.

To furnigate thoroughly all sleeping cars which are regularly in service at least once every thirty days.

And it is further ordered that every such Railway company be hable to a penalty in a sum not exceeding fifty dollars (\$50.00) for every failure to comply with any in a sum not exceeding fifty dollars (\$50.00) for every failure to do the provisions of this Order and that every Railway employee whose duty it is of the provisions of this Order, be liable to a penalty of not less than to carry out any of the provisions of this Order, be liable to a penalty or not less than to carry out any of the provisions of this Order, be liable to a penalty or not less than to carry out any out any out any of the provisions of the Order, be liable to a penalty of not less than two distincts (\$2.00) nor more than afteen dollars (\$1.00) for every failure to do so. The order of th

Order No. 18886 permits lift bridge to be operated on siding serving Meaford Manuforent Mactord Wheelbarrow Co., Limited, at Meaford. Engines using this siding will stop clear of bridge, sound whiste und not proceed until bridge has been properly cleared. The above named Companies are required to operate the bridge.

TORONTO-

By-law passed November 3rd, 1884, provides that the use of steam whistles on locumotives axcept when necessary in case of fire, possible collision or other energencies shall be discontinued within the city limits of Toronto and it is hereby ordered that the bell must be continuously sounded.

Order 4966 directs that all trains Westbound to or beyond the Union Station in Order 4966 directs that all trains Westbound to or beyond the Union Station in the City of Toronto, Province of Onario, are forbidden to cross Yonge Street, and are the City of Toronto, Province of Onario, are forbidden to cross Yonge Street and are the City of Toronto the West side of the said Yonge Street and that no by the semaphore standing on the West side of the said Yonge Street and that no by the semaphore standing on the West side of the said of the said of the said on the time table of the engines or cars except express cars containing this seasons of open lake anwegation, be shunted across or upon Yonge Street during the same in the time table rules that the thours of 1.00 p.m. and 2.00 october the engines and Conductors of the make this order known to the men in the cabs of the engines and Conductors of the make this order known to the men in the cashs of the engines and Conductors of the make this order known of the trains and that any engine driver or Conductor who shall be governing Toronto terminals and that any engine driver or Conductor who shall be governing Toronto terminals and that any engine driver of Conductor who shall be governing Toronto terminals and that any engine driver of Conductor who shall be governing Toronto terminals and that any engine driver of Conductors of the said by Streets, shall not exceed to rule is and our between the hours of 7.00 a.m. and 12.00 octobe midzight from the 1st day of May until the 18th 0 October of each and 12.00 octobe midzight from the 1st day of May until the 18th 10 October of each and 12.00 octobe midzight from the 1st day of May until the 18th 10 October of each and 12.00 october midzight of the midded Dollars are equipped with the every year. Penalty of One Hundred Dollars for every lather to said the first through main line passenger trains, unless such freight cars in its through passenger service when its buggage out sort trains the ears must not be loaded beyond

Suco niteriors.

Order No. 1225 (Extract) At least 86 per cent. of the number of cars in every train must be equipped with air rankes in good working order. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes, the engine is attached to a train, the engineer of the leading engine shall operate the brakes. Every road locomotive engine shall be equipped with a step or steps and hand holds on Every switching or giptor of every such engine, sufficiently wide for a state of the tense and the every such engine, sufficiently wide for a bot tense hand to every evided on the plot of every such engine, sufficiently wide for a bot tense to the tense wide, the back of of the engine shall be protected by a board not less than two inches high and if cut in such foot boards shall be protected by a board mot less than two inches high, and if cut in the centre, the inner end shall be protected in like manner. Yee miles in any one direction against the current of traffica agreater distance than two lens hall raily and growering the boarding of lumber, logs and stone upon Master Car Builders' Association, governing the boarding of lumber, logs and stone upon Master Car Builders' Association, governing the boarding of lumber, logs and stone upon more cars, and the loading and carrying of structural material, place. Whater stand pipes and no material of any kind shall be carried upon the roots of cars. Water stand pipes and no material of any kind shall be carried upon the roots of cars.

of the stand-pipe shall, when not in use, be fartened 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.

53. Where passenger cars markers shall be displayed 55 equipped with marker sockets in the such lower sockets.

WORKING INSTRUCTIONS IN CONNECTION WITH GENERAL ORDER No. 107

OF THE BOARD, OF RAILWAY COMMISSIONERS FOR CAMDA

To all Conductors, Engluement, Trainment and other Employees concerned.

Conductors, Engluement or Trainment who discover or receive notice of the existence hand location of a fire birring upon or near the right-of-way, or of a fire which threatens hands adjacent to the right-of-way, of a dire which threatens hands adjacent to the right-of-way, or of a fire which threatens hands adjacent to the right-of-way, or of a fire which threatens hands adjacent to the right-of-way, or of the fire protesses by wire to the Sperimenters, given the right of each fire by three short based on the repeated veice.

Enginement, on discovering or receiving now which, respected veice and the proper shall daming to engine shall not be opened while running athead, nor fire it was been to the such action in order to have engine steam properly and it is in chasedor to take such action in order to have engine steam properly and it is in chasedor to take such action in order to have engine steam properly and it is in chasedor to take such action in order to have engine steam properly and the carbon of the purpose) unless entinguished immediately before and of crawy while running. Burning or anoudiering waste taken from his lower of the purpose of crawy while running threatens and Operators.

All employees having received instructions to report fires occurring on or adjacent to develope the carbon of the purpose of the purpose of the purpose of the carbon of the purpose of the purpose of the purpose of the carbon of the purpose of th

engine, said orgine must be examined upon arrival at its termina and a successive length of its condition.

Penalty—
Penalty—
Penalty—
If any employee or other person included in the said regulations, fails or neglects to obey the same, or 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."

NJURIES 0 PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES

- In assisting in providing mydical relief for persons in ured, the company has in view humanitarian consideration and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.
- 2. In performance of this humanitarian daty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be initied to rendering first add only. First aid mean such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no direturbles for such person to be performance of the Company's premises. Under no direturbles such as setting fractures, etc. The surgical operations or claborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Tanaportation Officer on duty. This officer is usually the Chief Despatcher of the District.
 - 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.
 - 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.
- b. Where it is impossible to reach friends or Municipal Authorities such as in cases occurring in the night or in rural districts, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the narrest general hospital. At the same time all concerned, including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made and particulars of this should appear on the casualty report.

LIST OF COMPANY'S SURGEONS—ONTARIO L

B. L. RIORDAN, M

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

BracebridgeGuelph to West Semaphore Limeliouse, to North Semaphore Alma, to East Semaphore Breslau.	emaphore			South Semaphore Brucefield to North Semaphore Denfield. Fort Eric, inclusive, to East Semaphore Welland Fort Eric, inclusive, to Markhamer of South Semaphore Jet, and West Semaphore Ridgeway.	Gjercaira, and to North Senaphore Augus. Bertram, T. AJunction Cut to West Senaphore, Dumifreis. Hopkins, NEast Semaphore Wainfleet to East Senaphore Canfield Jct. to East Senaphore Musicon. Senaphore Musicon.				West Semaphore Weston to Frast Semaphore Drantford to Cainsville, inclusive, to East Semaphore Phore Burford. Use Semaphore Userswal to East Semaphore				Ross, W. A	N STREET DISTRICT STA
PORT ROWANMeek, ETown of Port Rowan. PORTER, A. SSouth Semaphore Sundridge to North Bay. Johnston, A. C	PORT DOVERCook, A. NTown of Port Dover. PORT ELGINVeitch, GSouth Semaphore Turner's to Southampton, Port ElginVeitch, GSouth Semaphore	COLBORNE Mulligan, F. W Petrolia Town. COLBORNE McKenzie, E. A Port Colborne to West Semaphore Ridgeway, to COLBORNE McKenzie, E. A Port Colborne Wainfleet and to South Sema- phore Welland let.	PARKEHLL	PARIS	::	Brandon, E Ardagh, A. E Ardagh, A. P	Nogwicel	MILVERTON	London to West Semaphore Waubuno, to East Semaphore Komoka, to North Semaphore English Semaphore University Semaphore University Semaphore Denfield.	::	NGERSOLL McKay, A West Semaphore Beachville to West Semaphore Event Semaphore Capable Company of the Manubuno. Jacques, W. West Semaphore Javis to East Semaphore Capable to East Semaphore Design to East Semaphore Capable to March Semaphore Design to East Semaphore Desig	Howland, F. L		STATION SURGEON DISTRICT
and to South Senaphore Unionville.	Walters W. R	WinderAMKedmond, N. C	Wighton to South Semaphore Animoro. Wighton to South Semaphore Animoro. Wighton Animoro. Wighton Animoro. Mindson. Mindso	Thomas, R. ACity of Toronto and Don. Thomas, R. ACity of Toronto and Don. Thomas, G. MEast Semaphore Moulton and East Semaphore Welland Jct. L. L., to North Semaphore Alianburg Jct.	Norwich, B. & 1. Tokonto AND Orifith, R. C Semaphore Burlington, and to South Semaphore PAREDALEGriffith, R. C Concord. Concord. Piredan, R. I City of Toxonto and Don.	Robertson, LCity of Stratford, Stratford to East Semaphore Dublin. TillsonburgBennett, W. REast Semaphore Delhi to East Semaphore Aylmer and from Tillsonburg to West Semaphore	STRATFORDDeacon, G. RCity of Stratford, Stratford to East Semaphore Bright to West Semaphoce New Hamburg. Robertson, J. ACity of Stratford, Stratford to West Semaphore St. Paulis.	Lucah. Lucah. Semaphore Komoka to West Semaphore Komoka to West Semaphore Wannered.	Sr. THOMASGustin, E. WEast Semaphore Aylmer to West Semaphore Lawrence, F. OLawrence, F. OLawrence, CLawrence, T. Mary's to North Semaphore Thorndale to Sr. Mary's to North Semaphore St. Paul's to West Semaphore St.	Sr. CATHARINES	South Semaphore Turner's to SouthAmpton, South Semaphore Turner's to SouthAmpton, inclusive.	Statorth. SincosStanton, G	AASAA. JAMA AN	STATION SURGEON DISTRICT STATION SURGEON DISTRICT Orio W West Semaphore Wanatead to Sarnia, inclusive,

DUNDAS......
DUNNVILLE.... COLLINGWOOD.

FORT ERIE ...

Снатнам... CARGILL... BRUSSELS.

BRAMPTON ...

BERLIN.... BEETON ... AURORA... ALLANDALE...

STATION

Division Surgeon, Toronto, Ont. STATION SURGEON DISTRICT STATION SURGEON DISTRICT SARMALogic, WWest Semaphore Wanstead to Sarnia, inclusive, SarmontraBurrows, F. JEast Semaphore Dublin to West Semaphore Seasors. Station, GWest Semaphore Jarvis to East Semaphore Delini, Semaphore Deli	6. The instructions of telegraph if necessary so that such other medical services as a color medical services are former and General Auditor. 7. Employees of the Co. The instruction of the physician at a stand will not include services of a physician at a premises or adjacent thereto.
ES I.D., Division Surgeon, Toronto, Ont. STATION SURGEON STATION SURGEON SARMALogic, W	cicions of the Transportation may so that a copy may accome for the army so that a copy may accome for the forest and fores
DISTRICT DISTRICT Semaphore Wanatead to Sarnia, perolia, Branch, and form Sarni.	6. The instructions of the Transportation Officer should be given in writing, or by telegraph if necessary so that a copy may accompany the medical accounts for first aid or such rother medical services as may be authorized for the information of our Chief Medical Officer and General Auditor. 7. Employees of the Company, whether authorized to do so ruot, 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.
inclusive	g, or by st aid or Medical alling for ald only smpany's

INSTRUCTIONS TO PASSENGER TRAIN CONDUCTORS, BRAKEMEN AND PORTERS

The attention of to the requirements of Instructions. Passenger Train Conductors, Brakemen and Baggagemen is called Rules 256 and 293 of the Book of Operating Rules and General

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 Brakeman 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 assistance and the coach so that they may, after assistance in loading and unloading baggage and 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 feaving station in advance) three times

INSTRUCTIONS GOVERNING THE USE BAKER HEATERS OF

 The heater should be kept half full of coal at all times. be allowed to get below top of worm. The coal should never

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.)

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 amount of heat required. With both dampers closed the air will not be too warm at any time, and 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 drafts, producing a rapid fire, which instead of warming the car, stops the drivial or and creates gases.

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 cold and hot water—must necessarily be slow, and that a forced fire will do no good, but will only cause the effects mentioned above.

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 which the fire is very low and no pressure on. Pipes should be warm all around before passengers enter car.

YARD BOARDS ARE FOLLOWS: LOCATED

Allandale. . 6450 ft. South of Passenger Depot 11th District

12th District

Gravenhurst	0rillia
renhurst. 5818 North of Passenger Depot. wenhurst. 3100 'South of Passenger Depot. taville. 2207 North of Passenger Depot. taville. 3020 'South of Passenger Depot. taville. 3024 'South of Passenger Depot. ander 5500 North of Passenger Depot. ander 2450 'South of Passenger Depot.	North of Passenger Depot. North of Passenger Depot. North of Passenger Depot.
	(On Midland Sub-Division-

South of Passenger Depot North of Passenger Depot South of Passenger Depot 13th District.

Allandale....
Collingwood.
Collingwood.
Meaford....
Penetang... Georgetown (N. N.W. Yard) 1113 ft. 4610 " 2300 " South of South Switch, at N. & N.W. Yard North of Passenger Depot. South of Passenger Depot. South of Passenger Depot. 14th District.

.5878 ft. .4582 " .5800 " .3615 " t. North of Passenger Depot.
South of Passenger Depot.
North of Passenger Depot.
South of Passenger Depot.
South of Passenger Depot.

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

SPEED SCHEDULE

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Time per Mile. I min. 37 see 1 " 36 " 1 " 35 " 1 " 34 " 1 " 33 " 1 " 32 "	. per	 r Mile. 15 sec. 14 " 13 " 11 "	Time per 2 min. 2 "	Miles per Hour. T 26.67 2 26.87 2 27.07 2 27.27 2 27.48 2 27.69 2	Mile. 53 sec. 52 " 51 " 50 " 49 "	Time per l 2 min. E 2 " E 2 " E 2 " E	3	per Mile. 32 sec. 30 " 29 " 28 "	Time per 3 min. 3	r.	Sec.	Time per IV 5 min. (2 " (0 " (8 " 34 7 " 3(Miles per Hour. 4.00 5.00 6.00 7.00 8.00 9.00

D. J. QUINLAN,
OHIEF TRAIN DESPATCHER,
ALLANDALE, ONTARIO

FAIR WEATHER ENGINE RATING-BARRIE DIVISION

:	:	:		:	:	:	. :	:	1550	1825	Engines 500 Class Mikado		
i		:	:	:	i	:	:	į	1075	950	Engines 100 Class Pac. Type Freight	WEST OR NORTH	
· [:	:	:	:	:	:	:	:	1425	1250	600 and 700 Class Super- Heater		
1	:	:	:	1900	1800	i	:		1225	1050	Engines 600 and 700 Class Con- solidation		
:	1100	:	i	1050	1050	1100	800	1100	875	750	Engines 1200, 1300 and 1400 Class		
:	900	i	i	880	850	900	676	900	700	600	Engines 1000 Class		
- 800	750	575	700	600	600	700	575	750	600	500	Engines 2431 to 2528 Class		
525	67.6	525	850	550	550	650	525	675	550	450	Engines Engines 2451 to 2392 to 2526 Class 2430 Class		
475	600	475	600	500	500	600	475	600	500	400	Engines 2000 and 2100 Class		
:	;	i		:	:	:	•	:	:	:	MF		
Collingwood and Beston	Allandale and Midiand and Return (via Tay)	Allandale and Penetang	14th DISTRICT Allandale and Meaford	Palgrave and Hamilton	18th DISTRICTAllandale and Palgrave	South River and North Bay	Gravenhurst and South River	12th DISTRICT	King and Allandale	11th DISTRICTToronto and King	DEAD FREIGHT MANIFEST PREIGHT		
625	600	800	575	700	. 800	375	500	600	500	500	Engines 2000 and 2100 Class		
67.6	675	550	650	750	550	425	550	675	550	660	Engines Engines 2392 to 2431 and 2430 Class 2528 Class		
625	750	800	700	800	600	475	800	750	600	600	Engines 2431 and 2526 Class		
:	900	:		1200	850	875	700	900	700	700	Engines 1000 Class	EAS	
:	1100	:	i	1400	1080	700	850	1100	875	875	Engines 1200, 1300 and 1400 Class	EAST OR SOUTH	
:	• :	:	:	1700	1800	1	1	· i	1200	1200	Engines 600 and 700 Class Con- solidation	TH	
:	i	:		1	1	1	:	:	1400	1400	600 and 700 Class Super- Heater		
	1	1	1	:	i	1	:		1075	1075	Engines 100 Class Pac. Type Freight		
i	1	l	1	1	1	1	1	1	1500	1500	Engines 500 Class Mikado		

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

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