

CANADIAN NORTHERN RAILWAY

[EASTERN LINES]

ONTARIO DISTRICT

NIPISSING AND SUPERIOR DIVISIONS

TIME **11** TABLE

TAKING EFFECT AT 24.01 O'CLOCK

MONDAY, DEC. 3, 1917

For the Information and Government of Employees Only

DESTROY ALL FORMER TIME TABLES

GOVERNED BY EASTERN STANDARD TIME

The Superior Direction is East or South, and East or South Bound Trains as indicated in this Time Table are superior to trains of the same class in the opposite (inferior) direction.

The Company's Rules are printed separately in book form. Every employee whose duties are connected with the movement of trains must have a copy of them and of the current time table accessible when on duty.

Read Special Rules and Instructions carefully; important changes have been made.

S. J. HUNGERFORD,

General Manager,
TORONTO, ONT.

W. R. KELLY,

Superintendent,
CAPREOL, ONT.

D. CROMBIE,

General Superintendent,
TORONTO, ONT.

G. A. HOAG,

Superintendent,
HORNEPAYNE, ONT.

NIPISSING DIVISION

	Miles
Rideau Jct. to Brent (Pembroke Sub-division).....	157.8
Brent to Capreol (North Bay Sub-division).....	144.8
Parry Sound (Freight Station) to Capreol (Sudbury Subdivision).....	127.0
Key Jct. to Key Harbour.....	6.2
Sudbury Jct. to Sudbury.....	5.2
Connecting Track (To Algoma Eastern).....	2.4
Garson Jct. to Garson.....	3.7
Capreol to Foleyet (Ruel Subdivision).....	148.3
Milnet to Sellwood.....	5.2
	600.6

J. B. SMITH, Trainmaster, Capreol, Ont.

SUPERIOR DIVISION

	Miles
Foleyet to Hornepayne (Oba Sub-division).....	148.1
Hornepayne to Jellicoe (Long Lake Subdivision).....	150.5
Jellicoe to Port Arthur (Nipigon Sub-division).....	147.9
	446.5

Dispatching Office at Capreol, Ont.
Telegraph Call "K"

J. E. Cather,
L. B. Ladd,
H. A. Patterson, } Dispatchers.

SPECIAL INSTRUCTIONS—SUDBURY SUBDIVISION

1 (a). **Parry Sound.** The semaphore signal located 2000 feet south of the junction switch at Parry Sound junction is for the protection of trains occupying the MAIN TRACK in Parry Sound Yard and trains entering or leaving Parry Sound Freight Station Track. A train occupying the Main Track in Parry Sound Yard or trains entering or leaving Parry Sound Freight Station Track must be protected by this semaphore signal against all northbound schedule trains. All northbound first and second class trains approaching Parry Sound Yard must approach semaphore signal prepared to stop regardless of indication and see that the track is clear before passing, moving at a speed to ensure safety between there and Seguin River Bridge. All other northbound trains will be governed by Rule 93.

(b). All trains backing between the main track junction switch and Parry Sound Freight Station must have air whistle signal on front end of leading car, the whistle must be sounded while train is moving backward and speed must not exceed Six (6) miles per hour.

(c). **Parry Sound Industrial Spur.**—Joint Section is indicated by "Joint Section" location boards. C.N.R. engines have right to this track daily from 12.01 to 24 o'clock but verbal permission to use same must first be obtained from C.N.R. Operator, Parry Sound. C.P.R. engines have right to this track from 24.01 to 12.00 o'clock. When either Company desires to use this joint section during the hours assigned to the other Company train orders must be obtained from the other Company.

2 (a). **Key Jct.** Trains on Key Harbour Subdivision may leave Key Harbour without Terminal Clearance.

(b). The position of the West Wye switch at Key Jct. is normal when set for the north leg of Wye.

3 (a). **Sudbury Jct.** The position of the West Wye switch at Sudbury Jct., is normal when set for the south leg of Wye.

(b). All trains must approach and pass through Sudbury Jct. Yard under control, and all engines and trains must use caution in moving around Sudbury Jct. Wye expecting to find trains turning thereon.

4 (a). **Sudbury.** The position of the junction switch at Algo is normal when set for Main Track Sudbury to Sudbury Jct.

(b). Algoma Eastern Railway trains have equal rights with C.N. Ry. trains in Sudbury Yard. All trains must therefore approach and pass through this yard cautiously, prepared to stop unless the main track is seen or known to be clear.

(c). The Connecting Track from Algo to C.N. Jct. (the junction of the Connecting Track with the Algoma Eastern Ry.) is a part of Sudbury Yard. All trains between Algo and C.N. Jct. will be governed by Rule 93.

(d). The switching on the Connecting Track will be performed exclusively by the A.E. Ry. between the hours of 10 o'clock and 22 o'clock, and exclusively by the C.N. Ry. between the hours of 22 o'clock and 10 o'clock. Switching movements must not be made by one Company in the exclusive period of the other.

(e). The responsibility for having the main track clear of cars for regular trains rests on each Company for its exclusive switching period, but all trains will move over this Subdivision under control, and expecting to find the track occupied.

(f). All trains on the Connecting Track must, before passing over the C.P.R. (Stobie Subdivision) crossing at grade, stop, and

not proceed until a Trainman goes ahead to the diamond and takes charge of crossing. If the crossing is clear and no C.P.R. trains approaching a proceed signal will be given by the Trainman and must be acknowledged by two long blasts of engine whistle after which the train may proceed.

(g). Trains on the Connecting Track may leave C.N. Jct. and Algo without Terminal Clearance.

5. Track Garson Jct. to Garson Mine is part of Sudbury Jct. yard. No engine or train must move between Garson Jct. and Garson Mine without verbal permission from the Agent at Sudbury Jct. or instructions from the Train Dispatcher on duty.

6. Conductors of trains not required to stop at Key Jct. and Sudbury Jct. must deliver "O.S." slip to Operators who will register the train and file slip; failing to deliver slip to Operators Conductor must register train.

7. The first track in front of Capreol station to the Junction switch immediately West of station will be considered Sudbury Subdivision Main track, and all switches on this piece of track will be normal when set for this track; including the Junction switch which connects this Subdivision to the Ruel Subdivision.

REGISTERING POINTS

Parry Sound.	Key Jct.	Capreol
Sudbury Jct.	Sudbury	Algo, for No. 325

BULLETIN POINTS

Parry Sound.
Key Jct. for Key Harbour Subdivision only.
Sudbury.
Capreol.

WATER TANKS

Burton.....	Mileage	31.9
Garson Lake.....	"	119.1

RAILWAY CROSSINGS AT GRADE

With C.P.R., Interlocked.....	Mileage	98.8
With C.P.R., Interlocked.....	"	108.0
With C.P.R., Not Interlocked.....	On Algoma Connection	

SPURS

	Mileage		Mileage
Zebra.....	S .. 15.0	Farmlands.....	N .. 87.3
Boakview Mills.....	N .. 16.9	McVittie.....	N .. 91.3
International.....	S .. 21.5	Wanup Pit.....	S .. 94.8
Hocken.....	N .. 21.7	Greens.....	S .. 124.8

FLAG STOPS FOR TRAINS 23 AND 24

Zebra.....	Mileage	15.0
Farmlands.....	"	87.1
McVittie.....	"	91.3
Still River, only for passengers to or from Parry Sound, Sudbury or beyond.....	"	44.7

Nos. 1 and 2 will stop at any station south of Capreol for passengers to or from Port Arthur or beyond, and will stop at Farmlands for Toronto passengers.

TIME TABLE No. 11, TAKING EFFECT DECEMBER 3, 1917

Northbound Trains Inferior Direction				Miles from Perry Sound	Water, Wye, Coal	Car Capacity of Passing Tracks	SUDBURY SUBDIVISION		Telegraph Calls	Southbound Trains Superior Direction				
Second Class		First Class					STATIONS Telegraph Offices			First Class		Second Class		
23 Mixed L Monday, Wed., Friday	43 Freight L Monday Wed., Friday		1 Passenger L Daily							2 Passenger A Daily		24 Mixed A Tuesday Thursday Saturday	44 Mixed Monday Wed., Friday	
.....	15.30		3.25	0.0	WTC	.....	PARRY SOUND...DNT	JU	11.20	.....	19.30	.....	
.....s	16.05		3.46	9.1	.....	45	9.1.....WAUBAMIK.....T	f	10.53	.....	s 18.50	.....	
.....f	16.35		4.05	17.5	W	45	8.4.....BOAKVIEW.....T	f	10.31	.....	f 18.15	.....	
.....s	17.00		4.18	23.3	.....	43	5.8.....DEER LAKE...DT	DK	f 10.15	.....	s 17.45	.....	
.....f	17.15		.....	26.7	.....	.....	3.4.....Bolger.....	f	10.04	.....	f 17.20	.....	
.....f	17.40		4.39	31.9	W	.....	5.6.....BURTON.....	.....	9.47	.....	f 17.00	.....	
.....f	17.50		.....	32.3	.....	42	2.5.....South Magnetawan...T	g	9.40	.....	f 16.50	.....	
.....f	18.05		.....	34.8	.....	.....	4.2.....North Magnetawan.....	.....	.....	.....	f 16.35	.....	
.....f	18.12		4.59	39.0	.....	36	2.1.....SALINES.....T	f	9.24	.....	f 16.30	.....	
.....f	18.45		5.18	41.1	.....	40	8.8.....MOWAT.....T	f	9.04	.....	f 16.00	.....	
.....f	19.05		5.32	49.9	W	29	7.0.....CRANBERRY.....T	.....	8.48	.....	f 15.30	.....	
.....s	19.50		5.50	56.9	.....	34	8.3.....KEY JCT.....DT	KY	f 8.25	.....	s 15.00	.....	
.....f	19.55		.....	65.2	WYC	.....	1.6.....Pickerel River.....	g	8.19	.....	f 14.30	.....	
.....f	20.05		.....	66.8	.....	.....	2.2.....Hartley Bay.....	g	8.14	.....	f 14.20	.....	
.....f	20.20		6.07	70.0	.....	46	4.1.....BAYSWATER.....T	.....	8.04	.....	f 14.05	.....	
.....f	20.55		6.26	73.1	.....	44	8.9.....PORLOCK.....T	.....	7.44	.....	f 13.35	.....	
.....f	21.35		6.50	82.0	W	44	10.9.....WATERFALL.....	.....	7.20	.....	f 12.55	.....	
.....s	21.50		.....	92.9	.....	.....	4.6.....Quartz.....T	.....	.....	.....	s 12.35	.....	
.....f	22.00		7.06 ²	97.5	.....	49	2.3.....ST. CLOUD.....	.....	7.06 ¹	.....	f 12.20	.....	
.....	.....		.....	99.8	W	.....	7.0.....South Coniston.....	.....	.....	.....	.....	.....
.....s	22.30		7.26	106.8	.....	47	1.4.....CONISTON.....DT	CN	f 6.46	.....	s 11.50	.....	
.....	22.45	8.05	7.40	108.2	.....	42	4.5.....SUDBURY JCT...DT	JN	s 6.35	.....	11.30	20.30
.....	23.00		7.45	112.7	Y	.....	1.2.....Garson Jct.....	.....	.....	.....	10.20	.....	
.....	23.30	8.30	.....	113.9	.....	19	7.6.....BERTRANDS.....	.....	.....	.....	9.55	20.00
.....f	23.35	s 8.35	8.04	119.1	W	42	1.3.....HANMER.....D	H	f 6.11	.....	f 9.50	s 19.50	
.....	23.50	8.50	8.15	121.5	.....	.....	4.2.....CAPREOL...DNT	CA	6.00	.....	9.30	19.30
.....	Mixed A Monday Wed., Friday 23	Freight A Monday Wed., Friday 43	Passenger A Daily 1	EASTERN TIME		Passenger L Daily 2	Mixed L Tuesday Thursday Saturday 24	Mixed Monday Wed., Friday 44	
g denotes stop for Toronto passengers													

Westbound Trains—Inferior Direction						Miles from Sudbury Jct.	Water, Wye, Coal	Car Capacity of Passing Tracks	SUDBURY TERMINALS		Telegraph Calls	Eastbound Trains—Superior Direction					
Third Class					Second Class				Third Class								
323 Mixed L Mon., Wed., Friday	343 Mixed L Mon., Wed., Friday	333 Algoma Mixed L Daily except Sunday	301 Mixed L Daily	303 Mixed L Daily	325 Mixed L Tues., Thurs., Sat.				302 Mixed A Daily	344 Freight A Mon., Wed., Fri.		304 Mixed A Daily	324 Mixed A Tues., Thurs., Sat.	332 Algoma Mixed A Daily except Sunday	326 Mixed A Monday Wed., Friday		
22.55 ³²⁵	20.40	.....	7.50 ³⁰⁴ ₃₄₄	6.40 ³⁰²	10.25	0.0	Y	.....	DT SUDBURY JCT.	JN	6.20 ³⁰³	7.50 ³⁰¹	7.25 ³⁰¹	11.20	.....	22.40 ³²³
23.10	20.55	11.05 ³²⁴	8.05	6.55	10.40	3.8	.....	.....	3.8 Algo	.....	6.05	7.30	7.15	11.05 ³³¹	15.05	22.25
23.15	21.00	11.10	8.10	7.00 ³⁰⁴ ₃₄₄	10.45 ³²⁴	5.2	WYC	.....	1.4 SUDBURY	DU	6.00	7.25 ³⁰³	7.10 ³⁰³	11.00 ³²⁵	15.00	22.20
									DNT								
									EASTERN TIME			L Daily 302	L Mon., Wed., Fri. 344	L Daily 304	L Tues., Thurs., Sat. 324	L Daily except Sunday 332	L Monday Wed., Friday 326

TIME TABLE No. 11, TAKING EFFECT DECEMBER 3, 1917

Westbound Trains— Inferior Direction			Miles from Rideau Yard	Water, Wye, Coal	Car Capacity of Passing Track	PEMBROKE SUBDIVISION		Telegraph Call.	Eastbound Trains— Superior Direction			
Third Class		STATIONS Telegraph Offices				Third Class						
	83 Freight L. Mon., Wed., Fri.	81 Mixed L. Tues., Thurs., Sat.							80 Freight Mixed A Daily ex. Sun.			
	9.00	13.10	0.0	WYC	55RIDEAU JCT.....TDN	RJ		18.15			
	f 9.20	f 13.35	5.3		55	5.3BELLS CORNERS.....	f		17.45			
	f 9.45	f 14.00	11.5		55	6.2SOUTH MARCH.....T	f		17.20			
	f 10.05	f 14.20	16.2		44	4.7MALWOOD.....	f		17.00			
	f 10.15	f 14.26	18.1			1.9Dunrobin.....	f		16.45			
	f 10.30	f 14.40	21.5		55	3.4WOODLAWN.....DT	WD	f	16.30			
	f 10.55	f 15.05	27.5		55	6.0FITZROY.....	f		16.00			
	f 11.25	f 15.30 ⁸⁰	34.3	W	50	6.8PONTIAC.....T	f		15.30 ⁸¹			
	f 11.45	f 16.05	39.0			4.7Norway Bay.....	f		14.50			
s	12.00	s 16.15	41.9		57	2.9BRISTOL.....TD	SO	s	14.35			
f	12.25	f 16.50	48.2		55	6.3CLARENDON.....	f		13.55			
f	12.45	f 17.20	53.2		55	5.0PORTAGE DU FORT.....	f		13.30			
f	13.05 ⁸⁰	f 17.50	60.0		55	6.8FORRESTERS FALLS.....DT	FO	f	13.05 ⁸²			
s	13.45	s 18.25	66.6	WC	55	6.6BEACHBURG.....TD	BU	s	12.45			
f	14.15	f 19.00	73.8		55	7.2FINCHLEY.....	f		12.05			
s	14.45	s 19.30	80.7	WY		6.9Pembroke.....TD	KO	s	11.45			
f	15.05	f 20.00	85.7		55	5.0HIAM.....	f		10.35			
f	15.25	f 20.15	90.7	W	55	5.0ALICE.....T	f		10.20			
f	16.00	f 20.40	99.4		55	8.7INDIAN.....T	f		9.55			
f	16.25	f 21.00	105.3		55	5.9DAHLIA.....	f		9.35			
f	16.45	f 21.15	109.8	W	55	4.5KATHMORE.....T	f		9.20			
f	17.15	f 21.35	117.2		55	7.4ACHRAY.....	f		9.00			
f	17.55	f 22.05	127.3		55	10.1BRAWNY.....	f		8.30			
f	18.25	f 22.30	134.8	W	55	7.5AGNONE.....T	f		8.05			
f	19.05	f 23.00	145.0		55	10.2RADIANT.....T	f		7.35			
f	19.40	f 23.30	153.8		55	8.8ACANTHUS.....	f		7.10			
	20.00	23.59	157.8	WTC	77	4.0BRENT.....TDN	BR		7.00			
	A Mon. Wed. Fri. 83	A Tues. Thurs. Sat. 81				EASTERN TIME				L Daily ex. Sun. 80		

SPECIAL INSTRUCTIONS—PEMBROKE SUBDIVISION

The position of the junction switch at Rideau Jct. is normal when set for the main track Toronto to Hurdman. This switch is to be considered a "turnout," and speed through same must not exceed 10 miles per hour.

REGISTERING POINTS

Rideau Jct.

Brent

COMPARISON CLOCKS

Rideau Jct.

Brent

BULLETIN POINTS

Rideau Jct.

Brent

SPURS

SPURS			
Foran	W..	Mileage	7.8
Rock Farm	E..	"	8.4
Ritchies	W..	"	28.1
Pembroke Spur.....	W..	"	81.2
Cooperage	W..	"	83.1
Shook	W..	"	88.3

TIME TABLE No. 11, TAKING EFFECT DECEMBER 3, 1917

Westbound Trains— Inferior Direction				Miles from Brent	Water, Wye, Coal	Car Capacity of Passing Tracks	NORTH BAY SUBDIVISION		Telegraph Calls	Eastbound Trains— Superior Direction			
Second Class							STATIONS Telegraph Offices			Third Class			
			201 Mixed L Daily except Sunday									202 Mixed A Daily except Sunday	
			6.00	0.0	WTC		BRENT.....TDN	BR	21.00				
		f	6.20	4.0		57	GOVERNMENT PARK.....		f 20.35				
		f	6.45	10.2		57	DAVENTRY.....		f 20.10				
		f	7.15	17.7	W	57	ASCALON.....T		f 19.40				
		f	7.35	22.3		57	CORISTINE.....		f 19.25				
		f	8.05	30.6		57	KILRUSH.....		f 18.55				
		f	8.30	37.4		57	WASING.....		f 18.25				
		s	8.50	42.7	W	57	ALDERDALE.....TD	DA	s 18.00				
		f	9.15	48.7		57	ASTORVILLE.....		f 17.30				
		f	9.35	52.6		57	CALLANDER.....		f 17.10				
		A	10.05	61.4	WYC	53	NORTH BAY.....TD	NH	L 16.25				
		L	12.25	67.4		53	YELLEK.....		A 14.55				
		f	12.50	76.1	W	53	MEADOWSIDE.....		f 14.05				
		f	13.45 ²⁰²	81.6		53	HARFRED.....		f 13.45 ²⁰¹				
		f	14.10	86.0		53	SMOKY FALLS.....T		f 13.25				
		f	14.30	92.0		53	ASHBURTON.....		f 12.55				
		s	14.45	93.6			Field.....TD	FD	s 12.45				
		f	15.10	98.2	W	53	DESAULNIERS....T		f 12.15				
		f	16.00	107.4		53	AZEN.....		f 11.15				
		f	16.30	114.2		53	CHUDLEIGH.....T		f 10.50				
		f	17.00	122.1	W	43	CRERAR.....		f 10.25				
		f	17.35	130.8		53	SPAIDAL.....T		f 9.55				
		f	18.00	137.7		53	HAGARTY.....		f 9.30				
			18.30	144.8	WYC		CAPREOL.....TDN	CA	9.00				
			A Daily except Sunday 201				EASTERN TIME			L Daily except Sunday 202			

SPECIAL INSTRUCTIONS—NORTH BAY SUBDIVISION

REGISTERING POINTS

Capreol. Brent.

BULLETIN POINTS

Capreol. Brent.

COMPARISON CLOCKS

Capreol. Brent.

RAILWAY CROSSING AT GRADE

With T. & N.O. Ry.—Interlocked..... Mileage 60.5

SPURS

Foster.....	W....T	Mileage 34.9
Millfield.....	E.....	93.2
River Valley.....	W....T	102.8
Temagami Pit.....	W....	104.9
Gordons.....	W....	116.7
Manley Chew.....	E.....	134.3

FLAG STOP

River Valley.....	T Mileage 102.8
Massey Bay.....	" 134.3

TIME TABLE No. 11, TAKING EFFECT DECEMBER 3, 1917

Westbound Trains—Inferior Direction			Miles from Capreol	Water, Wye, Coal.	Car Capacity of Passing Tracks	RUEL SUBDIVISION	Telegraph Calls.	Eastbound Trains—Superior Direction			
Third Class	Second Class	First Class						First Class	Third Class		
201 Freight L Daily	43 Mixed L Mon., Wed., Fri.	1 Passgr. L Daily				STATIONS Telegraph Offices		2 Passgr. A Daily	44 Mixed A Mon. Wed., Fri.	46 Mixed A Mon. Wed., Fri.	
2.00	9.00	8.25	0.0	WYC	.....	CAPREOL.....T DN	CA	5.45	19.00	.....	.....
2.16	f 9.15	8.35	5.1	.....	38	5.1 NANDAIR.....	.....	5.31	f 18.35	.....	.....
2.30	s 9.30	s 8.45	9.1	W	32	4.0 MILNET.....D	SJ	5.20	18.15	.....	.....
.....	9.35	.....	.....	.....	.....	5.2 MILNET.....	.....	.....	.....	10.35	.....
.....	9.55	.....	.....	Y	.....	5.2 SELLWOOD.....	SW	.....	.....	10.15	.....
2.30	10.55	8.46	9.1	W	32	7.4 MILNET.....D	SJ	s 5.20	s 17.45	.....	.....
2.54	f 11.20	9.00	16.5	.....	48	7.7 ANSTICE.....	.....	5.04	f 17.05	.....	.....
3.18	f 11.45	9.15	24.2	W	33	5.1 RAPHOE.....T	.....	4.48	f 16.35	.....	.....
3.35	f 12.05	f 9.26	29.3	.....	39	7.0 CAIPHA.....	.....	4.38	f 16.10	.....	.....
4.25 ^a	f 12.30	f 9.40	36.3	.....	42	10.4 THORLAKE.....	.....	4.25 ²⁰¹	f 15.35	.....	.....
4.55	f 13.15	f 10.01	46.7	.....	43	4.9 FELIX.....	.....	4.06	f 14.50	.....	.....
s 5.10	13.45	f 10.15	51.6	WY	43	7.5 RUEL.....D	RU	f 3.55	14.30	.....	.....
5.32	.....	10.28	59.1	.....	56	4.9 STUPART.....	.....	3.40	.....	.....	.....
5.47	.....	f 10.37	64.0	.....	55	4.8 KASHBAW.....T	KA	f 3.30	.....	.....	.....
6.02	.....	10.46	68.8	W	56	8.2 OSTROM.....	.....	3.20	.....	.....	.....
6.30	.....	11.01	77.0	Y	56	9.7 MAKWA.....	.....	3.03	.....	.....	.....
7.10	.....	f 11.20	86.7	WC	56	9.0 GOGAMA.....D	GO	f 2.45	.....	.....	.....
7.45	.....	11.38	95.7	.....	56	9.4 BETHNAL.....	.....	2.25	.....	.....	.....
8.20	.....	11.56	105.1	W	56	10.7 STACKPOOL.....T	.....	2.08	.....	.....	.....
9.00	.....	12.16	115.8	.....	56	9.7 GLADWICK.....	.....	1.48	.....	.....	.....
9.35	.....	12.35	125.5	W	56	7.7 TIONAGA.....T	.....	1.29	.....	.....	.....
10.05	.....	12.50	133.2	.....	56	4.4 KUKATUSH.....	.....	1.14	.....	.....	.....
10.22	.....	12.58	137.6	.....	56	10.7 PALOMAR.....T	.....	1.05	.....	.....	.....
11.00	.....	13.20	148.3	WYC	.....	FOLEYET.....DN	FY	24.45	.....	.....	.....
Freight A Daily 201	Mixed A Mon., Wed., Fri. 43	Passgr. A Daily 1				EASTERN TIME		Passgr. L Daily 2	Mixed L Mon. Wed., Fri. 44	Mixed L Mon. Wed., Fri. 46	

SPECIAL INSTRUCTIONS—RUEL SUBDIVISION

1. All trains backing between Milnet and Sellwood must have air whistle signal on front end of leading car, the whistle must be sounded while train is moving backward, and speed must not exceed Fifteen (15) miles per hour.

2. The station protection signal located south of the south switch of Sellwood Wye is for the protection of engines while working on the main track. All northbound trains must be governed strictly by the indication of this signal. Engines must not occupy any portion of the main track in Sellwood Yard south of the north main track switch of Wye unless this station protection signal indicates stop.

3. Conductors of trains not required to stop at Milnet must deliver "O.S." slip to Operator who will register the train and file slip; failing to deliver slip to Operator, Conductor must register train.

4. The position of the main track switch immediately west of Capreol station, which forms the connection between the Ruel and Sudbury Subdivisions, is normal when set for the main track Port Arthur to Toronto. This switch is to be considered a "turnout" and speed through it must not exceed five (5) miles per hour.

5. The position of the Sellwood Branch Junction switch is normal when set for the main track Port Arthur to Toronto. This switch is to be considered a turn-out and speed through it must not exceed ten (10) miles per hour.

REGISTERING POINTS

Capreol. Milnet. Sellwood.
Ruel.—(For Nos. 43 and 44). Foleyet.

BULLETIN POINTS

Capreol. Foleyet.

COMPARISON CLOCKS

Capreol. Foleyet.

SPURS

Copwood.....	E.....	Mileage 6.5
Clemow.....	E.....	" 29.8
Arnold and Bell.....	W.....	" 35.0
Ainslie.....	E.....	" 44.9
Marshay.....	E.....	" 45.5
Spanish.....	E.....	" 49.4
Benoit.....	E.....	" 71.0

FLAG STOPS

Logging points for Nos. 43 and 44.

Local passengers will be handled on freight trains (freight train permits not required) to or from stations Kashbaw to Port Arthur at which trains Nos. 1 and 2 are not scheduled to stop. Nos. 1 and 2 will stop at Ruel or any station west thereof, except Kukatush, for passengers to or from Sudbury or Port Arthur or beyond, but will stop just east of bridge Mile 134.6 (Ground Hog River) instead of Kukatush to receive or discharge passengers.

TIME TABLE No. 11, TAKING EFFECT DECEMBER 3, 1917

Westbound Trains— Inferior Direction				Miles from Foleyet	Water, Wye, Coal	Car Capacity of Passing Track	OBA SUBDIVISION		Telegraph Calls	Eastbound Trains— Superior Direction			
Third Class	201 Freight Daily	First Class	STATIONS Telegraph Offices				First Class	2 Passenger A Daily					
		1 Passenger L Daily											
.....	12.00	.....	13.30	0.0	WYC	.....	.....FOLEYET.....TDN	FY	24.35	.....		
.....	12.30	.....	13.49	9.6	.....	56	.....SHAWMERE.....		24.15	.....		
.....	13.00	.....	14.06	18.7	W	56	.....MISSONGA.....T		23.57	.....		
.....	13.30	.....	14.24	28.2	.....	65	.....OATLAND.....		23.38	.....		
.....	14.00	f	14.42	37.8	W	56	.....AGATE.....D	AG	f	23.19	.....	
.....	14.25	.....	14.58	46.1	.....	56	.....DUNRANKIN.....		23.02	.....		
.....	14.40	.....	15.07	50.8	.....	56	.....ILKESTONE.....		22.53	.....		
.....	15.00	f	15.20	57.3	W	56	.....PETERBELL.....T		22.40	.....		
.....	15.55 ¹	.....	15.35 ²⁰¹	65.0	.....	56	.....ARGOLIS.....		22.25	.....		
.....	16.30	f	15.54	75.0	WC	56	.....FIRE RIVER.....N	F	f	22.06	.....	
.....	17.00	.....	16.12	83.8	.....	56	.....DISHNISH.....		21.49	.....		
.....	17.25	.....	16.27	91.2	W	56	.....MINNIPUKA.....T		21.35	.....		
.....	18.00	.....	16.45	101.2	.....	56	.....NESWABIN.....		21.15	.....		
.....s	18.30	.....s	17.03	109.3	WY	56	.....OBA.....D	BA	s	20.55	.....	
.....	18.50	.....	17.14	114.7	.....	56	.....ALBANY FORKS.....		20.41	.....		
.....	19.20	.....	17.30	122.9	.....	56	.....MACDUFF.....		20.25	.....		
.....	20.10 ²	17.45	130.5	W	56PENHURST.....T		20.10 ²⁰¹			
.....	20.30	17.58	136.9	56SHEKAK.....		19.57			
.....	21.10	18.20	148.1	WTCHORNEPAYNE.....TDN	HN	19.35			
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SPECIAL INSTRUCTIONS

OBA SUBDIVISION

1 The position of the cross-over switches which form the crossing at grade with the Algoma Central & Hudson Bay Ry. are normal when set for the Canadian Northern Ry. main track.

2 Canadian Northern trains or engines must not be moved over any portion of the A.C. & H.B. Ry. tracks unless protected by flagman.

3 All trains must approach this railway crossing under control and will be governed strictly in accordance with the indications of the signals controlling the movement of trains over this crossing.

REGISTERING POINTS

Foleyet Hornepayne

BULLETIN POINTS

Foleyet Hornepayne

COMPARISON CLOCKS

Foleyet Hornepayne

RAILWAY CROSSING AT GRADE

With Algoma Central, not interlocked Mileage 109.3

FLAG STOPS

No. 1 and No. 2 will stop at any station except Shekak for passengers to or from Sudbury or Port Arthur or beyond, but will stop just east of trestle Mile 135.6 (Morrison River) instead of Shekak to receive or discharge passengers.

Local passengers will be handled on freight trains (freight train permits not required) to or from stations Kashbaw to Port Arthur at which trains Nos. 1 and 2 are not scheduled to stop.

SPURS

Dragon.....E 1.8
Young.....E 2.1

TIME TABLE No. 11, TAKING EFFECT DECEMBER 3, 1917

Westbound Trains— Inferior Direction				Miles from Hornepayne	Water, Wye, Coal	Car Capacity of Passing Track	LONG LAKE SUBDIVISION STATIONS Telegraph Offices		Telegraph Calls	Eastbound Trains— Superior Direction			
Third Class		First Class								First Class			
201 Freight L Daily		1 Passenger L Daily								2 Passenger A Daily			
22.00		18.30		0.0	WTC		HORNEPAYNE.....	TDN	HN	19.20			
22.20		18.40		5.2		54	5.2 LENNON.....			19.09			
22.45		18.54 ²		12.9		53	7.7 TODERN.....			18.54 ¹			
23.05		19.07		19.2		53	6.3 OBAKAMI.....			18.42			
23.35		19.23		27.9	W	53	8.7 LUX.....	T		18.25			
24.00		19.36		35.0		53	7.1 OSAWIN.....			18.11			
24.30		19.50		42.0	W	53	7.0 HILLSPORT.....	D	SP	17.57			
24.50		20.01		48.2		53	6.2 WHITE OTTER.....			17.45			
1.10		20.13		54.9		53	6.7 TARADALE.....			17.32			
1.35		20.26		62.2	W	53	7.3 GAMSBY.....	T		17.18			
2.00		20.39		69.4		53	7.2 ARMS.....			17.04			
2.30		20.54		77.4	WC	56	8.0 CARAMAT.....	N	CR	16.48			
2.50		21.06		83.9		56	6.5 PAGWACHUAN.....			16.35			
3.15		21.20		91.5		54	7.6 SEAGRAM.....			16.21			
3.45		21.37		99.9	W	58	8.4 LONGUELAC.....	D	GU	16.05			
4.15		21.54		109.0		54	9.1 OCTOPUS.....			15.45			
4.40		22.08		116.3	W	53	7.3 LANGMUIR.....	T		15.32			
5.10		22.25		125.1		53	8.8 BANKFIELD.....			15.17			
5.40		22.41		133.2	W	53	8.1 KEEMLE.....	T		15.02			
6.10		22.57		141.5		53	8.3 KINGHORN.....			14.48			
7.00		23.15		150.5	WYC		9.0 JELLCOE.....	TDN	JI	14.30			
A Daily 201		A Daily 1					EASTERN TIME			L Daily 2			

SPECIAL INSTRUCTIONS

LONG LAKE SUBDIVISION

REGISTERING POINTS

Hornepayne

Jellicoe

BULLETIN POINTS

Hornepayne

Jellicoe

COMPARISON CLOCKS

Hornepayne

Jellicoe

FLAG STOPS

No. 1 and No. 2 will stop at any station except Tondern for passengers to or from Sudbury or Port Arthur or beyond, but will stop at Mile 15.1 just east of the Nagogami River instead of Tondern to receive or discharge passengers.

Local passengers will be handled on freight trains (freight train permits not required) to or from stations Kashbaw to Port Arthur at which trains Nos. 1 and 2 are not scheduled to stop.

TIME TABLE No. 11, TAKING EFFECT DECEMBER 3, 1917

Westbound Trains— Inferior Direction			Miles from Jellicoe	Water, Wye, Coal	Car Capacity of Passing Track	NIPIGON SUBDIVISION		Telegraph Calls.	Eastbound Trains— Superior Direction		
Third Class	First Class	STATIONS Telegraph Offices				First Class					
201 Freight L Daily	1 Passenger L Daily					2 Passenger A Daily					
8.00	23.25	0.0	WYC	...	JELICOE.....TDN	JI	14.20				
8.20	23.36	5.8		53	5.8 NEZAH.....		14.07				
8.45	23.51	13.5		54	7.7 JACKPINE.....		13.52				
9.10	24.04	20.4	W	53	6.9 BEARDMORE.....T		13.38				
9.28	24.13	25.5		53	5.1 WARNEFORD.....		13.29				
9.55	24.28	33.0		54	8.0 FAIRLOCH.....		13.13				
10.30	24.45	41.3	W	53	7.8 ORIENT BAY.....D	AY	12.58				
11.00	1.02	50.1		53	8.8 McKIRDY.....		12.41				
11.40	1.21	60.0	W	54	9.9 HOGARTH.....T		12.21				
12.12 ²	1.30	64.8		54	4.8 CRONYN.....		12.12 ²⁰¹				
12.35	1.44	71.9		55	7.1 PARMACHEENE.....		11.58				
13.00	1.55	77.9	WC	71	6.0 NIPIGON.....D	NI	11.46				
13.20	2.08	84.8		53	6.9 ROBFORD.....		11.30				
13.35	2.17	89.5	Y	54	4.7 COUGHLIN.....		11.22				
14.10	2.37	99.9	W	57	10.4 DORION.....D	DI	11.03				
14.30	2.50	106.6		54	6.7 ANCLIFF.....		10.50				
14.55	3.05	114.5		54	7.9 PEARL.....		10.35				
15.15	3.16	120.6	W	54	6.1 PASS LAKE.....T		10.24				
15.45	3.32	129.1		52	8.5 SIBLEY.....		10.08				
16.02	3.42	134.4	W	49	5.3 SILVER HARBOUR.....		9.58				
16.23	3.53	140.4		53	6.0 WILD GOOSE.....		9.47				
16.40	4.03	145.5		50	5.1 CURRENT.....		9.37				
16.45	4.04	145.8			0.3 Current Jct.....DN	BU	9.35				
17.00	4.10	147.9	WTC	....	2.1 Via C.P.R. PORT ARTHUR .. Via C.P.R.	A	9.30			
A Daily 201	A Daily 1				EASTERN TIME			I Daily 2			

SPECIAL INSTRUCTIONS—NIPIGON SUBDIVISION

1. Passenger trains must not exceed a speed of 20 miles per hour, nor trains with freight cars 15 miles per hour, over Blende River Bridge mileage 123.6.
2. All trains will run carefully between mileage 35 and 40 and between mileage 117.5 and 120.2, keeping sharp lookout for fallen rock at these rocky bluffs.
3. Conductors of trains not required to stop at Current Jct. must deliver "O.S." slip to Operator, who will register the train and file slip; failing to deliver slip to Operator, Conductor must register train.
4. All trains between Current Jct. and Port Arthur will be governed by Canadian Pacific Ry. time table and train rules. The times shown above between Current Jct. and Port Arthur are shown for convenience only and do not confer any rights. Current Jct. is an initial station for all trains. Trainmen and Enginemen running over C.P.R. tracks must have copy of C.P.R. rules and C.P.R. current time table in their possession and accessible when on duty.
5. Trainmen and Enginemen running into Port Arthur must have copy of Canadian Northern Ry. Central Division current time table in their possession and accessible when on duty.
6. The main track switch which forms the connection with the C.P.R. Main track at Current Jct. and the cross over switches at this point are interlocked. Trains will be governed by interlocking rules in approaching and passing through this point.

REGISTERING POINTS

Jellicoe Current Jct. Port Arthur

BULLETIN POINTS

Jellicoe Port Arthur

SPURS

Sand Point.....E....Mileage 36.7
 WaterworksE..... " 143.4

COMPARISON CLOCKS

Jellicoe Port Arthur

FLAG STOPS

No. 1 and No. 2 will stop at any station for passengers to or from Sudbury or Port Arthur or beyond.

Local passengers will be handled on freight trains (freight train permits not required) to or from stations Kashbaw to Port Arthur at which trains Nos. 1 and 2 are not scheduled to stop.

SPECIAL RULES

GENERAL

A—Conductors or Engineers must not undertake to handle trains over any Subdivision until they have learned the road and the location and use of signals, nor until they have qualified as prescribed in Order of the Board of Railway Commissioners No. 12,225.

B—At all points where there is a Passing track, the times indicated in the time table apply to the switch where an inferior train enters the Passing track. While stations adjacent to these Passing tracks may be designated by sign board by name and while traffic may be received or discharged there in line with established practice, yet in all cases where there is a Passing track the times shown in the time table apply, as stated in Rule 5, to the switch where an inferior train enters the siding.

C—Yards. Ottawa Terminals, Beachberg, Pembroke, Brent, North Bay, Parry Sound, Key Jct., Key Harbor, Sudbury Jct., Sudbury, Capreol, Milnet, Ruel, Gogama, Foleyet, Fire River, Oba, Hornepayne, Caramat, Jellicoe, Nipigon and Current Yards are defined by yard limit boards.

At all other stations where there are passing tracks the outer main track switches of passing tracks will indicate "station limits," and within these limits the main track may be used, keeping clear of first and second class trains. All trains except first and second class trains must, unless otherwise directed, approach and pass through such limits prepared to stop, unless the main track is seen or known to be clear.

During Foggy, Smoky or Stormy Weather trains using main track in yards or within "station limits" must protect when and as required by Rule 99.

D—Between the hours of 20.00 o'clock and 8.00 o'clock at all open telegraph offices, trains (except first class and passenger extras) must receive a clearance from the operator, whether the signal indicates "stop" or "proceed." If there are no "31" orders on hand for delivery to any train in the direction as indicated by the approaching train, operators are required to have clearance ready, so that engineer and conductor may secure it while passing at slow speed.

E—Unless some form of block signals is used, freight trains in the same direction must keep at least ten minutes apart, except in closing up at stations, instead of the five minutes required by Rule 91. A light engine or light loaded freight train (50 per cent. of full tonnage or less) must not follow any train unless clearance shows arrival at a station ahead, or unless the station from which it is to follow or the next station ahead is not a telegraph office, in which case it may follow in twenty minutes to the first telegraph office.

F—Addition to Rule 93: By night, or in foggy or stormy weather, proper lights must be placed on cars or engines obstructing Main Track within yard limits. Board of Railway Commissioners Order No. 159, February 18, 1916.

H—Employees must not ride on top of cars passing under overhead bridges, or through tunnels at which there is not sufficient clearance.

J—Unless otherwise instructed dead locomotives, when moved in trains, must be hauled with the pilot end ahead and must be placed at least five cars from the train engine. If more than one dead engine in train they must be separated by at least five cars and not more than two dead engines may be handled in one train. Except when it cannot be avoided empty flat cars must not be handled between engines or immediately ahead of or behind any dead engine in train.

K—Ry. Act, Section 387—Every employee of any Company who directs or knowingly permits any freight, merchandise or lumber car to be placed in any passenger train in the rear of any passenger car in which any passenger is carried, is guilty of an indictable offence.

L—A sufficient number of hand brakes must be applied on all cars left in side tracks or passing tracks or on the main track to prevent such cars moving.

M—Derails must be inspected and known to be in proper position before a signal is given for a train to pass over. Where Hayes derails are located they also must be inspected and known to be in proper position before a signal is given for a train to pass by them. Trainmen must know where derails are located and be governed accordingly. All derails must be set and locked whether cars in siding or not.

P.—Criminal Code—Section 283.—"Wantonly endangering safety of persons on Railways.

Everyone is guilty of an indictable offence and liable to two year's imprisonment who, by any unlawful Act, or by any wilful omission or neglect of duty, endangers or causes to be endangered, the safety of any person conveyed or being in or upon a railway, or aids or assists therein 55-56 V., c. 29, 251."

Q.—Whistle Signal "14L" two long and two short sounds of the whistle must be made when approaching all curves on the Lake Superior District.

R.—All engines without cars must be stopped at least six (6) feet and not more than 12 feet before coupling to any train or cars of any class except during switching operations.

S.—To prevent the least possible accident to passengers alighting from cars when such cars are standing on bridges and trestles which are located at or near a station, trainmen will, when practicable, not announce station until the train has passed or is over the structure. The idea is to reduce to a minimum the possibility of passengers alighting from trains when standing on bridges, especially at night. This will refer to such points as Bolger, South Magnetawan, Hartley's Bay, or in fact any point where there is a trestle erected or bridge adjacent to point where train stops.

SPEED RESTRICTIONS

S. 1—At a safe distance before commencing the descent of steep grades and approaching railway crossings at grade, junctions, drawbridges, and at points where trains are to be met and passed, and where at any other point failure of brakes would be attended with hazard, a brakeman must be on the rear car of each train within convenient access of Conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once.

S. 2—Conductors and engineers must not permit trains to be run at an excessive rate of speed, particularly descending grades, around sharp curves or through yards. Trains must not exceed speed of Ten (10) miles per hour when using turnouts or cross-overs.

S. 3—Ry. Act, Section 275—No train shall pass in or through any thickly peopled portion of any city, town or village at a speed greater than ten miles an hour, unless the track is fenced or properly protected in the manner prescribed by this Act, or unless permission is given by some regulation or order by the Board.

S. 4—All locomotives and trains must use caution in meeting or passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged.

S. 5—The following speed restrictions must be observed by all trains on the Lake Superior District.

Subdivision	Passenger trains	Freight and mixed trains
	Miles per hour	Miles per hour
Nipigon	45	25
Long Lake	45	20
Oba	40	20
Ruel	45	20
North Bay	35	20
Pembroke	35	25
Sudbury	35	20

S. 6—Engines running light must not exceed speed permissible for passenger trains.

S. 7—Engines moving tender first, with or without cars, must not be run at a rate of speed exceeding Twenty (20) miles per hour.

S. 8—Six wheel switch engines must not exceed speed of fifteen (15) miles per hour.

S. 9—Engines without pony trucks must not be moved at a rate of speed exceeding Fifteen (15) miles per hour.

S. 10—Any train handling any loaded Ore, Otis or Hopper Bottom Coal car must not exceed Fifteen (15) miles per hour.

S. 11—Trains handling Cranes Nos. 6254 or 6324 or Brown Hoist Cranes Nos. X550, X551, or X552, over any portion of the line must not move at a rate of speed exceeding Twenty (20) miles per hour, unless otherwise notified by train order. When possible at least three (3) cars must be between crane and engine handling train.

Brown Hoist Cranes Nos. X550, X551, and X552 must not be moved in trains unless the boom is disconnected; the travel mechanism under crane put out of gear, and Brown Hoist engine and boiler blocked to body of car and secured by safety chains, which must also be wired; this arrangement will not necessitate the taking off of cable, but ample slack must be allowed in cable between car on which boom is loaded and crane car to allow for curvature or slack; Conductors will be held responsible for the strict observance of this rule.

S. 12—All Southbound trains must approach and pass through that portion of Parry Sound yard between the north yard limit board and Parry Sound junction switch prepared to stop unless the main track is seen or known to be clear.

S. 13—All trains must approach and pass through Key Jct., Sudbury Jct., North Bay, Capreol and Milnet Yards prepared to stop unless the main track is seen or known to be clear.

S. 14—Also observe carefully all speed restrictions indicated by "Slow Boards" and "Slow Orders."

INSTRUCTIONS TO BE OBSERVED BY ALL EMPLOYEES IN CONNECTION WITH GENERAL ORDER No. 107 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, DATED JULY 4th, 1913, IN CONNECTION WITH FIRES ALONG OR ADJACENT TO THE COMPANY'S RIGHT-OF-WAY.

General:—

The law, as now interpreted, practically makes this Company responsible for the extinguishing of fires starting within three hundred feet of the track, unless it can be shown that the Company is not responsible. It is necessary, therefore, that all employees take an interest in the prevention of fires, that they should co-operate in putting out fires promptly, and also endeavour to determine positively the origin of fires, in order to relieve the Railway Company of the responsibility where caused by other agencies.

Note the penalty clause at the end of this Order.

To Enginemen, Conductors, Brakemen and Firemen:—

It shall be the duty of Train and Engine Crews on freight and passenger trains, when discovering a fire on or adjoining the right-of-way of the Railway Company, to stop and use every effort to extinguish such fire. In the event of this being impracticable, either by reason of the extent of the fire or its distance from the right-of-way or otherwise, the train shall proceed to the first telegraph station, where the Conductor shall wire a report to the Superintendent, giving the exact location of the fire and the action taken by engine and train crews concerning same. It also shall be the duty of Enginemen to stop and notify the first Section gang passed, regarding any fire not extinguished as above. Fire Cards should be used where trains are unable to stop, but care must be taken that the Fire Cards give proper information and that Section forces get them.

No employee shall do or cause damage or injury to any of the fire protective appliances on any engine; open the back dampers of any engine while running ahead, or the front dampers while running tender first, except when there is snow on the ground and it is necessary to take such action in order to have the engine steam properly, or permit fire, live coals or ashes to be deposited on tracks or right-of-way, unless the same are extinguished immediately thereafter, except in pits provided for the purpose. On no account shall ashpans be dumped, or ashes from cars or cabooses be thrown out on the right-of-way while running. Burning or smouldering waste taken from hot boxes shall be covered with earth or otherwise completely extinguished.

To Agents —

Enginemen and Conductors of all trains have received instructions to report fires along the right-of-way and adjacent thereto, and it shall be your duty to notify the local Fire Inspector of the Railway Commission immediately, giving the exact location of the fire and its extent, and forthwith wire the Superintendent, giving the location of the fire, the extent of same, and any other information which may be of value, particularly as to the number of men needed to extinguish the fire.

To Roadmasters, Assistant Roadmasters, Master Carpenters, and other Officials:—

In cases where fires are reported, it shall be the duty of any division official to proceed to the scene of the fire as quickly as possible and take charge of the work of fire fighting until he can be relieved by the Division Roadmaster. The man first on the ground should organize his men to do the best work possible; and when this is done, he should immediately proceed to investigate the origin of the fire and fix the location where it started; get statements from all witnesses, and make every effort to learn the origin and fix the responsibility. The first officer on the ground should endeavour to hold a joint investigation with the local Fire Inspector of the Railway Commission, or other local forestry officer, and agree upon the origin of the fire. This will avoid disputes later on.

A report shall be submitted covering every fire starting or burning within 300 feet of the track regardless of size or damage done.

To Chief Despatchers:—

In all cases when fires are reported, it will be the duty of the Despatcher to get full information as to the extent of such fire, its location, and the number of men necessary to fight it. It will also be the duty of the Despatchers to furnish whatever train service may be required to move extra gangs, section gangs, or bridge gangs, to the fire immediately, giving this movement preference if the emergency requires it.

To Sectionmen, Extra Gangs and Bridge Foremen:—

In all cases where fire occurs, it shall be the duty of all section crews, extra gangs and bridge crews to proceed immediately to such fires and extinguish same, remaining as long as may be necessary to do this; and it must be understood that this is the most important work that can be done, and that the carrying on of your work, though it may be important, must be set aside until the fire is extinguished, except only that the work of fire fighting does not take precedence over work immediately necessary to the safety of trains. The Section Foreman on whose section the fire occurs shall, in the absence of an official of the Company, make a thorough investigation regarding the origin of the fire and submit a full report to the Roadmaster.

Between April 1st and November 1st, no ties, cuttings, debris or litter upon or near the right-of-way shall be burned, except under such supervision as will prevent such fire from spreading beyond the strip being cleared. Officers of the Railway Commission may require that no such burning be done along specified portions of the line, except with the written permission or under the direction of such officer.

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 obey 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.

1. In assisting in providing medical relief for persons injured, the Company has in view humanitarian consideration and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.

2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Chief Dispatcher of the District.

3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal Authorities.

4. Where the injuries are of such a character as to require hospital treatment, this should be arranged for by the friends or the Municipal Authorities.

5. Where it is impossible to reach friends or Municipal Authorities such as in cases occurring in the night or in rural districts, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest 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.

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

7. Employees of the Company, whether authorized to do so or not, when calling for the services of a physician should notify said physician that the call is for first aid only and will not include services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.

Dr. J. P. MITCHELL, CHIEF MEDICAL OFFICER
326 Bloor St. West, Toronto
Phone No. College 8343

LOCAL MEDICAL OFFICERS

CAPREOL.....	Dr. W. F. Shaw.
FOLEYET.....	Dr. H. A. Boyce.
HORNEPAYNE.....	Dr. C. W. Burns.
NIPIGON.....	Dr. W. W. Smith.
*PORT ARTHUR.....	Drs. J. A. Crozier and MacGillivray.
*NORTH BAY.....	Dr. Edgar Brandon.
PEMBROKE.....	Dr. John Graham.
*SUDBURY.....	Drs. H. Torrington and Morrison.
*PARRY SOUND.....	Dr. M. H. Limbert.
*OTTAWA.....	Dr. Geo. MacCarthy { 110 Lisgar St. Phone Queen No. 1457

* Denotes hospital accommodation is available.

"SAFETY FIRST"

THE CREED OF A RAILROAD EMPLOYEE

I BELIEVE in absolute efficiency and safety.

I BELIEVE every rule and regulation governing the public, my own safety and that of my fellow-workman shall be, at all times, and in all places, enforced and obeyed:

I BELIEVE I owe to myself, my family and to my fellow creatures, whether workmen or travellers, to take no unnecessary chance in the fulfillment of my duties:

I BELIEVE that I am committing a crime against myself, against my dependants and my brother workmen, whenever I spare myself any trouble in doing my duty in any other way than the RIGHT way.

I BELIEVE that a financial payment will be of no avail to me when dead and the monetary recompense received by my wife, children or dependants is poor in comparison with my loss:

I BELIEVE that my leg, arm, finger, eye, or any other part of me, is infinitely more valuable to me than any annuity which I could receive through physical injury.

I BELIEVE that the moment which I try to save improperly, or the labour which laziness tempts me to spare myself, is wickedly trivial in comparison with a snuffed-out life, or a life with a permanently disabled body or mind never relieved of regret.

I BELIEVE that what is of value to me is also of value to the other man, and that therefore my full duty to be careful, exact and abide by all "Safety First" rules, is a double one:

I BELIEVE that "SAFETY FIRST" must be a natural habit, and finally,

I BELIEVE that in practising all my beliefs I am representing the highest type of character.

"SAFETY FIRST"