

SAFETY FIRST

CANADIAN NORTHERN RAILWAY

EASTERN LINES

ONTARIO DISTRICT

NIPISSING AND SUPERIOR DIVISIONS

TIME **13** **TABLE**

TAKING EFFECT AT 24.01 O'CLOCK

SUNDAY, APRIL 21, 1918

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.

➡ CHECK DAYS OF THE WEEK WITH CARE

S. J. HUNGERFORD,

General Manager,
TORONTO, ONT.

D. CROMBIE,

General Superintendent,
TORONTO, ONT.

W. R. KELLY,

Superintendent,
CAPREOL, ONT.

G. A. HOAG,

Superintendent,
HORNEPAYNE, ONT.

TIME TABLE No. 13, TAKING EFFECT APRIL 21, 1918

NIPISSING DIVISION

Rideau Jct. to Brent (Pembroke Sub.)	Miles	157.8
Brent to Capreol (North Bay Sub.)		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	144.5
Capreol to Foleyet (Ruel Subdivision)	148.3	
Milnet to Sellwood	5.2	153.5
		600.6

A. H. CAVANAGH, Trainmaster, Capreol, Ont.

Dispatching Office at Capreol, Ont.

Telegraph Call "K"

J. B. SMITH, Chief Dispatcher.

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

SUPERIOR DIVISION

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

Dispatching Office at Hornepayne, Ont.

Telegraph Call "HN"

J. H. Dixon
H. M. Ward
C. C. Leavitt } **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.

(c). No. 2 will pull through north leg of Wye, Sudbury Jct., and go to Sudbury as No. 303, will leave Sudbury as No. 302 and will be pulled through north leg of Wye, Sudbury Jct., by Sudbury engine.

No. 1 will pull through south leg of Wye, Sudbury Jct., and run to Sudbury as No. 301, will leave Sudbury as No. 304 and will be pulled through south leg of Wye, Sudbury Jct., by Sudbury engine.

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. **Capreol.** 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 Junction switch which connects this Subdivision to Ruel Subdivision.

On Mondays, Wednesdays and Fridays No. 43 will pull through east leg of Wye at Capreol and back train to Capreol Station, thence run as No. 40 on North Bay Subdivision.

No. 41 will pull through east leg of Wye at Capreol and back train to Capreol Station through west leg, thence run as No. 44 on Sudbury Subdivision on Mondays, Wednesdays and Fridays.

REGISTERING POINTS

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

BULLETIN POINTS

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

WATER TANKS

Shawanaga..	Mileage 16.6	Burton.....	Mileage 31.9
Garson Lake..	Mileage 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.....	" 44.9

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. 13, TAKING EFFECT APRIL 21, 1918

Northbound Train Inferior Direction				Miles from Parry Sound	Water, Wye, Coal	Car Capacity of Passing Tracks	SUDBURY SUBDIVISION		Telegraph Call	Southbound Trains Superior Direction			
Second Class		First Class					STATIONS Telegraph Offices			First Class		Second Class	
	23 Mixed Monday, Wed., Friday	43 Passenger Daily, except Sunday	1 Passenger Tuesday Thursday Saturday							2 Passenger Monday, Wed., Friday	44 Passenger Daily, except Sunday	24 Mixed Tuesday Thursday Saturday	
	15.30		3.10	0.0	WTC		PARRY SOUND..DNT	JU	11.50			19.30	
	s 16.05		3.30	9.1		45	WAUBAMIK.....T	f	11.23			s 18.50	
	f 16.35		3.48	16.6	W	45	BOAKVIEW.....T	f	11.01			f 18.15	
	s 17.00		4.00	17.5		43	DEER LAKE...DT	DK	f 10.45			s 17.45	
	f 17.15		4.08	23.3			Bolger.....		f 10.34			f 17.20	
	f 17.40		4.21	26.7			BURTON.....		10.17			f 17.00	
	f 17.50		4.27	31.9	W	42	South Magnetawan...T	g	10.00			f 16.50	
	f 18.05			32.3			North Magnetawan...					f 16.35	
	f 18.12		4.41	34.8		36	SALINES.....T	f	9.54			f 16.30	
	f 18.45		5.00	39.0	W	40	MOWAT.....T	f	9.34			f 16.00	
	f 19.05		5.14	41.1		29	CRANBERRY.....T		9.18			f 15.30	
	s 19.50		5.31	49.9		34	KEY JCT.....DT	KY	f 8.55			s 15.00	
	f 19.55		5.34	56.9			Pickering River.....	g	8.50			f 14.30	
	f 20.05		5.39	65.2			Hartley Bay.....	g	8.45			f 14.20	
	f 20.20		5.47	66.8		46	BAYSWATER.....T		8.36			f 14.05	
	f 20.55		6.05	70.0	W	44	PORLOCK.....T		8.18			f 13.35	
	f 21.35		6.29	73.1		44	WATERFALL.....		7.56			f 12.55	
	s 21.50			82.0			Quartz.....T					s 12.35	
	f 22.00		6.44	92.9	W	49	ST. CLOUD.....		7.42			f 12.20	
				97.5			South Coniston.....						
	s 22.30		7.02	106.8		47	CONISTON.....DT	CN	f 7.25			s 11.50	
	22.50	8.20	7.15	108.2		42	SUDBURY JCT...DT	JN	f 7.15	19.40		L 11.30	
	23.00		8.00	112.7	Y		Garson Jct.....		6.30			A 10.20	
				113.9			BERTRANDS.....					9.55	
	23.30	8.37	8.17	119.1	W	19	HANMER.....D	H	f 6.11	s 19.20		f 9.50	
	f 23.35	s 8.40	8.20	121.5		42	CAPREOL...DNT	CA	6.00	19.10		9.30 ⁴³	
	23.50	8.50 ²⁴	8.30 ²⁴	127.0	WYC		EASTERN TIME			Passenger Monday, Wed., Friday 2	Passenger Daily, except Sunday 44	Mixed Tuesday Thursday Saturday 24	
							g denotes stop for Toronto passengers						

Westbound Trains—Inferior Direction						SUDBURY TERMINALS		Eastbound Trains—Superior Direction					
Third Class		Second Class		First Class		STATIONS Telegraph Offices		Second Class		Third Class			
323 Mixed L Mon., Wed., Friday	333 Algoma Mixed L Daily except Sunday	341 Pasgr. L Daily except Sunday	325 Mixed L Tuesday, Thursday, Saturday	301 Passenger L Tuesday, Thursday, Saturday	303 Pasgr. L Mon., Wed., Fri.			302 Pasgr. A Mon., Wed., Friday	304 Pasgr. A Tues., Thurs., Sat.	340 Pasgr. A Daily except Sunday	324 Mixed A Tues., Thurs., Sat.	332 Algoma Mixed A Daily except Sunday	326 Mixed A Monday Wed., Friday
							DT						
23.00 ³²⁶		19.40	10.25	7.15	6.30	0.0	Y	7.15	7.55	8.15	11.20		22.50 ³²³
23.10	11.05 ³²⁴	19.55	10.40	7.25	6.40	3.8		7.05	7.45	8.05	11.05 ³³³	15.05	22.35
23.15	11.10	20.00	10.45 ³²⁴	7.30 ³⁰⁴	6.45 ³⁰²	5.2	WYC	7.00 ³⁰³	7.40 ³⁰¹	8.00 ³⁰¹	11.00 ³²⁵	15.00	22.30
A Mon., Wed., Friday 323	A Daily except Sunday 333	A Daily except Sunday 341	A Tuesday Thursday Saturday 325	A Tuesday, Thursday, Saturday 301	A Mon., Wed., Friday 303		DNT	L Mon., Wed., Friday 302	L Tues., Thurs., Sat. 304	L Daily except Sunday 340	L Tues., Thurs., Sat. 324	L Daily except Sunday 332	L Monday Wed., Friday 326
						EASTERN TIME							

TIME TABLE No. 13, TAKING EFFECT APRIL 21, 1918

Westbound Trains— Inferior Direction		PEMBROKE SUBDIVISION				Eastbound Trains— Superior Direction		
Third Class	First Class	Miles from Rideau Yard	Water, Wye, Coal	Car Capacity of Passing Track	STATIONS Telegraph Offices	Telegraph Calls	First Class	Third Class
	201 Freight L. Tues., Thurs., Sat.						80 Passenger A. Daily except Sunday	202 Freight A. Tues., Thurs., Sat.
	9.00	16.25	0.0	WYC	55	RIDEAU JCT.....TDN RJ	10.35	18.10
	f 9.20	f 16.37	5.3		55	5.3 BELLS CORNERS.....	f 10.23	f 17.45
	f 9.40	f 16.50	11.5		55	6.2 SOUTH MARCH.....T	f 10.10	f 17.20
	f 10.00 ⁸⁰	f 17.00 ²⁰²	16.2		44	4.7 MALWOOD.....	f 10.00 ⁸⁰	f 17.00 ²⁰²
	f 10.10	f 17.04	18.1			1.9 Dunrobin.....	f 9.56	f 16.40
	s 10.30	s 17.12	21.5		55	3.4 WOODLAWN.....TD WD	s 9.48	s 16.20
	f 10.55	f 17.25	27.5		55	6.0 FITZROY.....	f 9.35	f 15.50
	f 11.25	f 17.40	34.3	W	50	6.8 PONTIAC.....T	f 9.20	f 15.20
	f 11.45	f 17.50	39.0			4.7 Norway Bay.....	f 9.10	f 14.50
	s 12.00	s 17.55	41.9		57	2.9 BRISTOL.....TD SO	s 9.05	s 14.35
	f 12.25	f 18.07	48.2		55	6.3 CLARENDON.....	f 8.53	f 13.55
	f 12.45	f 18.17	53.2		55	5.0 PORTAGE DU FORT.....	f 8.43	f 13.30
	f 13.05 ²⁰¹	f 18.30	60.0		55	6.8 FORRESTER'S FALLS.....TD FO	f 8.30	f 13.05 ²⁰¹
	s 13.45	s 18.45	66.6	WC	55	6.6 BEACHBURG.....TD BU	s 8.15	s 12.45
	f 14.15	f 19.00	73.8		55	7.2 FINCHLEY.....	f 7.58	f 12.05
	s 14.45	19.15	80.7	WY		6.9 Pembroke.....TD KO	7.45	s 11.45
	f 15.05		85.7		55	5.0 HIAM.....		f 10.35
	f 15.25		90.7	W	55	5.0 ALICE.....T		f 10.20
	f 16.00		99.4		55	8.7 INDIAN.....T		f 9.55
	f 16.25		105.3		55	5.9 DAHLIA.....		f 9.35
	f 16.45		109.8	W	55	4.5 KATHMORE.....T		f 9.20
	f 17.15		117.2		55	7.4 ACHRAY.....		f 9.00
	f 17.55		127.3		43	10.1 BRAWNY.....		f 8.30
	f 18.25		134.8	W	55	7.5 AGNONE.....T		f 8.05
	f 19.05		145.0		55	10.2 RADIANT.....T		f 7.35
	f 19.40		153.8		55	8.8 ACANTHUS.....		f 7.10
	20.00		157.8	WTC	77	4.0 BRENT.....TDN BR		7.00
	A. Tues. Thurs. Sat. 201	A. Daily except Sunday 81				EASTERN TIME	L. Daily except Sunday 80	L. Tues. Thurs. Sat. 202

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.

Nos. 201 and 202 will handle passengers between Brent and Pembroke only, except that passengers to or from points west of Pembroke may be carried through to destination.

REGISTERING POINTS

Rideau Jct. Pembroke for Nos. 80 and 81. Brent

COMPARISON CLOCKS

Rideau Jct. Brent

BULLETIN POINTS

Rideau Jct. Brent

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

Westbound Trains— Inferior Direction			Miles from Brent	Water, Wye, Coal	Car Capacity of Passing Tracks	NORTH BAY SUBDIVISION		Telgraph Calls	Eastbound Trains— Superior Direction		
Third Class	First Class	STATIONS Telegraph Offices				First Class			Third Class		
201 Freight L. Mon. Wed. Fri.	41 Passenger L. Mon. Wed. Fri.	40 Passenger A. Mon. Wed. Fri.				202 Freight A. Mon. Wed. Fri.					
6.00		0.0	WTC		BRENT.....TDN	BR			19.00		
f 6.20		4.0		57	4.0 GOVERNMENT PARK...				f 18.35		
f 6.45		10.2		57	6.2 DAVENTRY.....T				f 18.10		
f 7.15		17.7	W	57	7.5 ASCALON.....T				f 17.40		
f 7.35		22.3		57	4.6 CORISTINE...				f 17.25		
f 8.05		30.6		57	8.3 KILRUSH...				f 16.55		
f 8.30		37.4		57	6.8 WASING.....				f 16.25		
s 8.50		42.7	W	57	5.3 ALDERDALE.....TD	DA			s 16.00		
f 9.10		48.7		57	6.0 ASTORVILLE...				f 15.30		
f 9.30		52.6		57	3.9 CALLANDER...				f 15.10		
A 10.00		61.4	WYC	53	8.8 NORTH BAY...TDN	NH	12.00		L 14.30		
L 11.15	16.00 ²⁰¹	67.4		53	6.0 YELLEK.....		11.45 ²⁰¹		A 13.10		
f 11.45 ¹⁰	f 16.12	76.1	W	53	8.7 MEADOWSIDE.....		f 11.27		f 12.45		
f 12.15 ²⁰²	f 16.29	81.6		53	5.5 HARFRED.....		f 11.15		f 12.15 ²⁰¹		
f 12.40	f 16.40	86.0		53	4.4 SMOKY FALLS.....T		f 11.05 ²⁰²		f 11.25 ⁴⁰		
f 12.55	f 16.50	92.0		53	6.0 ASHBURTON.....		10.52		f 10.30		
f 13.20	17.03	93.6			1.6 Field.....TD	FD	s 10.49		s 10.15		
s 13.40	s 17.07	98.2	W	53	4.6 DESAULNIERS....T		f 10.39		f 10.00		
f 14.05	f 17.18	107.4		53	9.2 AZEN.....		f 10.19		f 9.20		
f 14.55	f 17.38	114.2		53	6.8 CHUDLEIGH.....T		f 10.05		f 8.55		
f 15.25	f 17.53	122.1	W	43	7.9 CRERAR.....		f 9.48		f 8.25		
f 15.55	f 18.10	130.8		53	8.7 SPAIDAL.....T		f 9.30		f 7.55		
f 16.30	f 18.28	137.7		53	6.9 HAGARTY.....		f 9.15		f 7.30		
f 17.00	f 18.43	144.8	WYC		7.1 CAPREOL.....TDN	CA	9.00		7.00		
17.30	19.00										
A. Mon. Wed. Fri.	A. Mon. Wed. Fri.				EASTERN TIME		L. Mon. Wed. Fri.		L. Mon. Wed. Fri.		
201	41						40		202		

SPECIAL INSTRUCTIONS—NORTH BAY SUBDIVISION

Nos. 201 and 202 will handle passengers between North Bay and Brent only.

On Mondays, Wednesdays and Fridays No. 43 will pull through east leg of wye at Capreol and back train to Capreol station, thence run as No. 40 on North Bay Subdivision.

No. 41 will pull through east leg of wye at Capreol and back train to Capreol station through west leg, thence run as No. 44 on Sudbury Subdivision on Mondays, Wednesdays and Fridays.

REGISTERING POINTS

Capreol. North Bay. 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	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 STOPS

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

TIME TABLE No. 13, TAKING EFFECT APRIL 21, 1918

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	First Class							STATIONS Telegraph Offices	First Class		Second Class			
201 Freight L Daily	47 Passenger L Tues., Thur., Sat.	45 Passenger L Tues., Thur., Sat.	43 Passenger L Tues., Thur., Sat.	1 Passenger L Tues., Thur., Sat.					2 Passenger A Mon., Wed., Fri.		44 Passenger A Tues., Thur., Sat.	46 Passenger A Tues., Thur., Sat.	48 Passenger A Tues., Thur., Sat.	
2.00			9.00	8.40	0.0	WYC		CAPREOL...T DN	CA	5.45	19.00			
2.16			f 9.13	8.50	5.1		38	5.1 NANDAIR		5.31	f 18.40			
2.30			s 9.25	8.58	9.1	W	32	4.0 MILNET	D SJ	5.20	18.30			
	17.40	9.25						MILNET				10.15	18.30	
	18.00	9.45				Y		5.2 SELLWOOD	SW			9.55	18.10	
2.30			10.15	8.58	9.1	W	32	MILNET	D SJ	s 5.20	s 17.40			
2.54			f 10.33	9.13	16.5		48	7.4 ANSTICE		5.04	f 17.20			
3.18			f 10.52	9.28	24.2	W	33	7.7 RAPHOE	T	4.48	f 17.01			
3.35			f 11.04	9.38	29.3		39	5.1 CAIPHA		4.38	f 16.49			
4.25 ²			f 11.22	9.52	36.3		42	7.0 THORLAKE		4.25 ²⁰¹	f 16.32			
4.55			f 11.47	10.12	46.7		43	10.4 FELIX		4.06	f 16.07			
s 5.10			s 12.00	s 10.25	51.6	WY	43	4.9 RUEL	D RU	s 3.55	s 15.55			
5.32			f 12.19	10.38	59.1		56	7.5 STUPART		3.40	f 15.37			
5.47			s 12.32	10.47	64.0		55	4.9 KASHBAW	TN KA	f 3.30	s 15.25			
6.02			f 12.45	10.56	68.8	W	56	4.8 OSTROM		3.20	f 15.13			
6.30			s 13.05	11.11	77.0	Y	56	8.2 MAKWA		3.03	s 14.53			
7.10			13.30	s 11.30	86.7	WC	56	9.7 GOGAMA	D GO	s 2.45	14.30			
7.45				11.46	95.7		56	9.0 BETHNAL		2.25				
8.20				12.03	105.1	W	56	9.4 STACKPOOL	T	2.08				
9.00				12.22	115.8		56	10.7 GLADWICK		1.48				
9.35				12.40	125.5	W	56	9.7 TIONAGA	TN NA	1.29				
10.05				12.55	133.2		56	7.7 KUKATUSH		1.14				
10.22				13.03	137.6		56	4.4 PALOMAR		1.05				
11.00				13.25	148.3	WYC		10.7 FOLEYET	T DN FY	24.45				
Freight A Daily 201	Passenger A Tues., Thur., Sat. 47	Passenger A Tues., Thur., Sat. 45	Passenger A Tues., Thur., Sat. 43	Passenger A Tues., Thur., Sat. 1				EASTERN TIME		Passenger L Mon., Wed., Fri. 2	Passenger L Tues., Thur., Sat. 44	Passenger L Tues., Thur., Sat. 46	Passenger L Tues., Thur., Sat. 48	

For information only, Nos. 43 and 44 may not run between Ruel and Gogama during June, July and August.

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.
Gogama.—(For Nos. 43 and 44). Foleyet.

BULLETIN POINTS AND COMPARISON CLOCKS

Capreol. Foleyet.

SPURS

Copwood	E. Mileage 6.5	Bigwood	E. Mileage 58.3
Clemow	" 29.8	Lalonde	" 61.6
Arnold and BellW.	" 35.8	Lemieux	" 67.4
Ainslie	" 44.9	Benoit	" 71.0
Marshay	" 45.5	Portlance	" 74.7
Spanish	" 49.4		

FLAG STOPS

Nos. 43 and 44. Whistle... Mile 4.4
All Logging Camps.

No. 2 will stop at Makwa, Ostrom and Stupart for passengers to Parry Sound or points beyond.

Nos. 1 and 2 will stop at any station west of Gogama except Kukatush, for passengers to or from Sudbury or Port Arthur or beyond, and will stop just east of bridge Mile 134.6 (Ground Hog River) instead of Kukatush to receive or discharge passengers.

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

TIME TABLE No. 13, TAKING EFFECT APRIL 21, 1918

Westbound Trains— Inferior Direction							OBA SUBDIVISION		Eastbound Trains— Superior Direction			
Third Class		First Class	Miles from Foleyet	Water, Wye, Coal	Car Capacity of Passing Track	STATIONS Telegraph Offices	Telegraph Calls	First Class				
201		1						2				
Freight L Daily		Passenger L Tuesday, Thursday, Saturday.						Passenger A Monday, Wedn'day, Friday.				
12.00		13.35	0.0	WYC		.....FOLEYET.....TDN	FY	24.35			
						9.6						
12.30		13.52	9.6		56	.....SHAWMERE.....		24.15			
						9.0						
13.00		14.08	18.6	W	56	.....MISSONGA.....T		23.57			
						9.6						
13.30		14.25	28.2		65	.....OATLAND.....		23.38			
						9.6						
14.00		14.42	37.8	W	56	.....AGATE.....D	AG	23.19			
						8.3						
14.25		14.58	46.1		56	.....DUNRANKIN.....		23.02			
						4.7						
14.40		15.07	50.8		56	.....ILKESTONE.....		22.53			
						6.5						
15.00		15.20	57.3	W	56	.....PETERBELL.....T		22.40			
						7.7						
15.55 ²⁰¹		15.35 ²⁰¹	65.0		56	.....ARGOLIS.....		22.25			
						10.0						
16.30		15.54	75.0	WC	56	.....FIRE RIVER.....N	F	22.06			
						8.8						
17.00		16.12	93.8		56	.....DISHNISH.....		21.49			
						7.5						
17.25		16.27	91.3	W	56	.....MINNIPUKA.....T		21.35			
						10.0						
18.00		16.45	101.3		56	.....NESWABIN.....		21.15			
						8.1						
s 18.30		s 17.03	109.4	WY	56	.....OBA.....D	BA	20.55			
						5.4						
18.50		17.14	114.8		56	.....ALBANY FORKS.....		20.41			
						8.1						
19.20		17.30	122.9		56	.....MACDUFF.....		20.25			
						7.6						
²⁰¹ 20.10		17.45	130.5	W	56	.....PENHURST.....T		²⁰¹ 20.10			
						6.4						
20.30		17.58	136.9		56	.....SHEKAK.....		19.57			
						11.2						
21.10		18.20	148.1	WTC		.....HORNEPAYNE....TDN	HN	19.35			
										</		

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
---------	------------

COMPARISON CLOCKS

Foleyet	Hornepayne
---------	------------

BULLETIN POINTS

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, and 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 Gogama to Port Arthur at which trains Nos. 1 and 2 are not scheduled to stop.

SPURS

	SPURS	Mileage
Dragon.....	E	1.8
Young.....	E	2.1

Westbound Trains— Inferior Direction				LONG LAKE SUBDIVISION				Eastbound Trains— Superior Direction			
Third Class		First Class						First Class			
201 Freight L Daily		1 Passenger Tuesday, Thursday, Saturday.	Miles from Hornepayne	Water, Wye, Coal	Car Capacity of Passing Track	STATIONS Telegraph Offices	Telegraph Calls.	2 Passenger A Sunday, Tuesday, Thursday.			
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 ^a	12.9		53	7.7 TODERN.....		18.54			
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	84.0		56	6.6 PAGWACHUAN.....		16.35			
3.15		21.20	91.5		54	7.5 SEAGRAM.....		16.21			
3.45		21.37	100.0	W	58	8.5 LONGUELAC.....D	GU	16.05			
4.15		21.54	109.0		54	9.0 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.....		15.02			
6.10		22.57	141.5		53	8.3 KINGHORN.....		14.48			
7.00		23.15	150.5	WYC		9.0 JELlicoe.....TDN	JI	14.30			
A Daily 201		A Tuesday, Thursday, Saturday. 1				EASTERN TIME		L Sunday, Tuesday, Thursday. 2			

SPECIAL INSTRUCTIONS

LONG LAKE SUBDIVISION

REGISTRATION 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, and 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 Gogama to Port Arthur at which trains Nos. 1 and 2 are not scheduled to stop.

TIME TABLE No. 13, TAKING EFFECT APRIL 21, 1918

Westbound Trains— Inferior Direction						NIPIGON SUBDIVISION				Eastbound Trains— Superior Direction		
Third Class 201 Freight L Daily	First Class 1 Passenger L Tuesday, Thursday, Saturday.	Miles from Jellicoe	Water, Wye, Coal	Car Capacity of Passing Track	STATIONS Telegraph Offices		Telegraph Calls.	First Class 2 Passenger A Sunday Tuesday, Thursday.				
8.00	23.25	0.0	WYC	...	JELLICOE.....	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	33.5		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 ^s	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.....	ND	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.....	TDN	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 Wednesday, Friday, Sunday. 1				EASTERN TIME			L Sunday, Tuesday, Thursday. 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
Waterworks.....E....." 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 Gogama 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—Whistle Signal "14L," two long and two short sounds of the whistle must be made when approaching all curves on the Nipissing and Superior Divisions.

Q—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.

R—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.

S.—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."

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 Nipissing and Superior Divisions.

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 Dispatchers:—

In all cases when fires are reported, it will be the duty of the Dispatcher 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 Dispatchers 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."

EXTRACTS FROM THE RAILWAY ACT.

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

Section 274.—Any engine approaching a highway crossing at rail level must sound whistle at least eighty rods before reaching such crossing. The bell shall be rung continuously from the time of sounding the whistle until engine has crossed such highway except within the limits of cities or towns where municipal by-laws are in force prohibiting such sounding of whistle and ringing of the bell. Penalty \$8.00 for each offence. (Refer Rule 31.)

Section 276.—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 forward in the ordinary manner the Company shall station on that part of the train or of the tender if that is in front which is then foremost a person who shall warn persons standing on or crossing or about to cross the tracks of such Railway. Trainmen and Enginemen will see that this is strictly complied with. Penalty \$100.00. (Refer Rule 102).

Sections 277 and 278.—At all railroad crossings at rail level not interlocked and equipped with derails all trains must come to

a full stop before coming on or crossing over such crossings. Penalty \$100.00. (Refer Rule 98).

Section 279.—Every employee who wilfully allows any engine, tender or car to stand on any part of a highway more than five minutes or in shunting obstructs public traffic more than five minutes is liable to a penalty not exceeding \$50.00. (Refer Rule 102).

Section 413.—Every Conductor, Engineer, Train Dispatcher, Telegraph Operator, Station Agent, Switchman, Signalman, Bridge Tender, or any other person who is intoxicated or under the influence of liquor while on duty in charge of or in any employment having to do with the movement of trains upon any railway is guilty of an offence and shall be punished by a fine not exceeding \$400.00 or imprisonment not exceeding five years or both. (Refer Rule G.)

Section 414.—Every person who sells, gives or barter any spirituous or intoxicating liquor to or with any servant or employee of any company while on duty is liable on summary conviction to a penalty not exceeding \$50.00 or to imprisonment with or without hard labour for a period not exceeding one month or both. (Refer Rule G.)

PROTECTION OF IMPASSABLE TRACK

General Order No. 188, Board of Railway Commissioners for Canada, April 23rd, 1917.

IT IS ORDERED that the following regulations for the Uniform Maintenance of Way Flagging Rules for Impassable Track, to become effective June 1st, 1917, be, and they are hereby, prescribed for the observance of every Railway Company within the legislative authority of the Parliament of Canada:—

RULES

1. Before undertaking any work which will render the track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employees of the Company shall protect the same as follows:

2. (a) On double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent or fast train service—

Send out a flagman in each direction with stop signals, at least: 1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.

3,600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5,400 feet if there is a down grade towards the obstruction within one mile.

The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible 1,500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart) on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night and remain in such position until recalled or relieved.

3. On other lines—

(a) By day place a red flag and, in addition, by night a red light, on the same side of the track as the engineer of an approaching train, at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:

(b) By day place a red flag supported on two staffs with flag drawn out between them, at right angles to the track and five feet above rail level, and in addition, by night, a red light, on the same side of the track as the engineer of an approaching train so that it will be clearly in his view, at least

3,600 feet from the defective or working point, if there is no down grade towards the obstruction.

5,400 feet if there is a down grade within one mile of the obstruction or as much farther as may be necessary to insure full protection.

(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal.

4. Trains stopped by flagman, as per rule 2, shall be governed by his instructions and proceed to the working point, and there be governed by a signal or instructions of the foreman in charge.

5. Trains stopped by red signal, as per Rule 3, shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

6. In the event of train order protection being provided, the defective or working point may be marked by signals placed in both directions as follows:

Yellow flags by day and, in addition, yellow lights by night, 3,600 feet from the defective or working point; red flags by day, and, in addition, red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train; except on double track, where trains run to the left, in which case signals shall be placed to the left hand side as seen by an engineer of an approaching train and there is a clear view of at least 1,200 feet.

7. When weather or other conditions obscure day signals, night signals must be used in addition.

AND IT IS FURTHER ORDERED that the foregoing rules be printed in the working time tables of the said railway companies for the guidance of all employees.

Subdivisions to be named setting out which of the rules are applicable to each.

Frequent service shall mean nine or more trains per diem.

Fast train service shall mean a service at a speed of thirty-five miles or more an hour.

EMPLOYEES WILL NOTE UNDER THE ABOVE ORDERS THAT:

Rule 2 (d) Manual Flagging must be observed on

Toronto Terminals.

Ottawa Terminals.

Trenton Subdivision.

Rideau Subdivision between Harrowsmith and Trenton.

Rule 3. Stationary (Red Flags) flagging shall be observed on all other Subdivisions.

Rule 6. Yellow Flags as advance indication and Red Flags at obstructed point are used to protect defective track covered by "Train Order" protection.

Yellow Flags are also used to indicate track where reduced speed is necessary, if permanent slow boards are not installed.

Special Rules Governing the Handling of Air Brakes**To All Employees.**

1. Employees must be thoroughly conversant with the Brake and Signal Equipment, and report promptly any trouble or defects.

Responsibility.

2. The Engineer and Conductor are responsible for knowing that a proper Terminal Test of train brakes has been made before starting from terminal stations. Engineers must **personally** handle brake valve, when making all tests.

Terminal Test

3. When an engine has been coupled to an outgoing train, Inspector will make a proper Terminal Test of train brakes and report condition of same to Engineer and Conductor, who must not leave without receiving this information.

Running Test.

4. Engineers on passenger trains must make a Running Test when leaving a terminal or any point where consist of train has been changed, (at a speed not less than 15 m.p.h. when practicable) by making a brake application sufficient to insure the proper control and safety of train.

Road Test

5. When the brake pipe on any train has been uncoupled, brakes must be applied and released from Engineer's brake valve after recoupling and before starting out. Trainmen must see that brakes behind points of separation operate properly.

Double Heading.

6. When two or more engines are coupled in any train, all hose must be coupled and brakes tested, and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all engines, except the leading engine.

Emergency Application

7. Brakes must be applied in Emergency **Only** when necessary to avoid accident, when brake valve handle must be placed in emergency position and left there until train stops.

Observing Air Gauges.

8. Air gauges on locomotives and cabooses must be observed frequently to insure the maximum pressure being maintained at all times.

Cutting Out Brakes.

9. Brakes must not be cut out unnecessarily. The car immediately behind engine must always have its brake cut in and operative, and brakes must not be cut out on more than two consecutive cars on any train.

Setting Out Cars.

10. When cars are set off at any point, auxiliary reservoirs must be bled and hand brakes applied.

Standing On Grades

11. When necessary for a train to stand on a grade for over five (5) minutes, air brakes must be released and train held by hand brakes.

Calling For Brakes.

12. A call for brakes from an engine when running must be promptly responded to by each Trainman opening a Conductor's valve, and then applying hand brakes. Conductor's valves **must not** be closed until train stops.

The Audible Signal (Calling for Brakes) is one short blast of engine whistle.

Percentage of Operative Brakes.

13. Passenger trains must have 100% of brakes operative when leaving terminals, and must not be run with less than 90% at any time.

Mixed and freight trains must have at least 90% of brakes operative when leaving terminals, and must not run with less than 85% at any time.

Retaining Valves.

14. Retaining Valves must be used when descending grades of 1.5% and over with passenger trains, and on grades of 1% and over with mixed and freight trains unless grades are short and no stopping point at foot of grade.

Dr. J. P. MITCHELL, CHIEF MEDICAL OFFICER

320 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 MacGillvray.
*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. 1497.

* Denotes hospital accommodation is available.

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.

Order No. 12225. (Beard of Railway Commissioners) provides in part as follows:—

Eighty-five per cent. (85%) of the number of cars in every train shall be equipped with Air Brakes in working order.

When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes.

No light engine shall be run against the current of traffic a greater distance than twenty-five miles in any one direction without a conductor in addition to the engineer and fireman.

No railway company shall permit any employee to engage in the operation of trains, or handle train orders, without first requiring such employee to pass an examination on train rules and undergo a satisfactory eye and ear test by a competent examiner.

Telegraph or telephone operators engaging in the operation of trains or handling train orders must be at least eighteen years of age, write a legible hand, and pass an examination on train rules and regulations.

Telegraph operators must be able to send and receive messages at the rate of not less than twenty words per minute.

Train despatches must be at least twenty-one years of age, be familiar with the line over which they have charge, and pass an examination on train rules and regulations.

Water stand-pipes shall not be nearer than two feet and six inches from the widest engine cab and the spout of the stand-pipe shall, when not in use, be fastened parallel with main track and enginemen are required to see that this is done after using any such pipe. Penalty, \$50.00.

"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"