KINGSTON SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION										SOUTHBOUND TRAINS SUPERIOR DIRECTION							
SECOND CLASS	FIRST CLASS				Miles from Renfrew	Telegraph and Telephone Offices	STATIONS	Telegraph Calls		FIRST CLASS				SECOND CLASS		FOURTH CLASS
617 Mixed ‡ Daily ex. Sat.				613 Pass. ‡ Daily ex. Sun.						614 Pass. a Daily ex. Sun.				618 Mixed a Daily ex. Sun.		96 Freight a Daily ex. Sun.
P.M.				A.M.						P.M.				A.M.		A.M.
11.15				10.15	103.6	D N	KINGSTON	Z K	M C	1.55				7.25		9.35
							3.7									
11.25				10.18	102.9		ROUND HOUSE			1.48				7.05		9.25
							5.1									
f11.40				f 10.28	97.8		CATARAQUI			f 1.38				f 6.47		9.05
							4.4									
f11.55				f 10.36	93.4		GLENVALE			f 1.29				f 6.32		8.45
A.M.							3.9									
f12.10				f 10.43	89.5		MURVALE			f 1.21				f 6.17		8.33
							4.5									
f12.25				s 10.53	85.0	D	HARROWSMITH	W S		s 1.12				s 6.02		8.10
							2.9									
f12.33				f 10.59	82.1		★ HARTINGTON			f 1.06				f 5.47		7.52
							3.5									
s12.45				s 11.07	78.6	D	Z VERONA	W	R O	s 1.00				s 5.37		7.40
							4.4									
f12.58				s 11.17	74.2	D	GODFREY	B	E	s 12.52				f 5.20		7.20
							2.8									
f 1.07				f 11.22	71.4		HINCHINBROOKE			f 12.47				f 5.10		7.05
							6.1									
s 1.25				s11.35	65.3	D N	Z TICHBORNE C Z Y R		A	12.35PM				s 4.55		6.45
s 1.40				12.30PM			Junction with Belleville S.D.			s11.59				4.35		
							3.8									
f 1.50				f 12.37	61.5		★ OCONTO			f 11.49				f 4.20		6.10
							4.7									
2.10				s 12.50	56.8	D N	Z SHARBOT LAKE. Z Y R C W		B I	s 11.40				4.05		5.50
A.M.				3.05			Junction with Havelock S.D.							A.M.		
							3.3									
				f 3.14	53.5		★ OSO			f 11.29						
							5.4									
				s 3.23	48.1	D	CLARENDON		A R	s 11.19						5.10
							1.7									
				3.26	46.4		★ ROBERTSVILLE			11.15						4.55
							2.1									
				s 3.30	44.3		MISSISSIPPI			s 11.11						4.45
							2.0									
				s 3.34	42.3		SNOW ROAD		S R	s 11.07						4.35
							6.1									
				f 3.44	36.2		★ WILBUR			f 10.57						4.05
							1.8									
				s 3.48	34.4	D	LAVANT		O A	s 10.53						3.55
							2.2									
				s 3.53	32.2		FOLGER			s 10.48						3.40
							4.8									
				f 4.03	27.4		CLYDE FORKS	W		f 10.38						3.15
							2.0									
				s 4.08	25.4		★ FLOWER		F S	s 10.34						3.00
							9.1									
				f 4.25	16.3		BARRYVALE			f 10.16						2.35
							1.9									
				s 4.33	14.4	D	CALABOGIE		C N	s 10.12						2.15
							3.9									
				f 4.43	10.5		★ ASHDOD			f 10.03						1.40
							6.0									
				f 4.57	4.5		★ OPEONGO			f 9.51						1.20
							3.2									
				s 5.05	1.3	D	RENFREW JUNCTION		J C	f 9.45						1.10
							1.3									
				5.15	.0	D N	Z RENFREW	K	R S	9.40						1.00
				P.M.						A.M.						A.M.
a Daily ex. Sun. 617				a Daily ex. Sun. 613			★ No passing track.			‡ Daily ex. Sun. 614				‡ Daily ex. Sun. 618		‡ Daily ex. Sun. 96

To comply with rule 99 flagmen must go out 10 poles t.. yards; 24 poles to equal 1200 yards; 36 poles to equal 1800 yard..

Railway Crossing with C.N.R. mileage 102.5 at Kingston not interlocked.

Railway Crossing at Grade with C.N.R. at Renfrew Junction not interlocked. "When operator not on duty at Renfrew Jct. trainmen must take charge of Railway crossing and operate signals."

Permanent Slow Orders.

10 miles per hour over Anglina Crossing, Kingston.

10 miles per hour over Argyle St., Renfrew.

10 miles per hour over Wilton St., Harrowsmith.

Passenger trains must not exceed a speed of 40 miles per hour over any portion of Kingston Subdivision.

"At C.N.R. diamond, mileage 102.5 Kingston S.D., there is a two-arm high signal, with arms operating in the upper quadrant position. Top arm governs C.N.R. trains and lower arm governs C.P.R. trains.

At the foot of iron signal post, there are two lever handles, one for C.N.R. trains and one for C.P.R. trains.

Normal position of signals will be, C.N.R. signal cleared, and signals must be left that way and lever handle locked with padlock, before employees leave after passing their train over diamond. It will therefore be the duty of the C.P.R. trainmen to clear their signal, when required, and restore same after C.P.R. train has cleared the crossing.

Although these lever handles are interlocked, it will still be necessary for trains of both companies to come to a full stop before passing over this diamond crossing."

Mileage 103.3 to 103.4 is operated as a Joint Section, under the following instructions:—

The signal located on the north side of Cabin mileage 103.3 governs C.N.R. westbound movement, and the signal located on the east side of Cabin governs C.P.R. southbound movements. Normal position of both signals "STOP," Day signalman only.

When signalman on duty, all trains and engines of C.P.R. and C.N.R. southbound must stop before passing signal, and proceed only on receiving flag signal from signalman. Signalman must precede and flag each southbound movement over the joint section.

When signalman not on duty C.N.R. Cabin signal will indicate "Proceed" and C.P.R. Cabin signal will indicate "Stop" and be so left for uninterrupted movement of C.N.R. trains and engines.

When C.P.R. trains are required to be moved over the joint section during the absence of signalman, such movements must be made under flag protection, and rear of such trains must also be protected against C.N.R. trains, by leaving flagman at the entrance to the joint section.

See Special Instructions governing movement of Trains at Sharbot Lake and Tichborne by Automatic Block Signals, on pages 24 and 25.

Between Kingston and Tichborne maintenance of way employees will provide manual flagging protection as per rules 49 and 50 on page 17 maintenance of way rules and instructions.

Between Tichborne and Renfrew maintenance of way employees will provide unattended flag protection as per rules 51 and 52 on page 18 maintenance of way rules and instructions. Train and Enginemen affected will see that requirements of Rule 52B are complied with.

Trains will be governed as follows through Harrowsmith Interlocker. "North bound C.P.R. trains will be governed by a mechanical Home signal situated 515 feet south of South Junction switch. This Home signal has three arms. Upper arm governs to the C.P.R. main line. Middle arm governs movement from C.P.R. main track to C.N.R. main track. Lower arm governs movement from C.P.R. main track to C.P.R. or C.N.R. passing tracks."

McCarthy's	siding	located	at	Mileage 7.89
Old Ashdod	"	"	"	" 9.40
New Ashdod	"	"	"	" 10.63
Mile Lake	"	"	"	" 18.71
Clyde Lake	"	"	"	" 22.47
Moakville	"	"	"	" 28.70
Lawrences	"	"	"	" 31.63
Ompah	"	"	"	" 39.25
Lillie's Mills	"	"	"	" 50.71
Dorans	"	"	"	" 56.42

WESTBOUND TRAINS—INFERIOR DIRECTION

THIRD CLASS										FIRST CLASS												Miles from Smiths Falls	Telegraph and Telephone Offices	BELLEVILLE SUBDIVISION	
																									STATIONS

BELLEVILLE SUBDIVISION

EASTBOUND TRAINS—SUPERIOR DIRECTION

Telegraph Calls	STATIONS		FIRST CLASS							THIRD CLASS					FOURTH CLASS		
			22 Overseas Passenger a Daily	34 Ottawa Pagr. a Daily	42 Montreal Passenger a Daily	30 Montreal Pagr. a Daily ex. Sunday	20 The Canadian a Daily	36 Montreal Passenger a Daily ex. Sunday	38 The Royal York a Daily	906 Montreal Freight a Daily	910 Montreal Freight a Daily	902 Interstate Freight a Daily	916 Montreal Freight a Daily	904 Michigan Freight a Daily	82 Freight a Daily	84 Freight a Daily	88 Freight a Daily
S F	SMITHS FALLS Z K		A.M. 4.25	A.M. 5.10	A.M. 5.25	A.M. 7.20	P.M. 1.35	P.M. 4.15	P.M. 7.35	A.M. 11.20	P.M. 3.40	P.M. 5.30	P.M. 9.15	A.M. 12.01	A.M. 8.45	P.M. 5.45	A.M. 2.30
	5.7													A.M.			
M S	★ELMSLEY					f 7.10											
	5.9																
H R	PERTH Z W		f 4.05	s 4.48	5.05	7.00	s 1.15	s 3.55	§ 7.20	9.25	3.00	4.55	8.20	11.15	8.10	5.10	1.40
	3.8					A.M.											
O Y	GLEN TAY Z Y R		3.59	4.37	4.59		1.06	s 3.45	7.16	9.00	2.45	4.45	8.00	11.00	8.00	5.00	1.20
	Jct. with Havelock S.D.			A.M.				P.M.				P.M.					
	5.8																
	ELLIOTT		3.51		4.51		12.59		7.10	8.45	2.30		7.40	10.40	7.45	4.45	12.56
	2.7																
H S	CHRISTIE LAKE		3.46		4.46		f12.54		7.07	8.30	2.20		7.30	10.30	7.25	4.35	12.48
	6.5																
	BOLINGBROKE		3.37		4.37		12.43		6.59	8.10	2.00		7.10	10.10	7.05	4.15	12.30
	3.9																
K O	CROW LAKE Z W		3.32		4.32		f12.36		6.54	7.45	1.50		19 6.54 38 6.12	10.00	6.50	4.00	12.15
	6.5																A.M.
A	TICHBORNE CY		f 3.17		4.18		37 12.25 s 12.20		6.47	7.10	1.30		5.35	9.40	6.25	3.40	11.50
	Jct. with Kingston S.D.																
	2.0																
	★PARHAM						f12.17										
	4.4																
	ECHO		3.09		4.10		12.11		6.38	6.35	1.00		5.00	9.15	6.00	3.15	11.25
	5.2																
W K	WILKINSON W		3.03		4.03		f12.04 P.M.		6.29	6.20	20 12.40PM 37 11.40		4.45	9.00	5.40	3.00	11.00
	8.8																
	LENS		2.53		3.53		f11.52		6.21	6.00	11.20		4.20	8.40	5.20	2.40	10.35
	3.4																
	CURRIE		2.48		3.49		11.47		6.17	5.50	11.10		4.05	8.20	5.07	2.30	10.15
	3.8																
V N	ROBLINDALE W		2.43		3.43		f11.42		6.14	5.40	11.00		3.50	8.10	4.51	2.20	10.00
	6.1																
	KINGSFORD		2.35		3.35		11.34		6.08	5.20	10.45		3.25	7.50	4.25	1.55	9.25
	5.0																
S Q	LONSDALE		2.28		3.29		f11.26		6.03	5.02	10.23		3.05	7.30	4.05	1.35	9.05
	2.8																
	BINNS		2.25		3.26		11.22		6.00	4.35	9.55		2.55	7.15	3.48	1.18	8.55
	4.7																
S C	SHANNONVILLE Z W		2.18		3.20		11.17		5.55	4.20	9.40		2.40	6.40	3.20	12.55	8.40
	5.3																
N S	BELLEVILLE Z		s 2.08		s 3.10		s11.10		§ 5.49	4.00	9.20		2.20	6.20	2.40	12.35	8.25
	5.6																
	BAYSIDE		1.56		3.01		11.01		5.41	3.20	8.50		2.00	6.00	2.20	12.15	8.05
	4.8																P.M.
O N	TRENTON W K		1.50 A.M.		2.55 A.M.		10.55 A.M.		5.35 P.M.	3.00 A.M.	8.30 A.M.		1.45 P.M.	5.40 P.M.	2.00 A.M.	11.55 A.M.	7.45 P.M.
	★No passing track.		‡ Daily 22	‡ Daily 34	‡ Daily 42	‡ Daily ex. Sunday 30	‡ Daily 20	‡ Daily ex. Sunday 36	‡ Daily 38	‡ Daily 906	‡ Daily 910	‡ Daily 902	‡ Daily 916	‡ Daily 904	‡ Daily 82	‡ Daily 84	‡ Daily 88

TIME TABLE No. 72. NOVEMBER 22nd, 1931

WESTBOUND TRAINS—INFERIOR DIRECTION

THIRD CLASS									SECOND CLASS			FIRST CLASS										Miles from Trenton	Telegraph and Telephone Offices	OSHAWA SUBDIVISION
					901	905	909	903	915			621				19	603	619	35	37	601	21	33	41			STATIONS
					Interstate Freight	Ontario Freight	Toronto Freight	Interstate Freight	Interstate Freight			Peterboro Mixed ‡ Daily ex. Mon.				The Canadian ‡ Daily	Trenton Pegr. ‡ Daily ex. Sunday	Toronto Pegr. ‡ Sunday only	Toronto Pegr. ‡ Daily ex. Sunday	The Royal York ‡ Daily	Toronto Pegr. ‡ Daily ex. Sunday	Chicago Pegr. ‡ Daily	Toronto Pegr. ‡ Daily	Toronto Pegr. ‡ Daily			
					‡ Daily	‡ Daily	‡ Daily	‡ Daily	‡ Daily																	
					P.M.		P.M.	A.M.	A.M.							P.M.	P.M.			P.M.		A.M.		A.M.			
					11.35		12.50	10.50	1.45							7.45	5.40			1.50		5.40		4.25	.0	D N	TRENTON WK
					11.55		1.10	11.10	2.05							7.50	5.47			1.56		5.48		4.33	4.4		WARK
																	f 5.50								6.6		★SMITHFIELD
					A.M. 12.10		1.25	11.25	2.29							7.55	s 5.55			2.02		5.54		4.39	9.9	D	BRIGHTON
					12.15		1.30	11.30	2.40							7.57	6.00			2.04		5.57		4.42	12.4		BAMFORD
					12.30		1.40	11.40	2.50							8.02	s 6.08			2.10		6.03		4.48	18.0	D N	COLBORNE W
																	f 6.10								18.8		★LAKEPORT
					1.13		1.47	11.46	2.57							8.04	6.14			2.13		6.06		4.51	20.9		FLAVELLE
					1.30		1.57	11.54	3.07							8.07	s 6.20			2.17		6.10		4.55	24.8		GRAFTON
					1.40		2.07	P.M. 12.03	3.17							8.11	6.25			2.21		6.14		4.59	28.6		SPICER
					1.59		2.25	12.15	3.27							8.15	s 6.32			s 2.25		§ 6.19		§ 5.04	32.4	D N	COBOURG W
					2.15		3.00	12.30	3.45							8.21	s 6.41			s 2.34		§ 6.29		§ 5.14	38.7	D N	PORT HOPE
					2.35		3.29	12.45	4.00							8.27	f6.49			2.42		6.37		5.23	44.8		WESLEYVILLE
					2.52		3.45	1.00	4.15							8.31	s 6.56			2.47		6.42		5.28	49.5	D N Z	NEWTONVILLE W
					3.00		4.00	1.10	4.25							8.35	f 7.02			2.51		6.46		5.33	53.6		LOVEKIN
																	s 7.06								56.0		★NEWCASTLE
					3.20		4.28	1.29	4.40							8.43	s 7.16			s 3.00		§ 6.57		§ 5.43	61.8	D N	BOWMANVILLE W
					3.30		4.49	1.45	4.50							8.48	f 7.23			3.06		7.04		5.49	66.7		DARLINGTON
					3.40		5.04	1.55	5.00							§ 8.54	s 7.32			s 3.12		s 7.13		s 5.56	71.7	D N Z	OSHAWA
					3.50		5.19	2.30	5.10							8.59	s 7.40			§ 3.20		7.21		§ 6.04	76.3	D N Z	WHITBY W
					4.00		5.34	2.50	5.25							9.04	7.48			3.27		7.28		6.11	81.3		AUDLEY
																	f 7.51								82.5		★GREENWOOD
					4.15		5.54	3.10	5.45							9.10	s 7.58			3.36		7.38		6.21	87.5		CHERRYWOOD
																									92.3		★SCARBORO
					4.45	P.M. 8.15	6.25	3.30	6.15			A.M. s12.40				9.19	s 8.12	P.M. s 7.20	P.M. s 5.45	3.46	A.M. s 9.12	7.48	A.M. † 7.00	6.31	96.3	D N	AGINCOURT RW (Junction with Peterboro S.D.)
																					f 9.18				99.4		★WEXFORD
																					f 9.23				101.9		★DONLANDS
					5.30	8.45	7.00	3.45	6.30			s 1.15				§ 9.28	s 8.24	s 7.30	s 6.00	s 3.58	s9.27	s 7.59	s 7.11	s 6.41	103.8	D N	Z LEASIDE R (Junction with Toronto Terminals)
					A.M.	P.M.	P.M.	P.M.	A.M.			A.M.			TORONTO TERMINALS												Staff System Absolute between Leaside and Don.
																9.37	s 8.35	s 7.40	s 6.10	s 4.06	s 9.35	s 8.10	s 7.20	s 6.50	107.1	D N	★DON
																9.45 P.M.	8.45 P.M.	7.50 P.M.	6.20 P.M.	4.15 P.M.	9.45 A.M.	8.20 A.M.	7.30 A.M.	7.00 A.M.	109.1	D N	TORONTO
					‡ Daily 901	‡ Daily 905	‡ Daily 909	‡ Daily 903	‡ Daily 915			‡ Daily ex. Mon. 621				‡ Daily 19	‡ Daily ex. Sunday 603	‡ Sunday only 619	‡ Daily ex. Sunday 35	‡ Daily 37	‡ Daily ex. Sunday 601	‡ Daily 21	‡ Daily 33	‡ Daily 41			★No passing track.

Operator Leaside and Agincourt will register all first class trains except when green signals are displayed by any section thereof, in which case conductor must register.

No. 38 stops at Oshawa to detrain from Toronto and west and will flag stop at Leaside and Oshawa to entrain for Ottawa, Montreal and beyond.

No. 37 will stop at Whitby to detrain passengers from Montreal or Ottawa and to entrain passengers for points beyond Toronto.

No. 19 stops at Oshawa to detrain from Montreal or Ottawa and will flag stop to entrain for Toronto or beyond.

No. 19 stops at Leaside to detrain.

Nos. 21 and 22 will stop at Cobourg, Port Hope and Bowmanville to entrain or detrain passengers to and from Toronto and beyond and Smiths Falls and beyond and to load and unload express.

No. 41 will stop at Cobourg, Port Hope, Bowmanville and Whitby to detrain Sleeping Car Passengers from Montreal and Ottawa.

No. 42 will stop at Whitby to entrain Sleeping Car Passengers for Montreal and Ottawa, and will stop at Bowmanville, Port Hope and Cobourg to entrain Sleeping Car Passengers for Ottawa.

TIME TABLE No. 72. NOVEMBER 22nd, 1931

OSHAWA SUBDIVISION

EASTBOUND TRAINS—SUPERIOR DIRECTION

Telephone Calls	STATIONS	Telephone Calls	FIRST CLASS												SECOND CLASS			THIRD CLASS					FOURTH CLASS				
			20 The Canadian ∝ Daily	620 Peterboro Pegr. ∝ Sunday only	36 Montreal Pegr. ∝ Daily ex. Sunday	604 Trenton Pegr. ∝ Daily ex. Sunday	38 The Royal York ∝ Daily	602 Peterboro Pegr. ∝ Daily ex. Sunday	34 Ottawa Pegr ∝ Daily	22 Overseas Pegr. ∝ Daily	42 Montreal Pegr. ∝ Daily				622 Peterboro Mixed ∝ Daily ex. Sunday			902 Interstate Freight ∝ Daily	916 Montreal Freight ∝ Daily	904 Michigan Freight ∝ Daily	906 Montreal Freight ∝ Daily	910 Montreal Freight ∝ Daily	78 Freight ∝ Daily	82 Freight ∝ Daily			
O N	TRENTON ..ZWK	O N	A.M. 10.50			P.M. 4.40	P.M. 5.30			A.M. 1.40	A.M. 2.45								A.M. 11.55	P.M. 4.30	A.M. 1.30	A.M. 5.30	A.M. 10.40	P.M. 9.10			
4.4																											
	WARK		10.45			4.33	5.23			1.32	2.37								11.39	4.12	1.02	5.00	10.27	8.52			
2.2																											
	★SMITHFIELD					f 4.29																					
3.3																											
H N	BRIGHTON	H N	10.39			s 4.24	5.18			1.26	2.29								11.25	4.00	12.50	4.39	10.15	8.40			
2.5																											
	BAMFORD		10.36			f 4.20	5.16			1.22	2.25								11.20	3.55	12.45	4.15	10.05	8.35			
5.6																											
C B	COLBORNE ..ZW	C B	10.30			s 4.13	5.11			1.16	2.19								11.10	3.44	12.30	4.00	9.50	8.20			
0.8																											
	★LAKEPORT					f 4.11																					
2.1																											
	FLAVELLE		10.27			4.07	5.08			1.13	2.16								11.04	3.39	12.24	3.54	9.40	8.04			
3.9																											
	GRAFTON		10.23			s 4.02	5.04			1.08	2.11								10.57	3.31	12.16	3.46	9.30	7.40			
3.8																											
	SPICER		10.19			3.56	5.00			1.04	2.06								10.50	3.23	12.08 A.M.	3.38	9.20	7.30			
3.8																											
B U	COBOURG ..ZW	B U	s10.15			s 3.50	4.57			§12.58	§1.59								10.42	3.15	11.58	3.27	9.10	7.20			
6.3																											
H O	PORT HOPE ..Z	H O	s10.05	Peterboro Subdivision Train	Peterboro Subdivision Train	s 3.38	4.51	Peterboro Subdivision Train	Peterboro Subdivision Train	§12.48	§ 1.48				Peterboro Subdivision Train			Peterboro Subdivision Train	10.30	3.00	11.43	2.55	8.55	7.05			
6.1																											
	WESLEYVILLE		9.58			f3.29	4.45			12.41	1.40								10.15	2.42	11.28	2.35	8.40	6.49			
4.7																											
N E	NEWTONVILLE ..W	N E	9.53			s 3.22	4.41			12.35	1.34								9.53	2.10	11.13	2.20	8.25	6.25			
4.1																											
	LOVEKIN		9.49			3.16	4.37			12.29	1.28								9.20	1.45	10.58	2.05	8.15	6.10			
2.4																											
	★NEWCASTLE					s 3.12																					
5.8																											
M A	BOWMANVILLE ..ZW	M A	s 9.40			s3.00	4.28			§12.20	§ 1.18								9.05	1.29	10.43	1.50	8.00	5.55			
4.9																											
	DARLINGTON		9.33			f 2.48	4.23			12.13	1.12								8.53	1.16	10.31	1.38	7.45	5.40			
5.0																											
H W	OSHAWA ..Z	H W	s 9.27			s 2.40	§ 4.18			s12.05	s 1.05								8.43	1.06	10.21	1.28	7.35	5.30			
4.6										A.M.																	
U O	WHITBY ..W	U O	f 9.18			s2.30	4.13			11.57	§12.57								8.33	12.56	10.11	1.18	7.21	5.19			
5.0																											
	AUDLEY		9.13			2.23	4.08			11.51	12.51								8.23	12.46	10.01	1.08	7.03	5.01			
1.2																											
	★GREENWOOD					f 2.20																					
5.0																											
	CHERRYWOOD		9.07			s 2.12	4.02			11.44	12.44								8.10	12.33	9.48	12.55	6.50	4.48			
4.8																											
	★SCARBORO																										
4.0				A.M.	A.M.			P.M.	P.M.						A.M.			A.M.									
G N	AGINCOURT ..RW	G N	8.57	s 9.30	s 9.43	s 2.01	3.54	s 5.45	s11.15	11.34	12.34				s12.50			7.05	7.48	12.15 P.M.	9.30	12.34 A.M.	915 6.31 41 6.15	4.30			
	Junction with Peterboro S.D.																										
3.1																											
	DOUBLE TRACK ★WEXFORD							f 5.36																			
2.5																											
	★DONLANDS				f 9.30			f 5.31																			
1.9																											
D O	LEASIDE ..R	D O	s 8.45	s 9.17	s9.27	s 1.48	§ 3.43	s 5.27	s11.00	s11.19	s12.18				s12.25			6.35	7.15	11.45	9.00	11.45	5.45	4.00			
	Junction with Toronto Terminals.																										
3.3															A.M.			A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.			
	Staff System Absolute between Leaside and Don.											TORONTO TERMINALS															
D N	Double Track ★DON	D N	s 8.36	s 9.07	s 9.17	s 1.38	3.36	s 5.17	s10.48	s11.07	s12.06 A.M.																
2.0																											
U N	TORONTO ..K	U N	8.30 A.M.	9.00 A.M.	9.10 A.M.	1.30 P.M.	3.30 P.M.	5.10 P.M.	10.40 P.M.	11.00 P.M.	11.59 P.M.																
	★ No passing track.		∫ Daily 20	∫ Sunday only 620	∫ Daily ex. Sunday 36	∫ Daily ex. Sunday 604	∫ Daily 38	∫ Daily ex. Sunday 602	∫ Daily 34	∫ Daily 22	∫ Daily 42				∫ Daily ex. Sunday 622			∫ Daily 902	∫ Daily 916	∫ Daily 904	∫ Daily 906	∫ Daily 910	∫ Daily 78	∫ Daily 82			

Trains between Leaside and Toronto and between Leaside and West Toronto will be governed by Toronto Terminals Division Time Table, pages 12 and 13.

See Special Instructions governing movement of trains by Automatic Block Signals on pages 24 and 25.

Cars must not be left within 50 feet of Street Line Ritson St., Oshawa, and all switching movements over this crossing must be protected by a flagman.

To comply with rule 99 between Trenton and Agincourt flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 24 to equal 1200 yards, and 41 telegraph poles instead of 36 to equal 1800 yards. Between Agincourt and Leaside flagmen must go out 15 telegraph poles instead of ten to equal 500 yards, 36 telegraph poles instead of 24 to equal 1200 yards and 54 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 maintenance of way rules and instructions.

TIME TABLE No. 72. NOVEMBER 22nd, 1931

HAVELOCK SUBDIVISION

WESTBOUND TRAINS—INFERIOR DIRECTION															EASTBOUND TRAINS—SUPERIOR DIRECTION												
THIRD CLASS					FIRST CLASS								Miles from Glen Tay	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	FIRST CLASS					THIRD CLASS		FOURTH CLASS				
				905 Ontario Freight l Daily						35 Toronto Passenger l Daily ex. Sunday	33 Toronto Passenger l Daily						34 Ottawa Passenger a Daily	36 Montreal Passenger a Daily ex. Sunday				902 Interstate Freight a Daily		72 Freight a Daily	74 Freight a Daily	76 Freight a Daily	78 Freight a Daily	
				A.M. 9.35						A.M. 11.52	A.M. 1.55	.0	D N	GLEN TAY....Z YR	G Y		A.M. 4.37	P.M. 3.45				P.M. 4.45		A.M. 5.10	A.M. 11.25	P.M. 1.10	P.M. 8.00	
				9.45						f 11.59	2.01	3.7		BATHURST	R F	3.7	4.28	f 3.34				4.33		5.00	11.15	1.00	7.50	
				10.07						P.M. s 12.11	2.11	7.5 11.2	D	MABERLEY	B Y	7.5	4.18	s 3.22				4.18		4.18	11.00	12.40	7.30	
				10.20						12.22	2.19	6.3 17.5		UNGAVA		6.3	4.08	3.10				4.05		3.47	10 47	12.22	7.12	
				10.33						s 12.35 12.55	s 2.30	3.9 21.4	D N	Z....SHARBOT LAKE.ZYW Jct. with Kingston S.D.	B I	3.9	s 4.00	s 3.02				3.45		3.35	10.33	P.M. 11.52	7.00	
				10.46						1.04	2.38	5.9 27.3		OLDEN		5.9	3.46	2.47				3.28		3.20	10 05	11.37	6.42	
				10.57						s 1.10	2.43	3.2 30.5	D	Z...MOUNTAIN GROVE.. Z	G F	3.2	3.41	s 2.41				3.18		3.10	9.55	11.28	6.36	
				11.10						s 1.19	2.51	5.7 36.2	D	ARDENDALE...Z W	N E	5.7	3.33	s 2.30				3.05		2.51	9.40	11.10	6.25	
				11.20						1.27	2.58	5.0 41.2		RONALDSON		5.0	3.26	2.20				2.53		2.25	9 25	10 52	6.15	
				11.31						s 1.36	§ 3.05	5.1 46.3	D	KALADAR.. .....Z	K R	5.1	§ 3.19	s 2.10				2.41		2.10	9.10	10 40	6.05	
				11.40						1.42	3.12	4.1 50.4		ADDINGTON		4.1	3.12	2.00				2.31		1.55	8.52	10.22	5.52	
				11.51						f 1.50	3.22	4.6 55.0		HUNGERFORD	S I	4.6	3.02	f 1.50				2.20		1.40	8.40	10.10	5.40	
										s 1.56		2.3 57.3	D	★Z.....SULPHIDE	S U	2.3		s 1.43										
				11.59						1.59	3.27	1.5 58.8		BOGART		1.5	2.55	1.39				361 1.59 351 1.28		1.28	8.27	9.55	5.30	
				P.M. 12.20						s 2.10	s 3.40	3.7 62.5	D N	Z.....TWEED.....CYW	F E	3.7	s 2.45	s 1.28				1.15		1.18	8.15	9.45	5.20	
				12.35						2.16	3.47	3.9 66.4		BULLER		3.9	2.35	1.20				1.05		1.04	7.58	9.30	5.07	
				902 12.50 36 1.10						s 2.24	§ 3.55	5.3 71.7		IVANHOE	V A	5.3	s 2.28	s 1.10				12.53		12.51	7.45	9.15	4.55	
				1.30						2.32	4.02	4.5 76.2		PETERSON		4.5	2.21	1.03				12.43		12.42	7.32	9.00	4.45	
				1.43						s 2.39	s 4.08	4.2 80.4	D	Z.....BONARLAW	C G	4.2	f 2.15	s 12.56				12.33		12.33	7.20	8.45	4.35	
				1.55						f 2.47	4.15	5.0 85.4		TIFFIN		5.0	2.07	f 12.47				12.21		12.21	7.00	8.30	4 22	
				2.05						f 2.54	4.23	4.3 89.7		BLAIRTON		4.3	2.01	f 12.41				12.11		12.11	6.45	8.15	4.10	
				2.30 P.M.						3.02 P.M.	4.30 A.M.	4.0 93.7	D N	Z.....HAVELOCK.....K	S	4.0	1.55 A.M.	12.35 P.M.				12.01 P.M.		12.01 A.M.	6.30 A.M.	8.00 A.M.	4.00 P.M.	
				a Daily 905						a Daily ex. Sunday 35	a Daily 33			★No passing track.			l Daily 34	l Daily ex. Sunday 36				l Daily 902		l Daily 72	l Daily 74	l Daily 76	l Daily 78	

No. 33—Will stop at Kaladar to let off passengers from Smith's Falls and East, and stop on flag to pick up passengers for Toronto or beyond and will slow down sufficiently passing Ivanhoe to permit mail to be handed off and will be flag stop at Ivanhoe.

No. 34—Will stop at Kaladar to let off passengers from Toronto or beyond, and pick up passengers for Smith's Falls and East.

Railway Crossing at Grade with Canadian National Railway at Bonarlaw, not interlocked.

Operator Glen Tay will register all east bound first class trains except when green signals are displayed by any section thereof, in which case conductor must register.

On Semaphore at the crossing with the Canadian National Railway at Bonarlaw the upper arm governs Canadian Pacific trains and the lower arm Canadian National trains. Between the hours of 7 p.m. and 7 a.m. normal position of the semaphores will be clear for Canadian Pacific trains and against C.N.R. trains.

Trains must not exceed ten miles per hour over Victoria St., Tweed, and all switching movements over this crossing must be done under flag protection.

To comply with Rule 99, flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 24 to equal 1200 yards, and 41 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 maintenance of way rules and instructions.

See Special Instructions governing movement of Trains at Glen Tay and Sharbot Lake by Automatic Block Signals on pages 24 and 25.

TIME TABLE No. 72. NOVEMBER 22nd, 1931

PETERBORO SUBDIVISION

WESTBOUND TRAINS—INFERIOR DIRECTION																EASTBOUND TRAINS—SUPERIOR DIRECTION											
THIRD CLASS					SECOND CLASS			FIRST CLASS				Miles from Havelock	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	FIRST CLASS				SECOND CLASS		THIRD CLASS	FOURTH CLASS				
905					621	605	619	35	601	33						620	36	602	34	622	606	902	92	74	94	98	96
Ontario Freight					Peterboro Mixed	Port McNicoll Mixed	Toronto Passenger	Toronto Passenger	Toronto Passenger	Toronto Passenger						Peterboro Pegr.	Montreal Passenger	Peterboro Passenger	Ottawa Passenger	Peterboro Mixed	Port McNicoll Mixed	Interstate Freight	Freight	Freight	Freight	Freight	Freight
∫ Daily					∫ Daily ex. Sun.	∫ Daily ex. Sun.	∫ Sunday Only	∫ Daily ex. Sun.	∫ Daily ex. Sun.	∫ Daily						a Sun. only	a Daily ex. Sun.	a Daily ex. Sun.	a Daily	a Daily ex. Sun.	a Daily ex. Sun	a Daily	a Daily	ı Daily	a Daily	a Daily	a Daily
P.M.						A.M.	P.M.	P.M.	A.M.	A.M.						A.M.	P.M.	P.M.	A.M.		P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
3.30						5.30	5.00	3.09	6.25	4.40	.0	D	N	HAVELOCK...Z K	S	11.55	12.28	8.35	1.45		8.00	11.25	7.50	11.05	5.00	8.25	11.20
3.50					§	5.45	s 5.10	s 3.20	s 6.37	f 4.49	6.1	D	Z	6.1 NORWOOD	N D	s 11.43	s 12.15	s 8.24	f 1.34		§ 7.40	11.09	7.30	10.40	4.40	8.10	11.00
3.58					§	5.53	5.14	3.25	f 6.42	4.54	9.0			2.9 ASPHODEL		11.35	12.10	f 8.16	1.29		§ 7.30	11.02	7.15	10.20	4.30	8.00	10.50
4.10					§	6.05	f 5.22	s 3.33	s 6.52	5.01	14.5	D		5.5 INDIAN RIVER	R V	f 11.26	s 12.01	s 8.07	1.20		f 7.15	10.50	6.52	10.00	35 4.10 905 3.33	7.45	10.35
4.20					P.M.	6.15	5.30	3.40	6.58	5.08	19.4			4.9 OTONABEE		11.18	P.M. 11.54	7.59	1.12		A.M. 7.00	10.40	6.15	9.40	3.15	7.35	10.20
4.40					6.30	S 6.25 622 6.40	s 5.45	s 3.55	s 7.15	s 5.25	24.3	D	N Z	4.9 PETERBORO.Z KW	B O	s 11.05	s 11.45 11.35	S 7.50 7.40	s 1.00	6.40	s 6.45 6.30	10.30	5.55	9.20	3.00	7.20	10.05
4.55					f 6.45	f 6.53	5.54	4.05	f 7.25	5.34	30.4			6.1 KENDRY		10.55	11.25	f 7.30	12.45	f 6.18	6.15	10.16	5.34	8.55	2.40	7.05	9.48
5.02					f 6.55	§ 6.59	f 5.58	s 4.10	s 7.30	5.38	33.3	D		2.9 CAVAN	N A	f 10.51	s 11.20	s 7.25	12.41	f 6.08	§ 6.05	10.10	5.15	8.45	2.30	6.55	9.40
5.17					7.05	7.08	6.03	4.16	7.37	5.45	37.0			3.7 TAPLEY		10.47	11.13	7.19	12.36	5.56	5.57	10.00	5.00	8.30	2.18	6.30	9.28
5.22					7.10 P.M.	7.13 A.M.	f 6.06	f 4.19	f 7.41	5.48	38.7	D	N Z	1.7 DRANOEL.ZYRW Jct. with Port McNicoll S.D.	G B	f 10.45	f 11.09	f 7.16	12.33	5.48 A.M	5.51 P.M.	9.55	4.50 A.M.	8.20	2.10 P.M.	619 6.11 6.06	9.20 P.M.
					Via Port McNicoll and Bobcaygeon Subdivision		f 6.10	f 4.25	f 7.47		41.5			2.8 ★MANVERS		f 10.41	f 11.03	f 7.12		Via Bobcaygeon and Port McNicoll Subdivision							
5.42					P.M.		f 6.17	s 4.33	s 7.55	6.00	45.4	D		3.9 PONTYPOOL	T Y	f 10.36	s 10.55	s 7.06	12.23	A.M.		9.40		7.55		5.42	
6.05					10.45		f 6.29	s 4.53	s 8.15	6.12	54.3	D	N Z	8.9 BURKETON Jct. with Bobcaygeon S.D.	K N	f 10.25	s 10.43	s 6.53	12.10	2.45		9.20		7.20		4.53	
									f 8.21		58.2			3.9 ★BRADY				f 6.38									
6.30					11.10		s 6.42	s 5.07	s 8.30	f 6.26	63.6	D		5.4 MYRTLE W	M U	s 10.12	s 10.23	s 6.30	f 11.57	A.M. s 2.15		9.00		6.50		4.20	
6.48					11.20		6.48	5.13	f 8.38	6.32	67.3			3.7 DAGMAR		10.03	10.17	f 6.22	11.49	2.00		8.38		6.32		4.05	
							f 6.51	f 5.16	f 8.41		68.8			1.5 ★GLEN MAJOR		f 10.00	f 10.14	f 6.19									
7.25					11.41		f 6.57	s 5.22	s 8.47	6.39	72.5	D		3.7 CLAREMONT	R M	f 9.54	s 10.08	s 6.13	11.41	f 1.45		8.10		6.00		3.50	
									f 8.52		76.1			3.6 ★ATHA ROAD				f 6.07									
7.45					A.M f 12.05		f 7.07	s 5.32	s 8.58	6.48	80.0	D		3.9 LOCUST HILL	G R	f 9.42	s 9.56	s 5.59	11.29	f 1.15		7.40		5.30		3.20	
7.55					12.20		7.13	5.39	9.04	6.54	84.4			4.4 SHERRING		9.35	9.50	5.52	11.22	1.05		7.25		5.10		3.05	
									f 9.07		85.9			1.5 ★BROWN'S CORNERS				f 5.49									
8.10 P.M.					f 12.30 A.M.		s 7.20 P.M.	s 5.45 P.M.	s 9.11 A.M.	f 7.00 A.M.	88.0	D	N	2.1 ★Z..AGINCOURT..WR	G N	s 9.30 A.M.	s 9.44 A.M.	s 5.45 P.M.	s 11.15 P.M.	s 12.55 A.M.		7.10 A.M.		5.00 A.M.		2.50 P.M.	
∫ Daily					∫ Daily ex. Mon.	∫ Daily ex. Sun.	∫ Sunday Only	∫ Daily ex. Sun.	∫ Daily ex. Sun.	∫ Daily				★No passing track		∫ Sun. only	∫ Daily ex. Sun.	∫ Daily ex. Sun.	∫ Daily	∫ Daily ex. Sun.	∫ Daily ex. Sun.	∫ Daily	∫ Daily	∫ Daily	∫ Daily	∫ Daily	∫ Daily
905					621	605	619	35	601	33						620	36	602	34	622	606	902	92	74	94	98	96

Port McNicoll Subdivision Train

Railway Crossing at Grade C.N.R. (Northern Division), west of Peterboro Station, not interlocked.

Permanent Slow Order, Trains must not exceed a speed of 20 miles per hour over switch at Drancel, and a speed of 10 miles per hour through City Limits, Peterboro.

Operator Drancel will register all Peterboro subdivision first class trains, except when green signals are displayed by any section thereof, in which case conductor must register. Operator Agincourt will register all first class trains except when green signals are displayed by any section thereof, in which case conductor must register.

See Special Instructions governing movement of trains at Agincourt by Automatic Block Signals on pages 24 and 25.

To comply with Rule 99, flagman must go out 13 telegraph poles instead of 10 to equal 500 yards, 30 telegraph poles instead of 24 to equal 1200 yards, and 45 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 maintenance of way rules and instructions.

Nos. 605 and 606 will be flag stops at Norwood, Asphodel, and Cavan and No. 605 will be Flag Stop at Indian River to detrain and entrain passengers and handle milk to and from Port McNicoll Subdivision stations.

Eastbound trains other than first and second class trains must not leave Drancel until report has been received of arrival of preceding train at station ahead, or until thirty minutes has elapsed—trains with fifty per cent (or less) of tonnage will be governed by Special Instruction "J."

Stop boards are located 50 feet east and west of Swing Bridge, M.P. 23.24, Peterboro S.D. All trains must come to a full stop at these boards and speed of trains must not exceed 5 miles per hour until engine has passed over this bridge.

TIME TABLE No. 72. NOVEMBER 22nd, 1931

PORT McNICOLL SUBDIVISION

WESTBOUND TRAINS—INFERIOR DIRECTION

SECOND CLASS			FIRST CLASS				Miles from Drawell	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	EASTBOUND TRAINS—SUPERIOR DIRECTION								
											FIRST CLASS			SECOND CLASS			FOURTH CLASS		
621	605	622	725	723	607						610	724	726	622	606	621	92	94	96
Mixed ℓ Daily ex. Sun.	Mixed ℓ Daily ex. Sun.	Mixed ℓ Daily ex. Sun.	Pegr. ℓ Daily ex. Sun.	Pegr. ℓ Daily ex. Sun.	Pegr. ℓ Daily ex. Sun.						Pegr. a Daily ex. Sun.	Pegr. a Daily ex. Sun.	Pegr. a Daily ex. Sun.	Mixed a Daily ex. Sun.	Mixed a Daily ex. Sun.	Mixed a Daily ex. Sun.	Freight a Daily	Freight a Daily	Freight a Daily
P.M.	A.M.													A.M.	P.M.		A.M.	P.M.	P.M.
7.20	7.15						.0	D N	DRANOEL. YK	W G B				5.45	5.50		4.50	2.10	9.20
f 7.25	s 7.20						2.2		BETHANY	Z				f5.40	f 5.42		4.42	2.02	9.11
f 7.35	f 7.29						4.1		FLEETWOOD					f5.30	f 5.22		4 30	1.50	8.59
7.45	f 7.38						4.4		★REA'S					f5.20	f 5.10				
f 7.50	f 7.43						2.3		HILLHEAD					f5.15	f 5.05		4 12	1.32	8.37
		A.M.		P.M.	A.M.		3.8					A.M.	P.M.			P.M.			
s 8.00	s 7.50	4.10		7.40	11.30		16.8	Stand System Absolute Z	LINDSAY JCT. Jct. with Bobcaygeon S.D.			7.25	3.53	s5.05	s 4.55	9.10	4.01	1.20	8.25
							1.3												
8.10	s 8.00	4 15		7.45	11.35		18.1	D N	LINDSAY. RW	D A		7.20	3.50	5.00	s 4.50	9.05	3.55	1.15	8.20
P.M.		A.M.		P.M.	A.M.							A.M.	P.M.	A.M.	4.35	P.M.			
	9.10						3.9		JOFFRE						4.23		3.40	1.00	8.05
							.8												
	f 9.12						22.8		★CAMBRAI						f 4.21				
	s 9.25						4.4		GRASSHILL. Z	W					s 4.09		3.25	12.45	7.45
	f 9.35						2.6		HARTLEY						f 4.02		3.10	12.35	7.25
	f 9.47						5.2		BALSAM LAKE						f 3.50		2.52	12.20	7.05
	f 9.57						3.9		ELDON	D E					s 3.39		2.40	12.05	6.50
	f 10.09						5.5											P.M.	
							44.4	Z	TALBOT	W					f 3.25		2.25	11.50	6.35
	s 10.15						2.8		BRECHIN						s 3.19		2.15	11.40	6.25
	10.30						4.2		★SCHEPELER						3.09				
	10.34						1.6		ELLESMERE						3.05		2.00	11.25	6.10
							4.9												
							57.9		★ATHERLEY										
	s 10.55						2.7												
	9411.45						60.6	D	ORILLIA	Z W O R					s 2.45		1.40	10.55	5.50
							2.2								2.20				
	11.52						62.8		TAFTON						2.10		1.20	10.25	5.30
P.M.							5.7												
s 12.07							68.5		UHTHOFF						s 1.55		1.05	10.05	5.15
						P.M.	6.2				P.M.								
606 610 607 12.40 1.40						1.25	74.7	D N Z	MEDONTE Jct. with MacTier S.D.	W D	12.50			607 605 610 s1.35 12.15			12.45	9.45	4.55
							1.6												
s 1.55						s1.30	76.3	D	COLDWATER	Z C O	s12.46				s12.01		12.40	9.40	4.50
f 2.10						f1.36	79.4		FESSERTON		f12.40				P.M. f11.48		12.30	9.30	4.40
f 2.25						f1.44	84.5		MELDUF		f12.32				f11.35		12 15	9.15	4.25
							3.8												
	2.45 P.M.						88.3	D N Z	PORT McNICOLL	K V I					11.20 A.M.		12.01 A.M.	9.00 A.M.	4.10 P.M.
							3.3												
						s1.57	87.8	D Z	McMILLAN	D N	s12.22								
						C. N. Rys.					C. N. Rys.								
						2.05 P.M.	92.0	D	4.2 MIDLAND	M I	12.10 P.M.								
a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.				★No passing track.		ℓ Daily ex. Sun.	ℓ Daily ex. Sun.	ℓ Daily ex. Sun.	ℓ Daily ex. Sun.	ℓ Daily ex. Sun.	ℓ Daily ex. Sun.	ℓ Daily	ℓ Daily	ℓ Daily
621	605	622	725	723	607						610	724	726	622	606	621	92	94	96

NORTHBOUND TRAINS—INFERIOR DIRECTION

SECOND CLASS		FIRST CLASS		Miles from Burketon	Telegraph Offices	STATIONS	Telegraph Calls	SOUTHBOUND TRAINS—SUPERIOR DIRECTION			
								FIRST CLASS		SECOND CLASS	
727	622	725	723					724	726	728	621
Mixed ℓ Daily ex. Sun.	Mixed ℓ Daily ex. Sun.	Pegr. ℓ Daily ex. Sun.	Pegr. ℓ Daily ex. Sun.					Pegr. a Daily ex. Sun.	Pegr. a Daily ex. Sun.	Mixed a Daily ex. Sun.	Mixed a Daily ex. Sun.
	A.M.	P.M.	A.M.					A.M.	P.M.		P.M.
	2.50	7.00	10.50	.0	D N	BURKETON. YK	K N	8.05	4.40		10.40
				5.9							
s3.15	s7.10	s11.00		5.9		NESTLETON		s7.56	s 4.27		s10.15
				2.4							
f3.25	f7.15	f11.05		8.3		★SCUGOG		f7.51	f 4.20		f10.00
				9							
	7.17	f11.07		9.2		★ST. CHRISTOPHER		7.49	f 4.18		
				2.4							
s3.40	s7.22	s11.12		11.6		JANETVILLE		s7.44	s 4.13		s 9.4
				3.2							
f3.50	f7.28	f11.18		14.8		★CLABO		f7.38	f 4.06		f 9.28
				2.6							
f3.58	f7.33	f11.23		17.4		★OPS		f7.32	f 4.01		f 9.20
				3.8							
s4.10	s7.40	s11.30		21.2		LINDSAY JCT		s7.25	s 3.53		s 9.10

BOBCAYGEON SUBDIVISION

Miles from Burketon	Telegraph Offices	STATIONS	Telegraph Calls	
				STAFF SYSTEM ABSOLUTE
		Jct. with Pt. McNicoll S.D.		
		PORT McNICOLL SUBDIVISION		
1.3				
22.5	D N	LINDSAY. RW	D A	s7.20 3.50 P.M. 3.30 9.05 P.M.
4.3				
26.8		★PLEASANT POINT		f7.10 f 3.15
4.0				
30.8	D	DUNSFORD	D S	s7.00 s 3.03
3.9				
34.7		★ANCONA POINT		f6.53 f 2.53
1.3				
36.0		★BIRCH POINT		f6.50 f 2.49
1.0				
37.0		★KENSTONE		f6.48 f 2.45
1.7				
38.7	D	BOBCAYGEON. K	B G	6.45 A.M. 2.40 P.M.
		★No passing track.		
ℓ Daily ex. Sun. 727	a Daily ex. Sun. 622	a Daily ex. Sun. 725	a Daily ex. Sun. 723	ℓ Daily ex. Sun. 724 ℓ Daily ex. Sun. 726 ℓ Daily ex. Sun. 728 ℓ Daily ex. Sun. 621

Port McNicoll Subdivision Trains

Peterboro Subdivision Trains

Bobcaygeon Subdivision Trains

Southbound trains may leave Lindsay Jct. without receiving terminal clearance.

Swing Bridge over Little Bob River at Bobcaygeon.

Maintenance of way employees will provide manual flagging protection as per Rules 49 and 50 maintenance of way rules and instructions.

Trains must not exceed speed of ten miles per hour over St. Paul St. Crossing, Lindsay, mileage 22.8.

PORT McNICOLL SUBDIVISION FOOTNOTES.

Maintenance of way employees will provide manual flagging protection as per Rules 49 and 50 maintenance of way rules and instructions.

To comply with Rule 99 flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards; 28 telegraph poles instead of 24 to equal 1200 yards; 41 telegraph poles instead of 36 to equal 1800 yards.

Trains approaching Swing Bridge Interlocker at the Narrows, mileage 58.4, if the distant signal is at stop, must stop at that signal and then proceed to the home signal and there be governed by the rules governing operation of interlocked signals.

From 6 p.m. until 9 a.m. derails and signals at crossing over C.N.R. spurs at Lindsay are to be set clear for Canadian Pacific trains and against Canadian National trains.

Eastbound trains may leave Lindsay Jct. without terminal clearance.

Trains must not exceed speed of 10 miles per hour over Queen St. and King St. Crossings, Lindsay. During switching operations one of the train crew shall act as a watchman on these crossings.

Lindsay is register point for trains 724, 726, 728, 622, 723, 725, 727 and 621 only.

Permanent slow posts are erected at mileage 48.7 and mileage 50. All trains reduce speed to twenty (20) miles per hour between these points. Trains must not exceed speed of five (5) miles per hour over Hog Bay trestle, just east of Port McNicoll, and over Swingbridge 58.42, and fifteen (15) miles per hour over Swingbridge 43.9.

Port McNicoll yard limits extend East to yard limit board East of Hog Bay trestle and South to McMillan.

East wye switch Port McNicoll is registering point for all trains.

The movement of trains between McMillan and Midland will be governed by the rules and regulations of the Canadian National Railways.

Hayes derail operated with main track switch, 240 ft. from switch McMillan. All trains must come to a complete stop not less than fifty feet from derail and not proceed until main track switch has been thrown clearing derail. Rear of trains from Midland to Port McNicoll must be clear of derail before main track switch is returned to normal position.

Medonte yard limits extend from yard limit boards east and north of Medonte to yard limit boards west of Coldwater and south of Portswitch.

TIME TABLE No 72. NOVEMBER 22nd, 1931

WESTBOUND TRAINS—INFERIOR DIRECTION

FIRST CLASS

763	821	640	801	761	741	721	701	Miles from Toronto	Telegraph Offices	HAMILTON SUBDIVISION — STATIONS	Telegraph Calls
Hamilton Pegr. /Daily	New York Express / Daily	Goderich Motor Car / Daily ex. Sun.	New York Express / Daily	Hamilton Pegr. / Daily ex. Sun.	Buffalo Express / Daily	Buffalo Express / Daily	Buffalo Express / Daily ex. Sun.				
P.M.	P.M.		P.M.	P.M.	P.M.	A.M.	A.M.				
9.50	8.00	.....	5.00	3.00	1.15	9.45	7.40	.0	D N	Toronto Terminals Railway ...TORONTO. K	U N
9.53	8.03	.....	5.03	3.03	1.18	9.48	7.43	.9	..	Toronto Terminals Railway BATHURST ST.	..
								..	..		..
								..	..		..
								..	..		..
								..	..	VIA CANADIAN NATIONAL RY.	..
								..	..		..
								..	..		..
C.N. Rys.	C.N. Rys.	H. & G. S.D. Train	C.N. Rys.	C.N. Rys.	C.N. Rys.	C.N. Rys.	C.N. Rys.				
P.M.		P.M.									
10.43	8.53	8.05	5.53	3.53	2.08	10.38	8.33	37.2	D N	.....HAMILTON JCT.....	S U
10.47	8.56	8.10	5.56	3.56	2.11	10.41	8.36	38.9	..	1.7 .....MAIN ST.....	..
								39.1	..	2	..
10.55	9.00	8.15	6.00	4.00	2.15	10.45	8.40	40.1	D N	T. H. & B. Terminals . TUNNEL JCT. 1.0 . HAMILTON. K T. H. & B. Terminals	H
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.				
⌀ Daily	⌀ Daily	⌀ Daily ex. Sun.	⌀ Daily	⌀ Daily ex. Sun.	⌀ Daily	⌀ Daily	⌀ Daily ex. Sun.				
763	821	640	801	761	741	721	701				

EASTBOUND TRAINS—SUPERIOR DIRECTION

FIRST CLASS

712	637	732	752	772	792	832	762
New York Express ⌀ Daily	Goderich Motor Car ⌀ Daily ex. Sun.	Hamilton Pegr. ⌀ Daily ex. Sun.	Buffalo Express ⌀ Daily	Buffalo Express ⌀ Daily ex. Sun.	Buffalo Express ⌀ Daily	Buffalo Express ⌀ Daily	Toronto Pegr. ⌀ Daily
A.M.		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
7.50	.....	9.25	11.05	1.20	6.00	9.00	11.35
7.47	.....	9.22	11.02	1.17	5.57	8.57	11.32
..		..	..	..	..	..	..
..		..	..	..	..	..	..
..		..	..	..	..	..	..
..		..	..	..	..	..	..
..		..	..	..	..	..	..
..		..	..	..	..	..	..
C.N. Rys.	H. & G. S.D. Train	C.N. Rys.	C.N. Rys	C.N. Rys.	C.N. Rys.	C.N. Rys.	C.N. Rys.
		A.M.					
6.52	8.17	8.32	10.12	12.27	5.07	8.07	10.42
6.49	8.14	8.29	10.09	12.24	5.04	8.04	10.39
..	..	..	..	..	..	..	..
6.45	8.10	8.25	10.05	12.20	5.00	8.00	10.35
A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
/ Daily	/ Daily ex. Sun.	/ Daily ex. Sun.	/ Daily	/Daily ex. Sun.	/ Daily	/ Daily	/ Daily
712	637	732	752	772	792	832	762

Canadian Pacific Ry. trains running between Bathurst St. and Hamilton Jct. will be governed by the rules of the Canadian National Ry. Between Main St., Hamilton, and Kinnear Yard, and between Main St. and Aberdeen Yard, all trains and engines will be governed by the rules and regulations issued by the T.H. & B. Ry. for the operation of Hamilton Terminals, and employees must have a copy of T.H. & B. current time table.

No train or engine, except first class train, will enter double track at Main St. for movement on eastbound track to Hamilton Jct. without first having obtained a terminal clearance from the operator at Hamilton or the operator at Aberdeen.

London Division Train Dispatchers will issue Train Orders between Hamilton Jct. and Main St.

To comply with Rule 99 between Hamilton Jct. and Main St. flagman must go out:—13 telegraph poles instead of 10 to equal 500 yards, 31 telegraph poles instead of 24 to equal 1200 yards, 47 telegraph poles instead of 36 to equal 1800 yards.

The sounding of steam whistles in the City Limits at Hamilton for purposes of signalling to make up trains, or in shunting operations or approaching highway crossings, is prohibited, except when absolutely necessary as a signal of danger.

Engines of P 2 class are required to observe speed restrictions of five miles per hour between West wye and Main St. when moving eastbound out of Aberdeen Yard and must not exceed speed of ten miles per hour over Desjardines Canal Bridge M.P. 37-6 Hamilton S.D. in either direction.

See Special Instructions on pages 24 and 25 governing movement of trains between Hamilton Jct. and Main St. by automatic block signals.

TIME TABLE No. 72. NOVEMBER 22nd, 1931

WESTBOUND TRAINS—INFERIOR DIRECTION

FIRST CLASS

635 The Michigan ‖ Daily	3 The Dominion ‖ Daily	19 The Canadian ‖ Daily	27 Soo Pngr. ‖ Daily	603 Trenton Pngr. ‖ Daily ex. Sun.	619 Toronto Pngr. ‖ Sunday only	35 Toronto Pngr. ‖ Daily ex. Sun.	641 Guelph Jct. Pngr. ‖ Daily ex. Sat. and Sun.	743 Orangeville Pngr. ‖ Daily ex. Sun.	707 Owen Sd. Pngr. ‖ Daily ex. Sun.	37 The Royal York ‖ Daily	643 Guelph Jct. Pngr. ‖ Saturday only	25 Sudbury Pngr. ‖ Daily ex. Sun.	601 Tweed Pngr. ‖ Daily ex. Sun.	21 Chicago Pngr. ‖ Daily	705 Owen Sd. Pngr. ‖ Daily ex. Sun.	629 London Pngr. ‖ Daily ex. Sun.	33 Toronto Express ‖ Daily	41 Toronto Pngr. ‖ Daily	Miles from Trenton	Telegraph and Telephone Offices	TORONTO TERMINALS — STATIONS
		P.M. § 9.28		P.M. s 8.24	P.M. s 7.30	P.M. s 6.00				P.M. s 3.58			A.M. s 9.27	s 7.59			A.M. s 7.11	A.M. s 6.41	103.8	D N	Jct. with Oshawa S.D. LEASIDE
		9.37		s 8.35	s 7.40	s 6.10				s 4.06			s 9.35	s 8.10			s 7.20	s 6.50	107.1	D N	Staff System Absolute between Leaside and Don. ★DON
P.M. 11.30	P.M. 10.25	9.45 9.55	P.M. 9.10	8.45 P.M.	7.50 P.M.	6.20 P.M.	P.M. 5.40	P.M. 5.30	P.M. 5.10	4.15 4.30	P.M. 1.20	A.M. 9.45	9.45 A.M.	8.20 8.45	A.M. 8.10	A.M. 7.30	7.30 A.M.	7.00 A.M.	.0 .9	D N	TORONTO BATHURST ST.
																			1.2		TECUMSEH ST.
s 11.40	s 10.35	s 10.05	s 9.20				s 5.50	s 5.40	s 5.20	s 4.40	s 1.30	s 9.55		s 8.55	s 8.20	s 7.40			2.3		PARKDALE
s 11.50	10.43 P.M.	s 10.15	9.28 P.M.				s 6.00	5.48 P.M.	s 5.28	s 4.50	s 1.40	10.03 A.M.		s 9.05	s 8.28	s 7.50			4.5	D N	WEST TORONTO KCW
11.53		10.19					s 6.04		§ 5.31	4.54	f 1.44			9.09	8.32	s 7.54			6.4		LAMBTON
f 11.59 P.M.		10.22 P.M.					s 6.08 P.M.		§ 5.34 P.M.	4.57 P.M.	f 1.48 P.M.			9.14 A.M.	8.36 A.M.	s 8.00 A.M.			8.7	D	ISLINGTON
																			9.6		OBICO Jct. with Galt S.D.
a Daily 635	a Daily 3	a Daily 19	a Daily 27	a Daily ex. Sun. 603	a Sunday only 619	a Daily ex. Sun. 35	a Daily ex. Sat. and Sun. 641	a Daily ex. Sun. 743	a Daily ex. Sun. 707	a Daily 37	a Saturday only 643	a Daily ex. Sun. 25	a Daily ex. Sun. 601	a Daily 21	a Daily ex. Sun. 705	a Daily ex. Sun. 629	a Daily 33	a Daily 41	Miles from Toronto		

Toronto Terminals Railway — DOUBLE TRACK

WESTBOUND TRAINS—INFERIOR DIRECTION

Miles from Leaside	Telegraph and Telephone Offices	TORONTO TERMINALS — STATIONS	Telegraph Calls
.0	DN	LEASIDE	DO
2.3		NORTH TORONTO	
5.9	DN	WEST TORONTO KCW	JU

Double Track

EASTBOUND TRAINS—SUPERIOR DIRECTION

WESTBOUND TRAINS—INFERIOR DIRECTION

Miles from Obico	Telegraph and Telephone Offices	TORONTO TERMINALS — STATIONS	Telegraph Calls
.0		OBICO Jct. with Galt S.D.	
2.6	DN	CANPA	MO

Staff System Absolute

EASTBOUND TRAINS—SUPERIOR DIRECTION

TORONTO TERMINALS

EASTBOUND TRAINS—SUPERIOR DIRECTION

FIRST CLASS

STATIONS	Telegraph Calls	4 The Dominion a Daily	642 Guelph Jct. Pegr. a Daily ex. Sun.	20 The Canadian a Daily	28 Soo Pegr. a Daily	620 Peterboro Pegr. aSun. only	36 Montreal Pegr. a Daily ex. Sun.	706 Owen Sound Pegr. a Daily ex. Sun.	630 London Pegr. a Daily ex. Sun.	604 Trenton Pegr. a Daily ex. Sun.	38 The Royal York a Daily	26 Sudbury Pegr. a Daily ex. Sun.	602 Tweed Pegr. a Daily ex. Sun.	708 Owen Sd Pegr. a Daily ex. Sun.	632 London Pegr. a Daily ex. Sun.	34 Ottawa Express a Daily	22 Overseas Pegr. a Daily	42 Montreal Pegr. a Daily
Jct. with Oshawa S.D.				A.M.		A.M.	A.M.			P.M.	P.M.		P.M.			P.M.	P.M.	A.M.
LEASIDE	DO			s 8.45		s 9.17	s 9.27			s 1.48	§ 3.43		s 5.27			s 11.00	s 11.19	s 12.18
3.3																		
Staff System Absolute between Leaside and Don																		
★DON	DN			s 8.36		s 9.07	s 9.17			s 1.38	3.36		s 5.17			s 10.48	s 11.07	s 12.06
2.0																		A.M.
TORONTO K	UN	A.M. 7.30	8.10	8.30	8.20	9.00	9.10	11.30	12.00	1.30	3.30	4.35	5.10	7.40	8.55	10.40	11.00	11.59
9				8.15		A.M.	A.M.			P.M.	3.10		P.M.			P.M.	10.35	P.M.
BATHURST ST.																		
3																		
TECUMSEH ST.																		
1.1																		
PARKDALE		s 7.20	s 8.00	s 8.05	s 8.10			s 11.20	s 11.50		s 3.00	s 4.25		s 7.30	s 8.45		s 10.26	
2.2															s 8.37			
WEST TORONTO KCW	JU	7.10	s 7.50	s 7.57	8.00			s 11.10	s 11.40		s 2.52	4.16		s 7.20	8.32		s 10.20	
1.9		A.M.			A.M.							P.M.						
LAMBTON		f 7.45	7.54					11.04	11.35		2.49			7.16	8.29		10.17	
2.3																		
ISLINGTON	NS	s 7.41	7.51					11.00	f 11.31		2.46			s 7.12	s 8.24		10.13	
9																		
OBICO																		
Jct. with Galt S.D.			A.M.	A.M.				A.M.	A.M.		P.M.			P.M.	P.M.		P.M.	
		/ Daily	/ Daily ex. Sun.	/ Daily	/ Daily	/ Sun. only	/ Daily ex. Sun.	/ Daily ex. Sun.	/ Daily ex. Sun.	/ Daily ex. Sun.	/ Daily	/ Daily ex. Sun.	/ Daily ex. Sun.	/ Daily ex. Sun.	/ Daily ex. Sun.	/ Daily	/ Daily	/ Daily
		4	642	20	28	620	36	706	630	604	38	26	602	708	632	34	22	42

★No passing track.

DON—4 TRACK

The Toronto Terminals Railway Company's tracks extend from a point just west of Bathurst Street to a point just west of the Don—Toronto Terminals Railway Company's Time Table and Instructions will govern the handling of trains in this territory.

All trains and engines must be moved within these limits under control, prepared to stop within the distance the main track is seen to be clear. Extreme caution must be used around curves and approaching signals.

The roof erected over the tracks in the New Union Station, Toronto, and over tracks serving the Canadian Pacific Express Company's new building at the east end of the New Union Station, do not provide for standard clearance. It is necessary that men keep off the tops and sides of cars operating on such tracks.

Speed through Bathurst Street Junction must not exceed six miles per hour in either direction.

Operators West Toronto will register Galt Subdivision first class trains.

Eastbound trains from Hamilton Subdivision to Galt Subdivision at Obico may leave Obico without receiving terminal clearance.

London Division train dispatchers will issue train orders between Bathurst Street and Obico.

Bruce Division train dispatchers will issue train orders between Obico and Canpa.

Trenton Division train dispatchers will issue train orders between Leaside and West Toronto via North Toronto and between Leaside and Don.

Staff system absolute between Tecumseh Street Tower and Front Street Tower on King Street lead.

See Special Instructions governing movement of trains by Automatic Block Signals on pages 24 and 25.

To comply with Rule 99 between Leaside and Don, Tecumseh Street and West Toronto, Leaside and West Toronto, via North Toronto, flagman must go out: 12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 24 to equal 1,200 yards, 41 telegraph poles instead of 36 to equal 1,800 yards.

No. 707 will stop at Lambton and Islington on Saturdays to exchange mails.

Between West Toronto and Obico and between Obico and Canpa flagman must go out: 15 telegraph poles instead of 10 to equal 500 yards, 35 telegraph poles instead of 24 to equal 1,200 yards, 52 telegraph poles instead of 36 to equal 1,800 yards.

Maintenance of way employees will provide manual flag protection as per rules 49 and 50, maintenance of way rules and instructions.

All tracks within Toronto Terminals from yard limit board located at M.P. 102.3, Oshawa Subdivision, east of Leaside station, to yard limit board located 1300 feet west of west wye switch at Obico will be considered within yard limits, Rule 93 applying accordingly, except between Leaside and Don and between Obico and Canpa, over which portions of Toronto Terminals the movements of trains are governed by electric staff system. During foggy weather and during snow storms extra precautions must be taken.

PERMANENT SLOW ORDERS AND CROSSING PROTECTION

10 miles per hour over Front Street East, Overend Street, Cherry Street, Trinity Street, and Mill Street (Low-level tracks).

10 miles per hour over Summerhill Avenue crossing, just east of North Toronto yard.

10 miles per hour over Queen Street Crossing, M.P. 1.21, Mimico cut-off.

10 miles per hour on switching lead over St. Clair Avenue, West Toronto.

Wig-wag signal at Bloor Street Crossing, mileage 8.9, Galt Subdivision, does not operate for movements made on passing track. Such movements must be protected by man on crossing.

On account of restricted clearance employees will keep off the tops of cars passing under Bathurst St. Bridge, Toronto.

Switching on sidings serving the Canada Steamship Lines located on the Harbor Front east of York Street, Toronto, is restricted to between the hours of midnight and 5.00 a.m.

No movements will be made over Fleet St. West Crossing (Harbor Commission tracks) between the hours of 8.00 a.m. and 9.00 a.m. and between 5.15 p.m. and 6.00 p.m. except with Perishable traffic and then only on instructions from yard-master on duty.

Before making a movement over any crossing between the Don station and Church Street; Fleet Street (Harbour Commissioners' tracks); or St. Clair Ave. (Stock Yard lead), the train or engine must be brought to a stop, and a yardman or trainman take a position on the crossing to protect the vehicular and pedestrian traffic.

No. 901. Interstate Freight due to arrive West Toronto 7.00 a.m.; leave 8.30 a.m. daily.
No. 915. Interstate Freight due to arrive West Toronto 7.45 a.m.; leave 10.00 a.m. daily.
No. 903. Interstate Freight due to arrive West Toronto 5.00 p.m.; leave 6.30 p.m. daily.
No. 909. Toronto Freight due to arrive West Toronto 7.45 p.m. daily.
No. 905. Ontario Freight due to arrive West Toronto 9.45 p.m. daily.

No. 902. Interstate Freight due to arrive West Toronto 5.30 a.m.; leave 6.00 a.m. daily.
No. 916. Montreal Freight due to arrive West Toronto 5.00 a.m.; leave 6.45 a.m. daily.
No. 904. Michigan Freight due to arrive West Toronto 10.15 a.m.; leave 11.00 a.m. daily.
No. 906. Montreal Freight due to leave West Toronto 8.15 p.m. daily.
No. 910. Montreal Freight due to leave West Toronto 11.00 p.m. daily.

GALT SUBDIVISION FOOTNOTES

Trains between Obico and Bathurst St. and between West Toronto and Leaside will be governed by Toronto Terminals Division time table pages 12 and 13. Trains between Bathurst St. and Toronto will be governed by Toronto Terminals Railway time table.

Switch leading into van siding at Guelph Jct. must be left lined up for van siding showing red light.

See pages 24 and 25 for Special Instructions regarding Automatic Block Signals between Tecumseh St., Toronto, and London.

To comply with Rule 99, between Islington and Puslinch flagman must go out:

15 telegraph poles instead of 10 to equal 500 yards.
35 " " " 24 " 1200 "
51 " " " 36 " 1800 "
between Puslinch and Killean

11 telegraph poles instead of 10 to equal 500 yards
27 " " " 24 " 1200 "
40 " " " 36 " 1800 "
between Killean and London

13 telegraph poles instead of 10 to equal 500 yards.
30 " " " 24 " 1200 "
45 " " " 36 " 1800 "

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 maintenance of way rules and instructions.

Trains will not exceed a speed of 10 miles per hour over first public crossing east of Galt station known as Bond St., over west leg of wye over Dundas Street crossing, Galt, leading to G.R.R. Interchange tracks also over track across Dundas Street, Galt, between east and west wye switches, and first public crossing west of Drumbo, M.P. 74.6. All train movements over Kerr St. and Beverly St. crossing on the down town spur at Galt must be protected by a flagman.

Interlocking plant with C.N.R. at Milton is closed 11.00 p.m. to 7.00 a.m. daily and from 11.00 p.m. Saturdays until 11.00 p.m. Sundays. Signals are lined up for C.P.R. trains.

§No. 707 will stop at Lambton, Islington, Cooksville and Erindale on Saturdays to exchange mail.

§No. 37 will stop on flag at Cooksville to pick up passengers for points Guelph Jct. and west and will stop at Cooksville on Saturday and Sunday, and will stop at Dumfries on school days to detrain school children and will stop at Wolverton to let off passengers from Toronto and beyond and from Hamilton-Goderich S.D.

§No. 38 will stop on flag at Hornby and Lisgar Monday to Friday inclusive each week for accommodation of schol children.

§No. 635 leaving Toronto Saturday only, stop at Dixie allow passengers detrain.

§No. 20 will stop on flag at Ayr for passengers for Hamilton, Toronto and points west of Guelph and will stop at Streetsville Jct. to let off passengers from Guelph, Galt and points west, and will stop on flag at Milton, and Streetsville Jct. on Sundays.

§No. 21 will stop at Milton and Ayr to let off passengers from east and north of Toronto, and on Sunday stop at Milton to let off passengers from Toronto.

§No. 22 will stop at Ayr, Milton and Streetsville Jct. on Sunday to pick up passengers.

Eastbound trains may pass Adelaide St., London, without receiving terminal clearance.

Operator will register Galt Subdivision trains at Streetsville Jct., and first class trains at Quebec St., and first class eastbound trains at Guelph Jct., except when green signals are displayed by any section thereof, in which case conductor must register, unless otherwise directed.

Employees must keep sharp lookout while switching under storage bins, Innerkip Quarry Siding, account restricted clearance of operating levers and platform.

Engines must not go beyond public road crossing at the Mill while switching at Sterling Milling Co. plant at Streetsville.

When switching at Galt, Road Engines must not enter G.R.R. transfer tracks.

Toronto—London mdse. No. 71 — Lv. West Toronto 9.30 p.m. / Ar. London 6.30 a.m.
Toronto—St. Thomas mdse. No. 73 — Lv. West Toronto 10.30 p.m. / Ar. St. Thomas 6.30 a.m.

WESTBOUND TRAINS—INFERIOR DIRECTION

	THIRD CLASS			FIRST CLASS																
	903 Interstate Freight / Daily	915 Interstate Freight / Daily	901 Interstate Freight / Daily		635 The Michigan Passenger / Daily	19 The Canadian / Daily	641 Guelph Jct., Passenger / Daily ex. Saturday and Sunday	707 Owen Sound Passenger / Daily ex. Sunday	37 The Royal York / Daily	643 Guelph Jct., Passenger / Saturday only	21 Chicago Passenger / Daily	705 Owen Sound Passenger / Daily ex. Sunday	629 London Passenger / Daily ex. Sunday	Miles from Toronto	Telegraph and Telephone Offices	DOUBLE TRACK	GALT SUBDIVISION STATIONS
TORONTO TERMINALS					P.M. 11.30	9.55	5.40	5.10	4.30	1.20	8.45	8.10	A.M. 7.30				TORONTO
	P.M. 6.50	A.M. 10.15	A.M. 8.45		s 11.50 f 11.59	s 10.15 10.22	s 6.00 s 6.08	s 5.28 § 5.34	s 4.50 4.57	s 1.40 f 1.48	s 9.05 9.14	s 8.28 8.36	s 7.50 s 8.00	4.5 8.7 9.6	D N D		4.5 WEST TORONTO ..... CW 4.2 ISLINGTON ..... X 0.9 OBICO ..... Jct. with Toronto Terminals
							f 6.13			f 1.53			f 8.03	10.9			1.3 ★SUMMERVILLE
					A.M. § 12.07		f 6.17			f 1.57			f 8.07	12.6			1.7 ★DIXIE
	7.10	10.29	8.59		f 12 10	10.29	s 6.21	§ 5.40	§ 5.05	s 2.01	9.21	8.42	s 8.10	14.2	D		1.6 Z COOKSVILLE X
	7.18	10.37	9.07		f 12.16	10.32	s 6.27	§ 5.43	5.09	f 2.08	9.25	8.45	f 8.16	17.3			3.1 Z ★ERINDALE X
							f 6.33			f 2.14				20.3	T		3.0 Z ★STREETSVILLE X
	7.28	10.47	9.30		s 12.25	10.36	s 6.36	5.49 P.M.	s 5.14	s 2.18	9.30	8.51 A.M.	s 8.24	21.2	D N		0.9 Z STREETSVILLE JCT. YXKW Jct. with Orangeville S.D.
							f 6.43			f 2.25			f 8.31	24.7			3.5 ★LISGAR
	7.41	11.04	9.50		f 12.35	10.44	f 6.50		5.23	f 2.31	9.40		s 8.37	27.6	T		2.9 HORNBY X
	7.51	11.14	10.05		s 12.43	10.50	s 7.00		s 5.30	s 2.40	§ 9.48		s 8.46	32.1	D		4.5 MILTON X
	8.04	11.28	10.20		12.50	10.55	f 7.08		5.37	f 2.48	9.55		f 8.54	36.0			3.9 CHRISTIE X
		P.M.					s 7.14			f 2.54			s 8.58	38.0	D		2.0 ★CAMPBELLVILLE
	8.35	12.01	10.39		s 1.10	s 11.06	7.20 P.M.		s 5.49	3.00 P.M.	s 10.09		s 9.02 9.10	39.2	D N		1.2 Z GUELPH JCT. ..... YXKCW Jct. with H. & G. S.D.
													f 9.15	42.0			2.8 ★McRAE
	8.53	12.21	10.55		f 1.20	11.14			f 5.58		10.18		s 9.20	44.9	D		2.9 Z PUSLINCH
	9.16	12.40	11.10		1.30	11.22			6.07		10.28		f 9.30	52.0	T		7.1 KILLEAN
	9.35	12.55	11.30		s 1.40 1.52	s 11.30			s 6.15		s10.35		s 9.40	57.2	D N		5.2 Z GALT ..... YCW
	9.50	1.19	11.45		2.00	11.37			6.22		10.43		9.52	60.3	T		3.1 ORR'S LAKE
	9.58	1.26	11.55		2.04	11.40			§ 6.25		10.47		f 9.56	62.7	T		2.4 DUMFRIES
	10.08	1.38	P.M. 12.07		f 2.12	11.45			s 6.31		§ 10.53		s 10.03	67.6	D N		4.9 Z AYR ..... YW
									§ 6.38				f 10.10	72.6			5.0 ★WOLVERTON
	10.24	2.00	12.25		f 2.22	11.53			s 6.41		11.01		s 10.13	74.3	D		1.7 Z DRUMBO
	10.34	2.18	12.35		2.27	11.57			f 6.47		11.06		f 10.19	78.5	T		4.2 BLANDFORD
	10.42	2.26	12.49		f 2.31	A.M. 12.00			f 6.51		11.10		s 10.24	81.6	D		3.1 Z INNERKIP
	10.55	2.39	1.09		2.38	12.06			6.57		11.16		10.32	87.0	T		5.4 Z COAKLEY
	11.03	2.45	1.20		s 2.47	s 12.11			s 7.03		s 11.22		s 10.42	87.8	D N		0.8 WOODSTOCK ..... KCW Jct. with St. Thomas S.D.
	11.06	2.47	1.30		2.49	12.12			7.04		11.23		10.43	88.3			0.5 JELLICOE
	11.30	3.05	1.55		3.00	12.19			s 7.15		11.31		s 10.53	94.9	D		6.6 ZORRA Jct. with St. Mary's S.D
	11.45	3.17	2.17		f 3.08	12.26			f 7.25		11.39		s 11.02	101.0	D		6.1 Z THAMESFORD
	11.58	3.25	2.25		3.13	12.30			7.29		11.43		11.07	104.6	T		3.6 NISSOURI
	A.M. 12.15	3.35	2.35		3.19	12.35			7.34		11.48		f 11.13	109.1	T		4.5 CRUMLIN
													f 11.17	112.0			2.9 ★BUCKE
	12.30	3.50	2.50		3.25	12.40			7.40		11.55		s 11.20	113.1	D N		1.1 Z QUEBEC ST. ..... KCW
														113.6			0.5 ADELAIDE ST.
	A.M.	P.M.	P.M.		A.M. 3.30	A.M. 12.45			P.M. 7.45		NOON 12.00		A.M. 11.25	114.6	D N		1.0 LONDON ..... K
	a Daily 903	a Daily 915	a Daily 901		a Daily 635	a Daily 19	a Daily ex. Saturday and Sunday 641	a Daily ex. Sunday 707	a Daily 37	a Saturday only 643	a Daily 21	a Daily ex. Sunday 705	a Daily ex. Sunday 629				★No passing track.

GALT SUBDIVISION

EASTBOUND TRAINS—SUPERIOR DIRECTION

Telegraph and Telephone Offices	STATIONS	Telegraph Calls		FIRST CLASS 642 Guelph Jct. Passenger ✠ Daily ex. Sunday	20 The Canadian ✠ Daily	638 Milton Passenger ✠ Daily ex. Sat. and Sun.	706 Owen Sound Passenger ✠ Daily ex. Sunday	630 London Passenger ✠ Daily ex. Sunday	38 The Royal York ✠ Daily	708 Owen Sound Passenger ✠ Daily ex. Sunday	632 London Passenger ✠ Daily ex. Sunday	22 Overseas Passenger ✠ Daily	THIRD CLASS 904 Michigan Freight ✠ Daily	916 Toronto Montreal Freight ✠ Daily	902 Interstate Freight ✠ Daily	FOURTH CLASS 78 Freight ✠ Daily	70 Freight ✠ Daily	74 Freight ✠ Daily	76 Freight ✠ Daily	82 Freight ✠ Daily
....	TORONTO	UN		A.M. 8.10	A.M. 8.15	.....	A.M. 11.30	NOON 12.00	P.M. 3.10	P.M. 7.40	P.M. 8.55	P.M. 10.35	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.5																					
DN	WEST TORONTO ..... CW	JU		s 7.50	s 7.57	.....	s11.10	s11.40	s 2.52	s 7.20	s 8.37 8.32	s10.20	.....	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.
4.2																					
D	ISLINGTON ..... ZX	NS		s 7.41	7.51	.....	11.00	f11.31	2.46	s 7.12	s 8.24	10.13	.....	10.00	4.40	5.20	6.15	1.40	12.25	1.40	3.00
0.9																					
....	OBICO			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Jct. with Toronto Terminals																				
13.0																					
....	★SUMMERVILLE	....		f 7.36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.7																					
....	★DIXIE	....		f 7.33	.....	.....	.....	f11.26	.....	.....	f 8.17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.6																					
D	COOKSVILLE ..... ZX	CV		s 7.30	7.44	.....	10.53	s11.23	f 2.39	7.05	s 8.14	10.06	.....	9.43	4.25	5.08	6.03	1.20	12.05 A.M.	1.30	2.40
3.1																					
....	★ERINDALE X	DA		s 7.24	7.40	.....	10.49	f11.18	2.34	7.01	f 8.09	10.02	.....	9.35	4.13	5.01	5.53	1.10	11.53	1.20	2.30
3.0																					
T	★STREETSVILLE X	....		s 7.18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.9																					
DN	STREETSVILLE JCT. YXKWZ	JC		s 7.15	§ 7.35	.....	10 43	s11.12	f 2.29	6.55	s 8.03	§ 9.57	.....	9.25	4.03	4.53	5.42	12.50	11.43	1.10	2.20
	Jct. with Orangeville S.D.						A.M.			P.M.											
3.2																					
....	★LISGAR	....		f 7.09	.....	.....	.....	.....	§ 2.24	.....	f 7.57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.9																					
T	HORNBY X	....		f 7.04	7.27	A.M.	.....	f11.00	§ 2.18	.....	s 7.53	9.50	.....	9.05	3.45	4.40	5.26	12.32	11.25	12.50	2.00
1.4																					
D	MILTON ..... ZX	MI		s 6.57	§ 7.21	8.35	.....	s10.52	s 2.11	.....	s 7.47	§ 9.44	.....	8.52	3.32	4.31	5.14	12.22	11.12	12.35	1.45
3.9																					
....	CHRISTIE X	....		f 6.52	7.15	s 8.28	.....	f10.45	2.05	.....	s 7.40	9.39	.....	8.40	3.20	4.20	5.02	12.10 P.M.	11.00	12.20	1.30
2.0																					
D	★CAMPBELLVILLE	CB		f 6.48	.....	s 8.24	.....	s10.41	.....	.....	s 7.36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.2																					
DN	GUELPH Jct. .... ZYXKCW	GU		6.45	s 7.10	8.20	.....	s10.39	s 2.00	.....	7.32 s 7.22	f 9.34	.....	8.30	3.10	4.10	4.52	11.55	10.42	12.05 A.M.	1.00
	Jct. with H. & G. S.D.			A.M.		A.M.															
2.8																					
....	★McRAE	....		.....	.....	.....	.....	f10.27	.....	.....	f 7.17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.9																					
D	PUSLINCH	MS		.....	7.00	.....	.....	s10.18	f 1.48	.....	s 7.13	9.26	.....	8.00	2.50	3.55	4.32	11.30	10.20	11.45	12.40
7.1																					
T	KILLEAN	S		.....	6.51	.....	.....	f10.08	1.38	.....	f 7.03	9.16	.....	7.40	2.30	3.40	4.12	11.10	10.00	11.22	12.20
5.2																					
DN	GALT ..... ZYCW	G		.....	s 6.42	.....	.....	s10.00	s 1.30	.....	6.55 s 6.40	s9.08	.....	7.20	2.15	3.25	3.57	10.35	903 9.35 22 8.45	10.50	12.01 A.M.
3.1																					
T	ORR'S LAKE	....		.....	6.34	.....	.....	9.52	1.19	.....	6.32	9.00	.....	6.57	2.00	3.13	3.43	10.15	8.33	10.05	11.37
2.4																					
T	DUMFRIES	....		.....	6.31	.....	.....	f 9.43	1.16	.....	f6.25	8.57	.....	6.51	1.30	3.07	3.37	9.56	8.25	9.58	11.18
4.9																					
DN	AYR ..... ZYW	AY		.....	§ 6.24	.....	.....	s9.35	s 1.09	.....	s 6.13	§ 8.51	.....	6.37	1.15	2.55	3.22	9.35	8.05	9.30	11.00
5.0																					
....	★WOLVERTON	WV		.....	.....	.....	.....	f 9.27	.....	.....	f 6.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.7																					
D	DRUMBO	D		.....	6.15	.....	Orangeville Subdivision Train	s 9.23	f 12.59	Orangeville Subdivision Train	s 5.58	8.43	.....	6.15	12.58	2.40	3.02	9.05	7.47	9.10	10.45
4.2																					
T	BLANDFORD	....		.....	6.10	.....		f 9.16	12.53		f 5.48	8.38	.....	5.58	12.47	2.27	2.50	8.45	7.35	9.00	10.34
3.1																					
D	INNERKIP	K		.....	6.06	.....		s 9.10	12.49		s 5.41	8.34	.....	5.50	12.38	2.05	2.31	8.35	7.25	8.50	10.15
5.4																					
T	COAKLEY	....		.....	5.59	.....		9.03	12.42		5.30	8.27	.....	5.35	12.25	1.50	2.00	8.20	7.10	8.35	10.00
0.8																					
DN	WOODSTOCK ..... KCW	W		.....	s 5.58	.....		9.02 s 8.52	s 12.41		5.28 s 5.18	sB.25	.....	5.30	12.20	1.45	1.55 A.M.	8.15	7.03	8.25	9.55
	Jct. with St. Thomas S.D.																				
0.5																					
....	JELLICOE ..... Z	....		.....	5.53	.....		8.50	12.36		5.17	8.20	.....	5.20	12.12 A.M.	1.35	.....	8.05	6.25	7.45	9.35
6.7																					
D	ZORRA	CD		.....	5.45	.....	.....	s 8.40	12.29		s 5.07	8.13	.....	5.05	11.30	1.20		7.45	6.05	7.15	9.20
	Jct. with St. Marys S.D.																				
6.1																					
D	THAMESFORD	RS		.....	5.38	.....	.....	s 8.26	f 12.21	.....	s 4.54	8.06	.....	4.50	11.10	1.05	St. Thomas Subdivision Train	7.25	5.25	6.45	9.00
5.0																					
T	NISSOURI	....		.....	5.33	.....	.....	8.20	12.16	.....	4.48	8.01	.....	4.40	11.00	12.55		7.10	5.15	6.30	8.50
4.5																					
T	CRUMLIN	....		.....	5.27	.....	.....	f 8.12	12.11	.....	f 4.42	7.55	.....	4.25	10.45	903 12.35 191 12.15		6.55	5.00	6.15	8.35
2.9																					
....	★BUCKE	....		.....	.....	.....	.....	f 8.07	.....	.....	.....	.....	.....	.....	.....	A.M.		.....	.....	.....	.....
1.1																					
DN	QUEBEC ST. ..... KCW	NO		.....	5.20	.....	.....	s 8.05	12.05	.....	s 4.35	7.50	.....	4.05 A.M.	10.20 P.M.	11.40 P.M.		6.30 A.M.	4.40 P.M.	5.50 P.M.	8.15 P.M.
0.5																					
....	ADELAIDE ST.			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
1.0																					
DN	LONDON ..... ZK	DO		.....	5.15 A.M.	.....	.....	8.00 A.M.	12.00 NOON	.....	4.30 P.M.	7.45 P.M.	.....	.....	.....	.....		.....	.....	.....	.....
	★No passing track.			✠ Daily ex. Sunday 642	✠ Daily 20	✠ Daily ex. Sat. and Sun. 638	✠ Daily ex. Sunday 706	✠ Daily ex. Sunday 630	✠ Daily 38	✠ Daily ex. Sunday 708	✠ Daily ex. Sunday 632	✠ Daily 22		✠ Daily 904	✠ Daily 916	✠ Daily 902		✠ Daily 78	✠ Daily 70	Daily 74	Daily 76	✠ Daily 82

TORONTO TERMINALS

LONDON TERMINALS

The double track switch west of Richmond St., London, will be operated by signalman.
Movements not authorized by time table or train order may be made in the direction of the current of traffic on double track between Adelaide St. and St. George St., London. All trains must proceed under full control between these points and be prepared to stop if track occupied, and must not exceed speed of 15 miles per hour passing Quebec St. and between Adelaide St. and St. George St., London and reduce to 10 miles per hour passing over St. George Street.
Special rule B does not apply at London Depot.

No. 903	Due to leave Quebec Street	1.45	a.m. daily
" 901	" " " "	3.40	p.m. "
" 915	" " " "	4.35	p.m. "
No. 904	Due to arrive Quebec Street	3.25	a.m. daily
" 916	" " " "	9.35	p.m. "
" 902	" " " "	11.00	p.m. "

WINDSOR TERMINALS

A—Speed of yard engines must not exceed ten miles per hour between the east and west yards and will come to a full stop before passing under Sandwich St. Bridge, westbound, unless signalled to proceed.

B—While handling cars in either direction between east and west yards a yardman must be located at the end of string of cars and one next the engine in order to repeat signals to engineer, and in no case must cars be handled westbound when being pushed by an engine unless the air brake is in operation.

C—When pushing passenger cars westbound on to boat, a yardman must precede cars to boat and be in position to give engineer signals if necessary.

D—Eastbound engines must not exceed four miles per hour moving around the curve at station until they have obtained a clear view of the main track, when speed limit as per Special Instruction A will apply. When yardmen receive orders to go to east yard and to look out for engine coming west, they must in every case advise the engineer.

E—When road engines are required to move between the shop and station in either direction they will move cautiously between Elliott Street and the shop on back track, keeping sharp lookout expecting to find this track occupied, and will be flagged to and from Elliott Street on main track if necessary.

F—Engines of the D4 class numbering 400 Series will not clear the Electric Indicator, M.C.R. Yard, Windsor.

G—All trains operating between Lake Shore Jct. and Windsor M.C.R. depot must proceed with caution and be prepared to stop. Westbound passenger trains, until further advised, must come to a full stop at the switch leading off westbound main track, midway between Lake Shore and M.C.R. Station used by Essex Terminal Freight trains, unless it is seen that the track is clear and no trains or light engines near the switch. At night or in foggy weather every passenger train must come to a full stop before passing this switch, and will then proceed with caution to the first M.C.R. signal.

H—All switching and transfer movements over Tecumseh Road Crossing on Essex Terminal Tracks must be at a speed not exceeding ten miles per hour and must be protected by a flagman.

I—Trains of Essex Terminal Railway will not proceed against the current of traffic on main track between Windsor, M.C.R., Interchange and Lake Shore, on the time of the C.P.R. regular trains without first obtaining from Windsor Yard Office a clearance showing that all overdue regular trains have arrived and departed.

J—Air hose must be coupled and air brakes in working order on all movements of one or more cars over Dougall Ave. crossing, Windsor, whether such movements are preceded by an engine or otherwise.

K—Trains between Windsor M.C.R. and Detroit M.C.R. are operated on M.C.R. tracks and controlled by M.C. Ry., and will be required to observe Michigan Central Rule 93 B, which reads: "Trains standing on main tracks within yard limits must be protected as prescribed by Rule 99, unless relieved of this duty by Yardmaster."

WESTBOUND TRAINS—INFERIOR DIRECTION										WINDSOR SUBDIVISION		EASTBOUND TRAINS—SUPERIOR DIRECTION							
THIRD CLASS			FIRST CLASS									FIRST CLASS			THIRD CLASS			FOURTH CLASS	
915 Interstate Freight l Daily	901 Interstate Freight l Daily	903 Interstate Freight l Daily	37 The Royal York l Daily	21 Chicago Psgr. l Daily	635 The Michigan l Daily	19 The Canadian l Daily	Miles from London	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	20 The Canadian a Daily	38 The Royal York a Daily	22 Overseas Passenger a Daily	916 Toronto-Montreal Freight a Daily	902 Interstate Freight a Daily	904 Michigan Freight a Daily	74 Freight a Daily	76 Freight a Daily
P.M. 4.45	P.M. 3.50	A.M. 1.55	P.M. 7.55	P.M. 12.10	A.M. 3.45	A.M. 12.55	.0	D N	LONDON....ZK	D O	A.M. 5.00	A.M. 11.50	P.M. 7.35	P.M. 9.25	P.M. 10.50	A.M. 3.15	A.M. 6.30	A.M. 11.40
5.05	4.10	2.10	f 8.03	12.18	3.53	1.03	3.9	T	(3.9) HYDE PARK	....	4.53	f11.42	7.28	9.15	10.40	3.00	6.15	11.30
5.13	4.18	2.20	f 8.08	12.22	3.57	1.07	6.9	T	(3.0) LOBO	....	4.49	f11.36	7.23	9.05	10.30	2.50	6.00	11.15
5.21	4.26	2.35	f 8.13	12.26	f 4.02	1.11	10.5	D	(3.6) KOMOKA	K M	4.44	f11.30	7.18	8.55	10.20	2.35	5.45	11.05
5.35	4.37	2.50	f 8.20	12.32	f 4.08	1.17	15.1	D N	(4.6) CARADOC...ZW	C A	4.37	f11.24	7.11	8.40	10.05	2.20	5.30	10.4[illegible]
5.45	4.45	3.05	8.26	12.37	4.13	1.21	19.1	T	(4.0) LONGWOOD	....	4.31	11.17	7.05	8.26	9.55	2.05	5.15	10.27
6.00	5.00	3.20	f 8.34	12.44	4.23	1.28	25.7	T	(6.6) APPIN	....	4.23	f11.09	6.57	7.45	9.40	1.50	4.50	10.05
6.10	5.10	3.30	f 8.41	12.49	4.33	1.33	30.2	D	(4.5) GLENCOE	C N	4.18	f11.02	6.52	7.30	9.30	1.33	20 4.33 635 4.18	9.45
22 6.44 916 7.05	5.25	3.45	f 8.51	12.57	4.42	1.41	37.3	D	(7.1) NEWBURY	N Y	4.10	f10.52	6.44	7.05	9.15	1.05	3.45	9.25
7.20	5.40	4.05	s8.57	1.02	4.50	1.46	41.9	D N	(4.6) BOTHWELL..ZW	W H	4.05	s10.45	6.39	6.39	8.57	12.50	3.35	9.10
7.38	916 6.10 22 6.30	4.25	s 9.07	1.10	f 4.59	1.54	49.3	D	(7.4) THAMESVILLE	V S	3.57	s10.35	6.30	6.10	8.27	12.30	3.15	8.47
8.05	6.55	4.38	f 9.15	1.16	f 5.06	2.00	54.7	D	(5.4) Z..KENT BRIDGE	K E	3.51	f10.25	6.24	5.55	8.05	12.18	3.00	8.34
8.20	7.10	4.48	f 9.20	1.20	5.11	2.04	58.1	T	(3.4) ARKWOOD	....	3.47	f10.19	6.20	5.48	7.55	12.10	2.45	8.25
8.35	7.40	5.17	9.26	1.26	5.17	2.10	63.2	....	(5.1) Z..EAST END..WYC	....	3.39	10.12	6.13	5.35	7.40	A.M. 11.56	2.30	8.10
8.50	7.45	5.55	s 9.33	s 1.36	s 5.20 5.35	s 2.14	64.2	D N	(1.0) CHATHAM...W	H A	s 3.37	s10.10	s 6.10	5.25	7.25	11.46	2.25	8.00
8.55	7.50	6.00	9.35	1.38	5.37	2.16	65.2	....	(1.0) WEST END	....	3.31	10.02	6.03	5.20	7.20	11.41	2.16	7.55
9.15	8.05	6.15	f 9.43	1.44	5.45	2.22	70.9	T	(5.7) Z...RINGOLD	....	3.25	f 9.54	5.57	5.07	7.07	11.29	1.50	7.40
9.30	8.20	6.26	f 9.49	1.50	f 5.52	2.27	76.0	....	(5.1) JEANETTE...Z	J N	3.19	f 9.47	5.51	4.54	6.54	11.18	1.35	7.25
9.40	8.30	6.36	s 9.54	f 1.55	s 6.00	2.31	79.9	D N	(3.9) Z...TILBURY...W	R U	3.15	s 9.42	f 5.46	4.45	6.45	11.10	1.20	7.10
10.02	8.45	6.50	f10.02	2.03	6.09	2.37	85.9	D	(6.0) HAYCROFT...Z	H Y	3.09	f 9.32	5.38	4.32	6.32	10.58	1.05	6.50
10.25	9.00	7.00	f10.08	2.08	f6.14	2.41	90.1	....	(4.2) Z..ST. JOACHIM	....	3.04	f 9.26	5.33	4.23	6.23	10.49	12.55	6.14
10.40	9.15	7.10	f10.14	2.13	f 6.19	2.45	94.2	D	(4.1) BELLE RIVER..ZW	R I	3.00	f 9.20	5.28	4.14	6.14	10.40	12.45	5.45
11.00	9.50	7.25	f10.24	2.22	6.28	2.53	101.0	D	(6.8) ELMSTEAD	C K	2.53	f 9.10	5.21	4.00	6.00	90 10.24 37 9.50	12.30	5.30
11.20	10.34	7.45	10.34	2.31	6.40	3.02	108.1	D N	(7.1) WALKERVILLE JCT.	A K	2.44	f 9.00	5.13	3.45	5.45	9.35	12.15	5.15
11.25	11.00	7.50	f10.37	2.34	6.44	3.04	109.7	D	(1.6) ★Z.LAKE SHORE	S J	2.41	f 8.57	f 5.10	3.40	5.40	9.25	12.10	5.10
11.40	11.30	8.00	....	....	....	....	111.2	D N	(1.5) Z WINDSOR YARD.KCW	W A	....	....	....	3.30	5.30	9.15	12.01	5.00
P.M.	P.M.	A.M.	s10.45 10.55	s 2.40 2.50	s 6.50 7.05	s 3.10 3.20	111.5	D N	(1.8) Ar.WINDSOR (M.C.R.)R	D I	2.35 s 2.25	8.50 s 8.40	5.00 s 4.50	P.M.	P.M.	P.M.	A.M.	A.M.
....	....	....	11.05 P.M.	3.00 P.M.	7.15 A.M.	3.30 A.M.	114.2	....	DETROIT (M.C.R.)	F	2.15 A.M.	8.30 A.M.	4.40 P.M.	....	....	....	....	....
a Daily	a Daily	a Daily	a Daily	a Daily	a Daily	a Daily			★No passing track.		l Daily	l Daily	l Daily	l Daily	l Daily	l Daily	l Daily	l Daily
915	901	903	37	21	635	19					20	38	22	916	902	904	74	76

Trains will not exceed a speed of 10 miles per hour over Princess St., Wellington St., Queen St., Raleigh St., Inches Ave., Chatham and St. George Street, London.

When necessary for train or yard crews to switch over back track in vicinity of King St. and Adelaide St. Crossing, Chatham, between the hours of 6.30 p.m. and 9.00 a.m., Trainman or Yardman must take up position on crossing and act as flagman.

During switching operations over West St., Chatham, and over tracks of City Industrial Spur, and the Canadian Concrete Products Sidings across Richmond St., Chatham, one of the train crew must take up a position on crossing and act as flagman. Employees must keep off top of cars when switching in siding at Motor and Coach Co.'s plant, Chatham, account overhead obstruction. Cars must not be left standing within 100 feet of Raleigh St., Chatham.

D-10 or heavier class Engines must not use North or South Siding at Zakoor's plant, Chatham.

See Page 15 for Special Instructions London Terminals.

Maintenance of way employees will provide manual flagging protection as per rules 49 and 50 maintenance of way rules and instructions.

To comply with Rule No. 99, between London and Chatham, flagman must go out
13 telegraph poles instead of 10 to equal 500 yards. 45 telegraph poles instead of 36 to equal 1800 yards.
30 " " " 24 " " 1200 "

See pages 24 and 25 for Special Instructions regarding Automatic Block Signals between London and Lobo.

TIME TABLE No. 72. NOVEMBER 22nd, 1931.

WESTBOUND TRAINS—INFERIOR DIRECTION

	FIRST CLASS												THIRD CLASS	
	653	651	673	649	647	671	637	645	Miles from Hamilton Jct.	Telegraph and Telephone Offices	HAMILTON-GODERICH SUBDIVISION STATIONS	Telegraph Calls	84	
	Motor Car / Daily ex. Sunday	Motor Car / Daily ex. Sunday	Passenger / Daily ex. Sat. and Sun.	Motor Car / Daily ex. Sunday	Motor Car / Daily ex. Sunday	Passenger / Daily ex. Sat. and Sun.	Motor Car / Daily ex. Sunday	Motor Car / Daily ex. Sunday					Freight a Daily ex. Sunday	
							A.M. 8.17		.0	D N	★HAMILTON JCT...R	S U		
							s 8.28		5.0 / 5.0		★WATERDOWN So..			
							f 8.30		5 / 5.5	D	...WATERDOWN No...	W D		
							f 8.35		2.2 / 7.7		★....MILLGROVE....			
							s 8.40		3.3 / 11.0		.....FLAMBORO.....			
	P.M. 9.40	P.M. 5.50		P.M. 2.10	A.M. 10.40		s 8.55 10.10	A.M. 7.15	5.4 / 16.4	D N	Z..GUELPH JCT. YKCW Jct. with Galt S.D.	G U	P.M. 8.10	
	f 9.50	f 6.00		f 2.20	f 10.50		s 10.19	7.25	3.8 / 20.2		.....MOFFAT.....	M O	7.45	
	f 9.56	f 6.06		f 2.26	f 10.56		f 10.25	f 7.31	3.0 / 23.2		.....CORWHIN.....		7.30	
	10.05	f 6.15		f 2.35	f 11.05		f 10.33	7.40	3.9 / 27.1		.....ARKELL.....		7.15	
	f 10.10	f 6.20		f 2.40	f 11.10		f 10.38	7.45	2.5 / 29.6		★...SPEEDWELL.....			
	10.15	6.25		2.45	11.15		s 10.47	7.50	2.0 / 31.6	D N	Z.....GUELPH.ZYKCW	H U	651 6.40 / 94 6.32 / 652	7.00 / 4.40
	P.M.	P.M.		P.M.	A.M.		s 10.58	A.M.	6.1 / 37.7	D	.....ARISS.....	W N	s 6.22	4.20
			P.M.			A.M.	s 11.09		6.0 / 43.7	D	★Z..W. MONTROSE...Z	W M	s 6.12	3.55
			4.45			10.20	s 11.15		3.9 / 47.6	D	Z.....ELMIRA.....Z	M E	s 6.05	3.40
			s 4.55			s 10.30	s 11.25		4.1 / 51.7	D	....WALLENSTEIN....	S W	s 5.57	3.15
			5.05			10.40	s 11.35 / 11.45		4.9 / 56.6	D	Z.....LINWOOD.ZYKW Jct. with Listowel S.D.	W O	s 5.50 / 5.40	3.05 / 2.25
			P.M.			A.M.			5.6 / 62.2		.....MILLBANK.....	B D	s 5.30	2.00
							s 11.59 P.M. 12.08		4.2 / 66.4	D	.....MILVERTON.....Z	V N	s 5.21	1.40
							s 12.23		8.7 / 75.1	D	Z...W. MONKTON..ZW	K S	s 5.05	1.05
							f 12.35		6.2 / 81.3		.....McNAUGHT.....		f 4.53	12.35 P.M.
							s 12.47		6.4 / 87.7	D	.....WALTON.....	W A	s 4.42	11.55
							s 12.58		7.6 / 95.3	D	Z.....BLYTH.....ZW	B Y	s 4.27	11.30
							s 1.08		5.9 / 101.2	D	Z.....AUBURN.....	B U	s 4.16	10.55
							1.14		3.1 / 104.3		★.....SHAPIT.....		4.09	10.40
							f 1.18		1.9 / 106.2	D	★.....McGAW.....	M C	f 4.05	10.30
							f 1.26		3.9 / 110.1		★.....MENESET.....		f 3.55	
							1.35 P.M.		1.7 / 111.8	D	Z...GODERICH...KCW	G O	3.50 P.M.	10.00 A.M.
	a Daily ex. Sunday	a Daily ex. Sunday	a Daily ex. Sat. and Sun.	a Daily ex. Sunday	a Daily ex. Sunday	a Daily ex. Sat. and Sun.	a Daily ex. Sunday	a Daily ex. Sunday			★No passing track.		/ Daily ex. Sunday	/ Daily ex. Sunday
	653	651	673	649	647	671	637	645						

EASTBOUND TRAINS—SUPERIOR DIRECTION

	FIRST CLASS								THIRD CLASS
	646	648	672	650	674	652	640	654	84
	Motor Car a Daily ex. Sunday	Motor Car a Daily ex. Sunday	Passenger a Daily ex. Sat. and Sun.	Motor Car a Daily ex. Sunday	Passenger a Daily ex. Sat. and Sun.	Motor Car a Daily ex. Sunday	Motor Car a Daily ex. Sunday	Motor Car a Daily ex. Sunday	Freight a Daily ex. Sunday
							P.M. 8.05		
							s 7.58		
							f 7.56		
							f 7.52		
							s 7.47		
	A.M. 7.05	A.M. 10.05		P.M. 1.55		P.M. 5.40	s 7.39 / 7.10	P.M. 9.30	P.M. 8.10
	f 6.56	f 9.56		f 1.46		f 5.31	s 7.04	f 9.21	7.45
	f 6.48	f 9.48		f 1.38		f 5.23	f 6.58	f 9.13	7.30
	f 6.40	f 9.40		f 1.30		f 5.15	f 6.50	f 9.05	7.15
	f 6.35	f 9.35		f 1.25		f 5.10	f 6.45	f 9.00	
	6.30	9.30		1.20		5.05	651 6.40 / 94 6.32 / 652	8.55	651 7.00 / 648 4.40 / 652
	A.M.	A.M.		P.M.		P.M.	s 6.22	P.M.	4.20
			A.M.		P.M.		s 6.12		3.55
			10.15		4.30		s 6.05		3.40
			s 10.05		s 4.20		s 5.57		3.15
			9.55		4.10		s 5.50 / 5.40		3.05 / 2.25
			A.M.		P.M.				
							s 5.30		2.00
							s 5.21		1.40
							s 5.05		1.05
							f 4.53		12.35 P.M.
							s 4.42		11.55
							s 4.27		11.30
							s 4.16		10.55
							4.09		10.40
							f 4.05		10.30
							f 3.55		
							3.50 P.M.		10.00 A.M.
	/ Daily ex. Sunday	/ Daily ex. Sunday	/ Daily ex. Sat. and Sun.	/ Daily ex. Sunday	/ Daily ex. Sat. and Sun.	/ Daily ex. Sunday	/ Daily ex. Sunday	/ Daily ex. Sunday	/ Daily ex. Sunday
	646	648	672	650	674	652	640	654	84

Railway Crossing at Grade with Canadian National Spur Line at Goldie Mill, Guelph, not interlocked.
Permanent Slow Post mileage 109.5 affecting westbound trains, which must not exceed schedule speed descending 2% grade between Waterdown and North and Hamilton Jct., and must strictly observe air brake rules governing the handling of trains on heavy grades. All trains must not exceed 10 miles per hour over Winstanley Street West Monkton mileage 74.9.
Article 27 (A) rules for the operation and inspection of the air brake and air train signal, applies on all freight trains running from Waterdown South to Hamilton Jct.
No train or engine will pass over Eramosa Road Crossing, Guelph, between 10.15 p.m. and 6.15 a.m. daily and between 10.15 p.m. Saturday and 6.15 a.m. Monday, until gates are lowered by train or enginemen. No switching movements must be made over Allen's road at Guelph by switch engine or road engine without a man walking ahead of engine or cars to protect crossing. Trains will not exceed speed of 10 miles per hour over Metcalf Street Crossing, Guelph.
All train movements over York Road Crossing on Spur Line leading to Page Hersey Plant, Guelph, must be protected by a flagman.
Operator at Hamilton Jct. will register all westbound trains and register eastbound first class trains except when green signals are displayed by any section thereof, in which case conductor must register unless otherwise directed. Trains between Hamilton Jct. and Hamilton will be governed by Tor. Ist. Div. Time 34 telegraph poles instead of 10 to equal 500 yards; must go out:
To comply with Rule 99 between Guelph Jct. and Mileage 8. Flagmen must go out: 14 telegraph poles instead of 10 to equal 500 yards; must go out: 13 telegraph poles instead of 10 to equal 1200 yards; 31 telegraph poles instead of 24 to equal 1200 yards; 47 telegraph poles instead of 36 to equal 1800 yards.
Between Hamilton Jct. and Guelph maintenance of way employees will provide manual flagging protection as per rules 49 and 50 maintenance of way rules and instructions.
Between Guelph and Goderich, maintenance of way employees will provide unattended flag protection as per rules 51 and 52 maintenance of way rules and instructions.
Between Guelph Train and Enginemen affected will see that requirements of Rule 52B are complied with.
N2 engines cannot be turned on wye at Linwood.

ST. THOMAS SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION						Miles from Woodstock	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	EASTBOUND TRAINS SUPERIOR DIRECTION									
THIRD CLASS	SECOND CLASS									SECOND CLASS				FOURTH CLASS					
73 Freight ı Daily				657 Mixed ı Daily ex. Sun.	655 Mixed ı Daily ex. Sun.					656 Mixed a Daily ex. Sun.	658 Mixed a Daily ex. Sun.			78 Freight a Daily					
A.M. 4.45	.....	.....	.....	A.M. 11.25	A.M. 9.05	.0	D N	.....WOODSTOCK.ZKCW	W	A.M. 8.50	P.M. 5.15	.....	.....	A.M. 1.10	.....	.....	.....	.....	.....
								4.2											
5.00	.....	.....	.....	s 11.36	s 9.16	4.2	D	.....BEACHVILLE.....	B V	s 8.39	s 5.04	.....	.....	12.50	.....	.....	.....	.....	.....
								4.7											
5.15	.....	.....	.....	11.50	9.30	8.9	D	Z..... INGERSOLL...ZKW	I G	8.25	s 4.45	.....	.....	12.38	.....	.....	.....	.....	.....
				12.00 NOON				Jct. with Port Burwell S.D.			4.10								
					A.M.					A.M.									
5.30	.....	.....	.....	s 12.15	.....	14.1	....	.....PUTNAM.....	M A	.....	s 3.55	.....	.....	12.25	.....	.....	.....	.....	.....
								4.7											
5.45	.....	.....	.....	s 12.30	.....	18.8	D	.....HARRIETSVILLE.....	H	.....	s 3.40	.....	.....	12.13	.....	.....	.....	.....	.....
								3.0						A.M.					
.....	.....	.....	.....	f 12.40	.....	21.8	....	★GLADSTONE CROSSING....		.....	f 3.20	.....	.....	.....	.....	.....	.....	.....	.....
								3.0											
6.05	.....	.....	.....	s 1.00	.....	24.8	D	Z..... BELMONT.....W	B	.....	s 3.10	.....	.....	11.58	.....	.....	.....	.....	.....
								3.1											
.....	.....	.....	.....	s 1.10	.....	27.9	....	★..... O'DELL	....	.....	s 2.50	.....	.....	.....	.....	.....	.....	.....	.....
								4.1											
.....	.....	.....	.....	1.25	.....	32.0	.....	. .WABASH TRANSFER...	....	.....	2.40	.....	.....	11.40	.....	.....	.....	.....	.....
								1.6											
6.30 A.M.	.....	.....	.....	1.30 P.M.	.....	33.6	D N	Z. .....ST. THOMAS....KCW	S A	.....	2.30 P.M.	.....	.....	11.30 P.M.	.....	.....	.....	.....	.....
a Daily				a Daily ex. Sun. 657	a Daily ex. Sun. 655			★No passing track.		ı Daily ex. Sun. 656	ı Daily ex. Sun. 658			ı Daily 78					

Railway Crossing at Grade with Michigan Central just east of the Station in M.C.R. Yard, St. Thomas, not interlocked. Trains will not exceed a speed of 10 miles per hour over Hunter St., Dundas St. and Drew St., Woodstock.

Switching operations over Thames Street Crossing, Ingersoll, must be curtailed as much as possible and running switches over this crossing are positively prohibited. All trains between 5.00 p.m. and 8.00 a.m. daily also between 8.00 a.m. and 5.00 p.m. on Sunday, will come to a full stop and movements over this street must be protected by flagman.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 maintenance of way rules and instructions. Train and enginemen affected will see that requirements of Rule 52B are complied with.

ST. MARYS SUBDIVISION

WESTBOUND TRAINS—INFERIOR DIRECTION						Miles from Ingersoll North	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	EASTBOUND TRAINS—SUPERIOR DIRECTION									
SECOND CLASS										SECOND CLASS									
				665 Mixed ı Daily ex. Sun.	663 Mixed ı Daily ex. Sun.					664 Mixed a Daily ex. Sun.	666 Mixed a Daily ex. Sun.								
				P.M. 6.05	A.M. 9.45	.0	D	.....INGERSOLL NORTH.ZKW	G R	A.M. 9.05	P.M. 5.25	.....	.....	.....	.....	.....	.....	.....	.....
								4.3											
.....	.....	.....	.....	s 6.16	s 10.00	4.3	D	.....ZORRA.....K	C D	s 8.50	s 5.10	.....	.....	.....	.....	.....	.....	.....	.....
				7.20	11.00			Jct. with Galt S.D.		8.25	4.45								
								5.0											
.....	.....	.....	.....	s 7.35	s 11.20	9.3	D	.....EMBRO.....	B M	s 8.11	s 4.25	.....	.....	.....	.....	.....	.....	.....	.....
								2.8											
.....	.....	.....	.....	f 7.42	f 11.30	12.1	....	★.....BENNINGTON.....	....	f 8.04	f 3.56	.....	.....	.....	.....	.....	.....	.....	.....
								1.4											
.....	.....	.....	.....	f 7.46	f 11.36	13.5	....	★.....McCONKEY.....	....	f 8.00	f 3.52	.....	.....	.....	.....	.....	.....	.....	.....
								2.8											
.....	.....	.....	.....	s 7.53	s 11.50	16.3	D	.....LAKESIDE.....	K I	s 7.53	s 3.45	.....	.....	.....	.....	.....	.....	.....	.....
				f 8.00	NOON f 12.00	19.1	....	2.8 ★.....UNIONDALE.....	....	f 7.46	f 3.31	.....	.....	.....	.....	.....	.....	.....	.....
								4.6											
.....	.....	.....	.....	f 8.12	f 12.15	23.7	....	★.....LIND.....	....	f 7.34	f 3.19	.....	.....	.....	.....	.....	.....	.....	.....
								1.3											
.....	.....	.....	.....	8.20 P.M.	12.20 P.M.	25.0	D	Z.....ST. MARYS.....KCW	M R	7.30 A.M.	3.15 P.M.	.....	.....	.....	.....	.....	.....	.....	.....
				a Daily ex. Sun. 665	a Daily ex. Sun. 663			★No passing track		ı Daily ex. Sun. 664	ı Daily ex. Sun. 666								

Engines must not pass over Thames Street, Ingersoll North, unless preceded by flagman, and not exceed a speed of 4 miles per hour between Thames Street and packing house.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 maintenance of way rules and instructions. Train and enginemen affected will see that requirements of Rule 52B are complied with.

When switching St. Marys Cement Company sidings at St. Marys movements over narrow gauge tracks must be protected by flagman.

NORTHBOUND TRAINS INFERIOR DIRECTION				Miles from Ingersoll	Telegraph and Telephone Offices	PORT BURWELL SUBDIVISION	Telegraph Calls	SOUTHBOUND TRAINS SUPERIOR DIRECTION			
		SECOND CLASS						SECOND CLASS			
			659 Mixed f Daily ex. Sun.			STATIONS		660 Mixed a Daily ex. Sun.			
			A.M. 6.00	33.4	D N	PORT BURWELL. Z KCW	B W	P.M. 2.25			
			s 6.08	31.3		2.1 VIENNA	V I	s 2.10			
			f 6.16	28.5		2.8 ★ KINGLAKE		f 2.00			
			s 6.24	25.6	D	2.9 STRAFFORDVILLE	S F	s 1.50			
			f 6.34	21.9		3.7 EDEN		f 1.35			
				18.0		3.9 ★ LOOP LINE TRANSFER					
			s 6.54 7.15	15.4	D N Z	2.6 TILLSONBURG Z YCW	N G	1.15 s 12.45			
			f 7.25	12.3		3.1 OSTRANDER		f 12.33			
			s 7.37	7.7	D	4.6 MOUNT ELGIN	M O	s 12.20			
			f 7.50	4.5		3.2 SALFORD		f 12.10			
			8.10 A.M.	.0	D Z	4.5 INGERSOLL KW	I G	P.M. 11.55 A.M.			
			a Daily ex. Sun. 659			★ No passing track.		f Daily ex. Sun. 660			

Permanent Slow Post 2210 feet South of M.P. 23 affecting southbound trains.—Passenger trains will not exceed a speed of 20 miles per hour, and freight trains 15 miles per hour between this slow post and south end of bridge at mileage 24.0, and all trains 10 miles per hour over Queen St., Tillsonburg. D10 or heavier engines must not exceed a speed of 6 miles per hour around the Wye at Tillsonburg.

All trains must reduce speed to 10 miles an hour over Bridge Street Crossing, Mileage 33.2.

See footnote on St. Thomas Subdivision time-table regarding Thames St. Crossing, Ingersoll.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 maintenance of way rules and instructions. Train and enginemen affected will see that requirements of Rule 52B are complied with.

At Tillsonburg transfer can be used only by M4 or smaller class engines up to north switch of transfer. Track north of transfer up to M.C.R. Station cannot be used by engines heavier than D10 class.

At Tillsonburg station the C.P.R. Co's track, connecting with the west end of M.C.R. No. 2 south siding extending south to Concession Street, and the Michigan Central Ry. track, extending from this point to the connection with Tillson's spur, near the downtown freight house, will be used jointly by the Canadian Pacific and Michigan Central.

WESTBOUND TRAINS INFERIOR DIRECTION				Miles from Linwood	Telegraph Offices	LISTOWEL SUBDIVISION	Telegraph Calls	EASTBOUND TRAINS SUPERIOR DIRECTION			
SECOND CLASS								SECOND CLASS			
		669 Mixed f Daily ex. Sun.	667 Mixed f Daily ex. Sun.			STATIONS		668 Mixed a Daily ex. Sun.	670 Mixed a Daily ex. Sun.		
		P.M. 5.55	A.M. 11.55	.0	D	LINWOOD Z YKW	W O	A.M. 9.50	P.M. 3.00		
		f 6.07	f 12.07 P.M.	4.4		4.4 ★ DORKING		f 9.35	f 2.45		
		f 6.25	f 12.23	9.1		4.7 ★ TRALEE		f 9.20	f 2.30		
		6.45 P.M.	12.45 P.M.	16.2	D	7.1 Z LISTOWEL YKCW	S R	9.00 A.M.	2.10 P.M.		
		a Daily ex. Sun. 669	a Daily ex. Sun. 667			★ No passing track.		f Daily ex. Sun. 668	f Daily ex. Sun. 670		

Railway Crossing at Grade with Canadian National Ry., Factory Siding just north of station in Listowel Yard, not interlocked.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 maintenance of way rules and instructions. Train and enginemen affected will see that requirements of Rule 52B are complied with.

Trains will stop at Hessen Road between Dorking and Tralee for passengers.

MACTIER SUBDIVISION FOOTNOTES

Trains will not exceed a speed of 10 miles per hour over St. Clair Avenue crossing, mileage 0.5.

Permanent Slow Posts. Trains must not exceed a speed of 20 miles per hour over Bridge mileage 54.4.

Trains between West Toronto and Toronto will be governed by Terminals Division Time Table, pages 12 and 13.

No. 3 will stop at Alliston, Midhurst, Medonte and Bala for passengers for Port Arthur and beyond.

No. 4 will stop at Bala, Medonte and Midhurst to let off passengers from Port Arthur and beyond.

No. 27 and No. 28 where shown as flag stops are for revenue passengers only.

The sounding of locomotive whistle Signal 14L is prohibited within the town limits of Weston, mileage 3 to mileage 5.

Medonte "Yard Limits" extend from yard limit boards, east and north of Medonte, to yard limit boards, west of Coldwater, and south of Portswitch.

The north yard limit board Buckskin is located north side of Severn Bridge, just inside Buckskin mile board and Severn Falls is considered as within Buckskin yard limits in both directions.

Any movements being made over Dennison Ave. and Jane St. crossings, Weston except those on main track must be protected by flagman as movements other than on main track are not protected by wig-wag.

See pages 24 and 25 for Special Instructions regarding Automatic Block Signals between West Toronto and Bolton.

Between West Toronto and Bolton—to comply with Rule 99 flagman must go out—
14 telegraph poles instead of 10 to equal 500 yards
34 " " " 24 " 1200 "
50 " " " 36 " 1800 "

Between Bolton and Mileage 109—
12 telegraph poles instead of 10 to equal 500 yards
30 " " " 24 " 1200 "
45 " " " 36 " 1800 "

Between Mileage 109 and MacTier—
12 telegraph poles instead of 10 to equal 500 yards
28 " " " 24 " 1200 "
41 " " " 36 " 1800 "

Maintenance of way employees will provide manual flagging protection as per Rules 49 and 50 maintenance of way rules and instructions.

NORTHBOUND TRAINS—INFERIOR DIRECTION								MACTIER SUBDIVISION		SOUTHBOUND TRAINS—SUPERIOR DIRECTION						
THIRD CLASS		FIRST CLASS								FIRST CLASS			SECOND CLASS	FOURTH CLASS		
955 Sudbury Mdse. ‡ Daily ex. Sun.	953 O. & M. Freight ‡ Daily	3 The Dominion ‡ Daily	27 Soo Pagr. ‡ Daily	743 Pagr. ‡ Daily ex. Sun.	25 Sudbury Pagr. ‡ Daily ex. Sun.	Miles from West Toronto	Telegraph and Telephone Offices	STATIONS	Telegraph Calls	28 Soo Pagr. a Daily	4 The Dominion a Daily	26 Sudbury Pagr. a Daily ex. Sun.	744 Mixed a Daily ex. Sun.	80 Freight a Daily	954 Stock a Daily	82 Freight a Daily
Toronto Terminals	......	P.M. 10.25	P.M. 9.10	P.M. 5.30	A.M. 9.45	......	D N	......TORONTO......K	U N	A.M. 8.20	A.M. 7.30	P.M. 4.35	......	......	......	Toronto Terminals
P.M. 10.00	A.M. 4.00	s10.45	s 9.30	s 5.50	s10.05	.0	D N	WEST TORONTO KCWZ	J U	s 8.00	s 7.10	s 4.16	A.M. 9.50	P.M. 1.40	P.M. 8.00	A.M. 6.00
								3.0								
10.50	4.30	10.50	9.36	5.55	10.10	3.0	....	.......TREMOF.......	....	7.52	7.04	4.10	9.42	1.24	7.25	5.27
								0.8								
......	......	10.52	9.38	s 5.57	s10.12	3.8	D	★......WESTON.........	N G	s 7.50	7.02	s 4.08	s 9.40	......	......	......
								4.2								
11.05	4.45	10.58	9.44	f 6.04	10.19	8.0	....	........EMERY........	....	f 7.41	6.55	f 4.00	f 9.28	1.10	7.13	5.13
								3.8								
11.15	4.55	11.04	9.52	s 6.11	s10.28	11.8	D N	Z...WOODBRIDGE...W	W E	s 7.35	6.50	s 3.53	f 9.20	1.00	7.05	4.55
								2.3								
......	......	......	......	f 6.16	f10.33	14.1	....	★........ELDER.......	....	f 7.27	......	f 3.47	f 9.05	......	......	......
								2.6								
11.30	5.10	11.13	10.02	s 6.21	s10.39	16.7	D	.....KLEINBURG ...	K G	s 7.20	6.43	s 3.42	f 9.00	12.45	6.55	4.30
								4.9								
11.40	5.25	11.22	s10.12	s 6.30 P.M.	s10.50	21.6	D N	.....BOLTON......ZYW Jct. with Owen Sound S.D.	B O	s 7.10	6.37	s 3.32	8.50 A.M.	12.30	6.40	4.15
								4.4								
11.55 A.M.	5.40	11.28	10.19	......	f10.57	26.0	....	........HUMBER........	....	7.00	6.30	f 3.22	......	12.15	6.25	4.00
								2.8								
......	......	......	f10.23	Owen Sound Subdivision Train	f11.02	28.8	....	★ .CEDAR MILLS ...	....	f 6.55	......	f 3.16	Owen Sound Subdivision Train	......	......	......
								2.5								
12.05	5.50	11.34	10.27		f11.06	31.3	....	.... .PALGRAVE ..ZW	....	f 6.50	6.23	f 3.11		12.01	6.10	3.40
								4.1								
12.15	4 6.17 28 6.41	11.39	f10.33		f11.13	35.4	D	Z.....TOTTENHAM......	N H	f6.41	6.17	f 3.02		P.M. 11.40	5.55	3.20
								3.5								
12.23	6.55	11.43	f10.39		s11.19	38.9	D	Z.......BEETON........	N E	6.33	6.11	f 2.54		11.19	5.40	3.00
								6.2								
12.40	7.15	§11.51	s10.50		s11.30	45.1	D N	........ALLISTON.....ZW	S K	4 6.22 s 5.40	s6.02	s 2.43		11.00	5.25	2.40
								6.7								
12.55	7.35	A.M. 12.01	11.01		f11.41	51.8	....	.........BAXTER........	....	5.26	5.52	f 2.30		10.45	5.10	2.20
								7.1								
1.10	7.55	12.11	f11.12		f11.53	58.9	D	..........ESSA.........	O A	5.14	5.42	f 2.18		10.30	4.55	2.00
								4.5								
1.20	8.10	12.16	11.18		P.M. f12.01	63.4	....	Z..........MAC..........	....	5.05	5.37	f 2.11		10.20	4.45	1.45
								3.8								
1.30	8.20	§12.25	s11.28	......	s12.12	67.2	D N	Z.... MIDHURST..ZWY	M H	s 4.58	§ 5.32	s 2.04	......	10.10	4.30	1.30
								6.7								
1.45	8.40	12.36	f11.39	......	s12.24	73.9	D	......CRAIGHURST.....Z	G S	f 4.42	5.23	s 1.51	......	9.50	4.15	1.05
								7.8								
2.05	9.00	12.47	11.51	......	f12.37	81.7	....	Z.......CARLEY......W	....	4.30	5.12	f 1.38	......	9.30	3.55	12.47
								5.4								
2.15	9.15	12.54	11.59 A.M.	......	f12.46	87.1	....	Z.........EADY..........	....	4.20	5.06	f 1.28	......	9.15	3.40	12.20
								3.2								
......	......	......	......	......	......	90.3	....	★....PORTSWITCH......	....	......	......	......	......	......	......	......
								1.0								
2.30	9.50	§12.59	f12.05	......	s 1.00	91.3	D N	Z.....MEDONTE.....ZY Jct. with Port McNicoll S.D.	W D	f 4.12	§ 5.01	s 1.20	......	8.45	3.25	12.05
								3.9								
2.40	10.05	1.04	f12.11	......	f1.10	95.2	D	......LOVERING.....Z	V R	f 4.03	4.56	f1.10	......	8.30	3.10	A.M. 11.40
								7.9								
3.00	10.30	1.14	f12.25	......	f 1.25	103.1	....	........BUCKSKIN.....W	....	f 3.50	4.45	f12.56	......	8.10	2.50	11.23
								0.7								
......	......	......	f12.28	......	s 1.28	103.8	....	★..SEVERN FALLS..Z	S N	f 3.48	......	f12.54	......	......	......	......
								6.5								
3.38	10.55	1.24	f12.39	......	f 1.40	110.3	....	........DARLING........	....	f3.38	4.35	f12.43	......	7.50	2.30	11.05
								4.6								
3.53	11.20	§ 1.31	s12.48	......	s 1.55	114.9	D N	Z.........BALA..........	Q	s 3.30	§ 4.29	s12.35	......	7.35	2.20	10.55
								4.3								
4.23	11.35	1.37	12.56	......	f2.04	119.2	....	.... .RODERICK.	....	f 3.23	4.23	f12.24	......	7.20	2.04	10.40
								2.8								
......	......	......	......	......	f 2.09	122.0	....	★.......DUFFY..........	....	......	......	f12.18	......	......	......	......
								4.9								
4.45 A.M.	P.M. 12.05 P.M.	1.50 A.M.	1.10 A.M.	......	2.20 P.M.	126.9	D N	Z.....MACTIER..ZKCW	K A	3.10 A.M.	4.10 A.M.	12.10 P.M.	......	7.00 A.M.	1.20 P.M.	10.20 P.M.
a Daily ex. Mon.	a Daily	a Daily	a Daily	a Daily ex. Sun.	a Daily ex. Sun.			★No passing track.		‡ Daily	‡ Daily	‡ Daily ex. Sun.	‡ Daily ex. Sun.	‡ Daily	‡ Daily	‡ Daily
955	953	3	27	743	25					28	4	26	744	80	954	82

NORTHBOUND TRAINS—INFERIOR DIRECTION / OWEN SOUND SUBDIVISION / SOUTHBOUND TRAINS—SUPERIOR DIRECTION

NORTHBOUND SECOND CLASS	NORTHBOUND FIRST CLASS				Miles from Bolton	Telegraph Offices	STATIONS	Telegraph Calls	SOUTHBOUND FIRST CLASS			SOUTHBOUND SECOND CLASS		FOURTH CLASS
745 Mixed ‡ Daily ex. Sun.	743 Passenger ‡ Daily ex. Sun.	707 Owen Sound Pegr. ‡ Daily ex. Sun.	753 Teeswater Pegr. ‡ Daily ex. Sun.	705 Owen Sound Pegr. ‡ Daily ex. Sun.					706 Owen Sound Pegr. a Daily ex. Sun.	756 Teeswater Pegr. a Daily ex. Sun.	708 Owen Sound Pegr. a Daily ex. Sun.	744 Mixed a Daily ex. Sunday	746 Mixed a Daily ex. Sun.	88 Freight a Daily ex. Sun.
	P.M. 6.32				.0	D N	BOLTON. WYRZ	B O				A.M. 8.50		
					5.9		MONO ROAD	M R						
Orangeville Subdivision Train	f 6.43	Orangeville Subdivision Train		Orangeville Subdivision Train	5.9				Orangeville Subdivision Train		Orangeville Subdivision Train	f 8.35	Orangeville Subdivision Train	
	f 7.01				8.6							f 8.10		
	P.M.	P.M.		A.M.	14.5		CALEDON	C R	A.M.		P.M.		A.M.	
	6.10	s 7.09	7.03		4.6				9.36		5.39	s 7.55	9.07	
Staff System					19.1		Z ★ MELVILLE ZR (Jct. with Orangeville S.D.)							
					2.8									
	6.20	7.15	s 7.09 / 7.20	A.M. 10.33	21.9	D N	Z. ORANGEVILLE. KCWZ	H O	s 9.30 / 9.25	P.M. 5.12	s 5.33 / 5.23	7.45	9.00	P.M. 1.35
	P.M.	P.M.			4.1							A.M.	A.M.	
		s 7.30		10.43 A.M. s 10.33	26.0	D	Z FRAXA ZYR (Jct. with Teeswater S.D.)	B U	s 9.15	5.01 P.M.	s 5.13			1.15
					3.2									
		f 7.35		s 10.38	29.2		★ LAUREL		f 9.07		s 5.07			1.00
					4.3									
		f 7.42		f 10.45	33.5		CROMBIES		f 9.00		f 5.00			12.45
					4.4									
		s 7.52		s 10.55	37.9	D	Z SHELBURNE ZW	S B	s 8.52		s 4.53			12.30
					3.5									
		f 7.58		s 11.01	41.4		MELANCTHON		f 8.42		s 4.43			12.01 P.M.
					3.8									
		s 8.04		s 11.07	45.2	D	CORBETTON	C O	s 8.36		s 4.37			11.45
					4.1									
		s 8.14	Teeswater Subdivision Train	s 11.17	49.3	D	DUNDALK	K D	s 8.28	Teeswater Subdivision Train	s 4.30			11.17
					5.0									
		s 8.23		s 11.26	54.3		PROTON		s 8.18		s 4.20			10.35
					2.0									
		s 8.27		s 11.30	56.3	T	Z SAUGEEN. RYWZ (Jct. with Walkerton S.D.)	S U	s 8.13		s 4.12			10.15
					3.4									
		s 8.38		s 11.38	59.7	D	FLESHERTON	F N	s 8.07		s 4.07			10.00
					6.3									
		s 8.48		s 11.48	66.0	D	MARKDALE ZW	M K	s 7.55		s 3.55			9.25
					5.3									
		s 8.56		s 11.56 P.M.	71.3		BERKELEY		s 7.44		s 3.44			9.00
					4.1									
		s 9.03		s 12.03	75.4	D	HOLLAND CENTRE	S F	s 7.36		s 3.36			8.40
					7.0									
		s 9.16		s 12.16	82.4	D	Z CHATSWORTH WZ	C W	s 7.23		s 3.23			8.15
					5.1									
		f 9.25		f 12.25	87.5		ROCKFORD		f 7.14		f 3.14			7.50
					7.4									
		9.40 P.M.		12.40 P.M.	94.9	D	Z. OWEN SOUND. KCW	O N	7.00 A.M.		3.00 P.M.			7.30 A.M.
							★ No passing track.							
		a Daily ex. Sun. 745	a Daily ex. Sun. 743	a Daily ex. Sun. 707	‡ Daily ex. Sun. 753	a Daily ex. Sun. 705			‡ Daily ex. Sun 706	‡ Daily ex. Sun. 756	‡ Daily ex. Sun. 708	‡ Daily ex. Sunday 744	‡ Daily ex. Sun. 746	‡ Daily ex. Sun. 88

OWEN SOUND SUBDIVISION FOOTNOTES

Permanent Slow Post affecting southbound trains at mileage 12.4 Trains will be run at a uniform rate of speed and passenger trains must occupy not less than 11 minutes and freight trains not less than 15 minutes between this slow post and mileage 7.8. Except that passenger trains must not exceed a speed of 20 miles per hour and freight trains 8 miles per hour mileage 11.0 to 10.0. Permanent Slow Post affecting southbound trains at mileage 24.9. Trains must occupy not less than 8 minutes between this slow post and Orangeville.

Operator at Fraxa will register first class trains except when green signals are displayed by any section thereof, in which case conductor must register.

All trains may leave Melville and Saugeen without receiving terminal clearance. Between the hours of 5 p.m. and 8 a.m. trains may leave Fraxa without receiving terminal clearance.

Article 27 (a) Rules for the operation and inspection of the air brake and air train signal applies on all freight trains running on Owen Sound Subdivision from mileage twelve (12) to mileage seven point eight (7.8), from mileage twenty-five point three (25.3) to mileage twenty-three (23), from mileage ninety-one point eight (91.8) to mileage ninety-four (94.0).

Between Melville and Fraxa maintenance of way employees will provide manual flagging protection as per rules 49 and 50 maintenance of way rules and instructions.

Between Bolton and Melville and between Fraxa and Owen Sound maintenance of way employees will provide unattended flag protection as per rules 51 and 52 maintenance of way rules and instructions. Train and Enginemen affected will see that requirements of rule 52B are complied with.

To comply with Rule 99, flagmen must go out 25 telegraph poles instead of 24 to equal 1200 yards, and 37 telegraph poles instead of 36 to equal 1800 yards.

WESTBOUND TRAINS INFERIOR DIRECTION / WALKERTON SUBDIVISION / EASTBOUND TRAINS SUPERIOR DIRECTION

WESTBOUND FIRST CLASS	Miles from Saugeen	Telegraph Offices	STATIONS	Telegraph Calls	EASTBOUND FIRST CLASS	EASTBOUND THIRD CLASS
715 Passenger ‡ Daily ex. Sun.					716 Passenger a Daily ex Sun.	92 Freight a Daily ex. Sun.
P.M. 8.32	.0		SAUGEEN ZYRW	S U	P.M. 4.08	A.M. 11.00
	5.5					
s 8.42	5.5		PRICEVILLE	V I	s 3.57	10.35
	4.4					
f 8.50	9.9		★ GLEN		f 3.48	
	2.0					
f 8.54	11.9		McWILLIAMS		f 3.44	10.05
	4.7					
s 9.07	16.6	D	Z DURHAM W	D	s 3.35	9.45
	6.6					
f 9.20	23.2		ALLAN PARK		f 3.19	9.10
	4.3					
s 9.30	27.5	D	HANOVER	H	s 3.11	8.50
	3.6					
f 9.40	31.1		★ MAPLE HILL		f 3.02	
	6.5					
9.55 P.M.	37.6	D	Z WALKERTON. KCW	W	2.50 P.M.	8.00 A.M.
			★ No passing track.			
a Daily ex. Sun. 715					‡ Daily ex. Sun. 716	‡ Daily ex. Sun. 92

No. 715 may leave Saugeen without receiving terminal clearance.

Trains must not exceed a speed of 10 miles per hour over Durham Road Crossing, Walkerton.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 maintenance of way rules and instructions. Train and Enginemen affected will see that requirements of rule 52B are complied with.

To comply with Rule 99, Flagmen must go out 25 telegraph poles instead of 24 to equal 1200 yards, and 37 telegraph poles instead of 36 to equal 1800 yards.

On account of only 15 feet overhead clearance at Knechtel's Mill Coal Hopper at Hanover engines must not go into this building. When necessary to do switching at this point a car must be placed ahead of engine to reach car placed at hopper.

D 6 engines must not exceed a speed of ten miles per hour over Bridge 37.6.

TIME TABLE No. 72. NOVEMBER 22nd, 1931

ORANGEVILLE SUBDIVISION

NORTHBOUND TRAINS INFERIOR DIRECTION — SECOND CLASS		NORTHBOUND TRAINS INFERIOR DIRECTION — FIRST CLASS			Miles from Streetsville Jct.	Telegraph Offices	STATIONS	Telegraph Calls	SOUTHBOUND TRAINS SUPERIOR DIRECTION — FIRST CLASS		SOUTHBOUND TRAINS SUPERIOR DIRECTION — SECOND CLASS		
		745 Mixed / Daily ex. Sun.	707 Pegr. / Daily ex. Sun.	705 Pegr. / Daily ex. Sun.					706 Pegr. a Daily ex. Sun	708 Pegr. a Daily ex. Sun.	746 Mixed a Daily ex. Sun.		
			P.M.	A.M.					A.M.	P.M.			
			5.52	8.54	.0	D N	STREETSVILLE JCT.. ZYKW	J C	10.40	6.52			
					2.1								
			s 5.57	s 8.59	2.1		MEADOWVALE	A D	s 10.35	s 6.47			
					2.2								
			f 6.02	f 9.04	4.3		★CHURCHVILLE	f	10.30	f 6.42			
					3.2								
			s 6.12	s 9.13	7.5	D	Z BRAMPTON ZW	B A	s 10.25	s 6.37			
					4.7								
			s 6.22	s 9.21	12.2		SNELGROVE	s	10.16	s 6.22			
					4.9								
			s 6.32	s 9.29	17.1		CHELTENHAM	C M	s 10.07	s 6.14			
					2.7								
			s 6.38	s 9.34	19.8	D N	Z INGLEWOOD W	D R	s 10.02	s 6.08			
					4.2								
		P.M.	s 6.46	s 9.42	24.0	D	Z FORKS OF CREDIT Z	R O	s 9.54	s 6.00	A.M.		
					2.6								
		5.55	s 6.52	706 9.48 s 9.54	26.6		Z CATARACT ZRW (Jct. with Elora S.D.)	C H	s 9.48	s 5.50	9.22		
					3.1								
		f 6.05	s 6.58	s 10.00	29.7	D	ALTON	A	s 9.41	s 5.44	f 9.13		
					2.1								
		6.10 P.M.	7.03 P.M.	10.05 A.M.	31.8	Z★	MELVILLE R		9.36 A.M.	5.39 P.M.	9.08 A.M.		
		a Daily ex. Sun. 745	a Daily ex. Sun. 707	a Daily ex. Sun. 705			★No passing track		f Daily ex. Sun. 706	f Daily ex. Sun. 708	f Daily ex. Sun. 746		

WESTBOUND TRAINS INFERIOR DIRECTION — SECOND CLASS		Miles from Cataract	Telegraph Offices	ELORA SUBDIVISION STATIONS	Telegraph Calls	EASTBOUND TRAINS SUPERIOR DIRECTION — SECOND CLASS		
	747 Mixed / Daily ex. Sun.					748 Mixed a Daily ex. Sun.		
	A.M.					P.M.		
	10.10	.0		CATARACT.. ZRW	C H	5.25		
		4.5						
	s 10.35	4.5	D	ERIN	N I	s 5.05		
		3.7						
	s 11.00	8.2	D	HILLSBURG	K S	s 4.50		
		4.5						
	s 11.25	12.7		ORTON W	O R	s 4.30		
		4.9						
	s 11.45	17.6	D	BELWOOD	B D	s 4.15		
		2.8						
	f 11.54	20.4		★SPIER	f	4.08		
	P.M.							
	s 12.20	24.9	D	FERGUS	R G	s 3.55		
		2.4						
	12.45 P.M.	27.3	D	Z ELORA KCW	R A	3.15 P.M.		
	a Daily ex. Sun. 747			★No passing track.		f Daily ex. Sun. 748		

Permanent Slow Post affecting eastbound trains at mileage 0.8. Train must occupy not less than 3 minutes between this slow post and Cataract.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 maintenance of way rules and instructions. Train and Enginemen affected will see that requirements of rule 52B are complied with.

To comply with Rule 99, Flagman must go out 25 telegraph poles instead of 24 to equal 1200 yards, and 37 telegraph poles instead of 36 to equal 1800 yards.

Trains must not exceed a speed of ten miles per hour over Irvine Street Crossing, Elora.

No. 747 may leave Cataract without receiving Terminal clearance.

ORANGEVILLE SUBDIVISION FOOTNOTES

Southbound trains may leave Melville without receiving terminal clearance.

Switching movements over Nelson Street Crossing, Brampton, except on main track, must be protected by flagman.

Railway Crossing at Grade with C.N.R. at Inglewood, not interlocked. Between the hours of 12.00 midnight and 8.00 a.m. daily, and between 8.00 a.m. and 12.00 midnight Sundays, trains after coming to full stop will furnish flag protection before crossing over.

No. 745 may leave Cataract without receiving Terminal clearance.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 maintenance of way rules and instructions. Train and Enginemen affected will see that requirements of rule 52B are complied with.

To comply with Rule 99, flagman must go out 25 telegraph poles instead of 24 to equal 1200 yards, 37 telegraph poles instead of 36 to equal 1800 yards.

TEESWATER SUBDIVISION

WESTBOUND TRAINS INFERIOR DIRECTION — FIRST CLASS			Miles from Fraxa	Telegraph Offices	STATIONS	Telegraph Calls	EASTBOUND TRAINS SUPERIOR DIRECTION — FIRST CLASS			EASTBOUND TRAINS SUPERIOR DIRECTION — THIRD CLASS		
		753 Pegr. / Daily ex. Sun.					756 Pegr. a Daily ex. Sun.			90 Freight a Daily ex. Sun.		
		A.M.					P.M.			P.M.		
		10.44	.0	D	FRAXA ZYR	B U	5.01			12.35		
			3.7									
		f 10.51	3.7		AMARANTH	f	4.54			12.20		
			2.3									
		s 10.55	6.0		WALDEMAR	s	4.49			12.10		
			2.2									
		s 11.00	8.2	D	GRAND VALLEY W	H U	s 4.43			12.01		
			11.4							P.M.		
		s 11.22	19.6	D	ARTHUR	R U	s 4.21			11.22		
			6.9									
		s 11.36	26.5		KENILWORTH	s	4.07			10.50		
			6.6									
		11.49	33.1		MOUNT FOREST WYE Y		3.55			10.30		
			1.2									
		s 11.53	1.2	D	Z MOUNT FOREST ZW	M U	s 3.50			10.25		
			1.2									
			8.6									
		P.M. s 12.13	41.7	D	HARRISTON	S H	s 3.31			10.00		
			8.4									
		s 12.30	50.1	D	FORDWICH	F D	s 3.15			9.30		
			4.0									
		s 12.38	54.1	D	GORRIE W	G O	s 3.07			9.15		
			2.0									
		s 12.43	56.1	D	WROXETER	F O	s 3.02			9.05		
			6.4									
		12.55	62.5		★WINGHAM JCT RY		s 2.50			8.45		
			4.5									
		s 1.05	4.5	D	WINGHAM W	H W	s 2.40			8.30		
			4.5									
			4									
		f 1.20	62.9		★GLENANNAN		f 2.25			8.15		
			5.0									
		1.30 P.M.	67.9	D	TEESWATER WKC	W A	2.15 P.M.			8.00 A.M.		
		a Daily ex. Sun. 753			★No passing track		f Daily ex. Sun. 756			f Daily ex. Sun. 90		

TEESWATER SUBDIVISION FOOTNOTES

Unless authorized by train order, trains other than first class must not leave Wroxeter until the preceding train has arrived at Teeswater, and trains other than first class must not leave Teeswater until preceding train has arrived at Wroxeter. In the event of the failure of Telegraph line, trains may follow 40 minutes after the departure of the preceding train, but must keep clear of preceding train West of Wingham Jct.

Time Table trains will register at Wingham Jct. on return trip from Wingham, and extra trains will register at Wingham Jct. in both directions. Trains backing between Teeswater and Wingham, also between Mount Forest Wye and Mount Forest, must reduce speed to ten miles per hour over all public crossings.

Eastbound trains will not exceed a speed of ten miles per hour over public crossing mileage 3.6 Wingham Subdivision.

Trains must not exceed a speed of ten miles per hour between slow post and Diamond at Railway Crossing with C.N.R. mileage 37.25 Teeswater Subdivision and may proceed over Crossing without stopping if automatic signal indicates proceed.

Railway Crossing at Grade with C.N.R. at Harriston, not interlocked.

Between the hours of 5 p.m. and 8 a.m. westbound trains may leave Fraxa without receiving terminal clearance.

Maintenance of way employees will provide unattended flag protection as per rules 51 and 52 maintenance of way rules and instructions. Train and Enginemen affected will see that requirements of rule 52B are complied with.

To comply with Rule 99, flagman must go out 25 telegraph poles instead of 24 to equal 1200 yards, 37 telegraph poles instead of 36 to equal 1800 yards.

INSTRUCTIONS AS TO CONNECTIONS BETWEEN PASSENGER TRAINS.

GENERAL NOTE.

Trains will not, unless otherwise directed, wait for delayed connecting trains, as instructed herein, unless there are passengers on such delayed trains for them, and unless by so waiting connection will be made with such delayed train.

In all cases, however, where the incoming train is due to arrive previous to the time the outgoing train is due to leave a margin of 5 minutes will be allowed when necessary to ensure connection.

ANY JUNCTION POINT

Train 3 making close connection with China-Japan Steamship shall wait unless otherwise instructed at any junction point for passengers for such steamer who may be on trains scheduled to connect with Train 3 at such Junction point.

DETROIT

No. 20 will run through when not more than two hours late. When more than two hours late a train will be started on time.

No. 22 will wait one hour for connection with M.C.R. No. 44.

ZORRA

No. 630 will wait 30 minutes for No. 664.
No. 632 will wait 30 minutes for No. 666.

No. 663 will wait connection with No. 629.
No. 665 will wait connection with No. 37.

WOODSTOCK

No. 630 will wait 30 minutes for No. 656.
No. 632 will wait 30 minutes for No. 658.

No. 657 will wait connection with No. 21.

GUELPH JUNCTION

No. 632 will wait connection with No. 640.
No. 640 will wait connection with No. 632.
No. 637 will wait connection with No. 21.
No. 645 will wait connection with No. 20.

No. 647 will wait connection with No. 630.
No. 649 will wait connection with No. 38.
No. 651 will wait connection with No. 37.
No. 653 will wait connection with No. 22.

INGERSOLL

No. 660 will wait connection with No. 657.

LINWOOD

No. 640 will wait 30 minutes for connection with No. 670.

No. 667 will wait connection with No. 637.

TORONTO

Nos. 20, 21 and 22 will run through when they are not more than one hour late. When more than one hour late a train will be started on time.

No. 25 will wait 5 minutes for connection with No. 601.
No. 763 will wait connection with No. 19.

BURKETON

No. 723 will wait connection with No. 36.
No. 35 will wait 15 minutes for connection with No. 726.

No. 601 will wait 15 minutes for connection with No. 724.
No. 725 will wait connection with No. 602.

SHARBOT LAKE

No. 613 will wait 20 minutes for connection with No. 36.

No. 618 will wait 30 minutes for connection with No. 34.

TICHBORNE

No. 614 will wait connection with No. 37 and No. 20.
No. 37 will wait 5 minutes for connection with No. 613 and No. 614

No. 20 will wait 5 minutes for connection with No. 613 and No. 614.
No. 613 will wait connection with No. 37 and No. 20.

DRANOEL

No. 621 will wait 30 minutes for connection with No. 602.

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS BY AUTOMATIC BLOCK SIGNALS.

1. The movement of trains between points as hereinafter designated will be controlled by Automatic Block Signals of the color light and the three position upper quadrant semaphore types.

The three positions of semaphore type signals are: horizontal, 45 degrees above horizontal, 90 degrees above horizontal.

The indications displayed by the semaphore type signals are:

ARM HORIZONTAL—"Stop". When in this position a red light is displayed at night.

ARM 45 DEGREES ABOVE HORIZONTAL—"Caution". When in this position a yellow light is displayed at night.

ARM 90 DEGREES ABOVE HORIZONTAL—"Proceed". When in this position a green light is displayed at night.

The indications displayed by the color light signals are the same as the night indications of the semaphore signals.

2. The tracks are divided into blocks and the signals governing eastbound or southbound trains have even numbers, and those governing westbound or northbound trains have odd numbers, and are on masts located at the entrance to each block, generally on the right hand side as seen from an approaching train.

3. A permissive block signal has a single light or two staggered lights and, in addition, those of the semaphore type have an arm with a pointed end.

An absolute block signal of the semaphore type has one, two, or three arms with a square end.

An absolute block signal of the color light type has two or three lights in a vertical line.

4. ON DOUBLE TRACK when a train finds a permissive signal indicating "Stop", it must stop before reaching the signal and not more than 200 feet from it. The train may then proceed at once with caution, prepared to find the track occupied, a car foul, a switch open, a broken rail, or other obstruction in the block.

5. ON SINGLE TRACK operated under the OVERLAP BLOCK SIGNAL SYSTEM, when a train finds a permissive signal indicating "Stop", it must stop before reaching the signal and not more than 200 feet from it. The train may proceed when the signal is cleared. If not immediately cleared, a flagman shall advance in the direction of the train movement for five minutes, after which the train may proceed under full control to the next signal, expecting to find the track occupied, a car foul, a switch open, a broken rail, or other obstruction in the block. Should the signal change from the "Stop" indication before the expiration of the five minutes, the train may proceed and be governed by the indication displayed.

6. ON SINGLE TRACK operated under the ABSOLUTE-PERMISSIVE BLOCK SIGNAL SYSTEM, when a train finds a permissive signal indicating "Stop" it will be governed by Rule No. 4 for Double Track.

When a train finds an absolute signal governing the entrance to a block from one passing track to the next passing track, at "Stop", it must stop before reaching the signal and not more than 200 feet from it.

If not immediately cleared it must communicate with Train Dispatcher and upon receiving advice that there is no conflicting train movement, it may proceed under full control to the next signal, expecting to find the track occupied, a car foul, a switch open, a broken rail, or other obstruction in the block. If unable to communicate with Train Dispatcher it may proceed under flag protection to the next clear signal, expecting to find the track occupied, a car foul, a switch open, a broken rail, or other obstruction in the block.

Absolute signals governing the entrance to single track blocks are distinguished from other absolute signals by a lunar white marker light in a vertical line with the signal light.

7. ON DOUBLE OR SINGLE TRACK, when a train finds a signal indicating "Caution" it must proceed under such control as to be able to stop before reaching the next signal.

8. When trains meet by train order arrangement the train which is to take passing track must stop if it finds signal protecting block at stop, and after stopping may then proceed with caution to passing track without being preceded by flagman.

9. Conductors must report by wire, to Superintendent, from first telegraph station, delays caused by signals, giving number and cause, if known. Engineers use form S.M. 1 to report delays at signals, except delays account train ahead. Track foremen and other employees will report promptly by wire defects noticed in signals, wires or other appurtenances of System.

10. Trackmen must not make any change in the track which will interfere with the signal system without notifying the Signal Maintainer and, except in cases of emergency, receiving his consent.

11. If necessary to clean ashpan on main track inside block signal limits, ashes and cinders must immediately be removed by fireman if no one else available for the purpose, in order to prevent damage by fire to trunking which covers signal wires.

12. When a train accepts a lower arm or light, or a dwarf signal for a main track movement, it must proceed with caution to the next signal, prepared to find the track occupied, a car foul, a switch open, a broken rail, or other obstruction in the block.

13. TO HAND OPERATE DUAL CONTROL SWITCH MACHINES. Interlocking rules govern except in an emergency when the interlocked switches cannot be operated from the control lever in the tower. Then operator may give permission to Trainman to operate the switches by hand, in which case a train may pass a home signal displaying "Stop", but before giving this permission must see that all signal control levers are in centre position and must not attempt to operate switch lever until Trainman has reported that movements over switch have been completed and that selector lever has been restored to "Motor-operating position".

Trainmen upon receiving permission to operate an interlocked switch by means of the hand-throw lever, will be governed by the following instruction which appears on the cover of the switch machine:

"To hand operate dual control switch machine throw selector lever to the hand-operating position and operate switch by the hand-throw lever. If selector lever is stopped short of the horizontal position move the hand-throw lever slowly until selector lever is free to complete stroke".

After movements over interlocked switches are completed, the switches must be left in the original position, and selector lever thrown to "Motor-operating position" and both "Selector lever" and "Hand-throw lever" locked.

Enginemen must not accept hand signals as against fixed signals in making movements over these interlocked switches unless the "Selector lever" has been placed in the "Hand-operating position".

LONDON DIVISION

14. Trains will be controlled by Automatic Block Signals between Tecumseh Street (Toronto) and Lobo, and Hamilton Jct. and Main Street (Hamilton) and will be governed by Rule No. 4 for Permissive signals on Double Track between Tecumseh Street and Guelph Jct. and Hamilton Jct. and Main Street and by Rule No. 6 for Absolute-Permissive type between Guelph Jct. and Lobo.

Signals Nos. 45, 46, 325, 326, 741, 742, 875, 876, 1115, 1118, 1129, 1130A, 1130B, 1137, 1138, 01, 02, are absolute signals and when at "Stop" must not be passed unless authorized by Signalman.

Signal No. 46, at West Toronto, has two lights, the upper light governs eastbound trains on the Galt Subdivision, to Toronto, and the lower light service as a "calling-on" signal governing eastbound trains through the plant at low speed.

Signal No. 45, at West Toronto, has three lights; the upper light governs trains from Toronto to Galt Subdivision, and the middle light governs trains from Toronto to the MacTier Subdivision, and the lower light serves as a "calling-on" signal governing trains to any available route within the limits of the interlocking plant at low speed.

Signals Nos 325 and 326 at Milton Interlocker have two lights; upper light governs movements to main track, and lower light serves as "calling-on" signal to main track within the limits of interlocking plant at low speed. Should any train find these signals at stop when no operator on duty, conductor must see that switches and derails are properly set for his train movements before hand-signalling his train to proceed. After Engineer accepts hand signal he will proceed at low speed until next signal reached.

Signal No. 741 at Drumbo Interlocker has two arms; the upper arm governs westbound trains to main track, and lower arm governs westbound trains to passing track and also serves as "calling-on" signal to main track within the limits of the interlocking plant at low speed.

Signal No. 742 at Drumbo Interlocker has two arms; the upper arm governs eastbound trains to main track, and lower arm serves as "calling-on" signal to main track within the limits of interlocking plant at low speed.

Signal No. 875 at Woodstock Interlocker has two arms; the upper arm governs westbound trains to main track, and lower arm governs westbound trains to yard tracks, and also serves as "calling-on" signal to main track at low speed.

Signal No. 876 at Woodstock Interlocker has two arms; the upper arm governs eastbound trains to main track, and lower arm governs eastbound trains to passing track, and also serves as "calling-on" signal to main track at low speed.

Signal No. 95 at Obico has two arms; the upper arm governs westbound trains to main track, and lower arm governs westbound trains to Canpa.

Signal No. 94 at Obico governs trains from Canpa to Galt Subdivision.

Trains must not pass signals Nos. 94 and 95 until switches are set for the train movement.

Signal No. 391 at Guelph Jct., has two arms; the upper arm governs westbound trains to main track, and the lower arm governs westbound trains to Guelph.

Signal No. 394 at Guelph Jct. governs eastbound trains from Guelph to Galt Subdivision.

Signal No. 396 at Guelph Jct. governs eastbound trains from single track to double track.

Trains must not pass Signals Nos. 391, 394, and 396 until switches are set for the train movement.

Signal No. 208 at Streetsville is located outside siding and has bracket.

Signals Nos. 1115 and 1118 at Bucke Interlocker have two lights; upper light governs movements to main track and lower light serves as "calling on" signal to main track within limits of interlocking plant at low speed.

Crossover east of station at Quebec Street is interlocked and operated from station. See Rule 13.

Signal No. 1129 has three lights. Upper light governs movements from Quebec Street to London; middle light governs movements from Quebec Street to yard; lower light governs movements from Quebec Street to any available route and also serves as "calling on" signal to any route within limits of interlocking plant at low speed.

Signal No. 1130A has two lights; upper light governs movements from Quebec Street to Bucke; lower light serves as "calling on" signal to main track within limits of interlocking plant at low speed.

Signal No. 1130B has two lights; upper light governs movements from Yard to Bucke; lower light serves as "calling on" signal to any available route within limits of interlocking plant at low speed.

A color light dwarf signal is provided for westbound movements on yard lead.

Signal No. 1137 at Adelaide Street has two lights; upper light governs movements to main track and lower light is fixed at red.

Signal No. 1138 at Adelaide Street has two lights; upper light governs movements to main track; lower light governs movements to yard.

A color light dwarf signal at Adelaide Street is provided for movements out of yard.

A color light dwarf signal at Adelaide Street is provided for movements against current of traffic on westbound main track.

The west end of crossover west of Richmond Street is interlocked and operated from gate tower. See Rule 13.

Trains working in the Carmichael Coal and Ontario Crockery siding must always leave switch open while in siding.

Signals 01 and 02 at Richmond Street have two lights; upper light governs movements to main track, lower light governs movements to any available route and serves as "Calling-on" signal to main track within limits of interlocking plant at low speed.

Dwarf signals are provided for movements against current of traffic.

[Continued on page 25

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS BY AUTOMATIC BLOCK SIGNALS—Continued.

BRUCE DIVISION

15. Trains will be controlled by Automatic Block Signals of the Overlap System between West Toronto and Bolton, and will be governed by Rule No. 5 for permissive signals.

Signals Nos. 02 and 04 are absolute signals, and when at "Stop" must not be passed unless authorized by signalman.

Signal No. 02 at West Toronto has three lights; the upper light governs trains from the MacTier Subsdivifon to Toronto, the middle light governs trains from the MacTier Subdivision to North Toronto Subdivision, and the lower light governs movement to any available route, and also serves as a "calling-on" signal to main track, within the limits of the plant at low speed.

Signal No. 04 at West Toronto is an absolute signal and when, after a reasonable time, it does not clear, connection should be established with the signalman by means of telephone located on telegraph pole near the signal.

Signal No. 215 at Bolton has two arms; the upper arm governs northbound trains to MacTier, and the lower arm governs northbound trains to Owen Sound.

Signal No. 216 governs trains from MacTier.

Signal No. 214 governs trains from Owen Sound.

A train must not pass these signals until switches are set for train movement.

TRENTON DIVISION

16. Trains will be controlled by automatic block signals between Smiths Falls and Leaside and through Sharbot Lake yard, and will be governed by Rule No. 4 for Permissive Signals on Double Track between Smiths Falls and Glen Tay, and between Agincourt and Leaside, and by Rule No. 6 for Absolute-Permissive type between Glen Tay and Agincourt.

Signals Nos. 155, 156 (02 Glen Tay), 919, 921, 922, 325, 328, 713, 714, 759, 760, 963A, 963B, 964, 1037, 1038, and (02 Leaside), are absolute signals and when at stop must not be passed without authority of operator on duty.

Signal No. 215-A at Sharbot Lake governs westbound trains on Havelock Subdivision and Signal No. 215-B governs southbound trains on Kingston Subdivision.

Signal No. 216-A at Sharbot Lake governs eastbound trains on Havelock Subdivision and Signal No. 216-B governs northbound trains on Kingston Subdivision.

A train must not pass these signals untill switches are properly set for train movement.

Signal No. 04 at Smiths Falls has two lights; upper light governs eastbound trains to Smiths Falls station, and lower light governs eastbound trains to yard lead.

Signal No. 01 at Smiths Falls has two lights; upper light governs westbound trains to Glen Tay, and lower light governs westbound trains to Carleton Place.

Signal No. 03 at Smiths Falls has two lights; upper light governs trains from yard to Glen Tay, and lower light governs trains from yard to Carleton Place.

The two crossovers west of station at Glen Tay are interlocked and operated from the station. See Rule 13.

Signal No. 155 at Glen Tay has three lights; the upper light governs westbound trains to Trenton; the middle light governs westbound trains to Havelock; and the lower light governs westbound trains to any available route and also serves as "calling-on" signal to main track within the interlocking limits at low speed.

Signal No. 156 at Glen Tay has two lights; the upper light governs eastbound trains from Trenton to Smiths Falls; lower light governs eastbound trains to any available route and also serves as "calling-on" signal to main track within interlocking limits at low speed.

Signal No. 02 at Glen Tay has two lights; the upper light governs eastbound trains from Havelock to Smiths Falls; and lower light governs eastbound trains from Havelock to any available route and also serves as "calling-on" signal to main track within the interlocking limits at low speed.

Signal 01 is an automatic signal and governs eastbound trains from Havelock.

A color light dwarf signal at Glen Tay is provided for movements against current of traffic on eastbound main track.

Signal No. 919 at Belleville has two lights; upper light governs westbound trains to Signal No. 921, and lower light is fixed at red.

Signal No. 921 at Belleville has two lights; the upper light governs westbound trains to Trenton, and the lower light governs westbound trains through crossover to C.N.R. main track.

Signal No. 922 at Belleville has two lights; the upper light governs eastbound trains to Glen Tay; and the lower light is fixed at red.

The east switch of the east crossover, west switch of west crossover and the two transfer switches between east and west crossovers are equipped with electric switch locks which are controlled by Operator on duty in station. Telephones located at the above switches are for train crews to communicate with Operator at station or Signalman at gate tower. To open any of the above switches it is necessary to first unlock door of switch lock and if indicator is clear turn the handle of the electric lock to the left as far as it will go and then open switch in the usual manner. After switch has been set back for the main track the handle of the electric lock must be turned to the right, door closed and locked. If indicator displays red the switch cannot be unlocked and Trainman should communicate with Operator in station and ask for switch to be unlocked.

Signal No. 04 at Trenton has two lights; upper light governs Eastbound movements to main track and lower light go verns Eastbound movements to yard.

Signals No. 328 and 325 at Cobourg have two lights; upper light governs movements to main track and lower light serves as "calling on" signal to main track within the limits of the interlocking plant at low speed.

Signal No. 714 at Oshawa has three lights; upper light governs Eastbound movements to main track and the middle light governs Eastbound movements to yard and lower lightserves as "calling on" signal governing trains to any available route within the limits of the interlocking plant at low speed. Signal No. 713 at Oshawa has two lights; upper light governs Westbound movements to main track and lower light serves as "calling on" signal to main track within the limits of the interlocking plant at low speed.

Signal No. 759 at Whitby has two lights; upper light governs movements to main track and lower light serves as "calling on" signal to main track within the limits of the interlocking plant at low speed.

Signal No. 760 at Whitby has two lights; the upper light governs movements to main track and the lower light is fixed at red.

The two crossovers east of Agincourt station are interlocked and operated from the station. See Rule 13.

Signal No. 963A has two lights; the upper light governs westbound trains from Trenton to Leaside, and the lower light governs westbound trains to any available route, and also serves as "calling-on" signal to westbound track within limits of interlocking plant at low speed.

Signal No. 963B has two lights, the upper light governs westbound trains from Havelock to Leaside, and the lower light governs westbound trains to any available route, and also serves as "calling-on" signal to westbound track within limits of interlocking plant at low speed.

Signal No. 964 has three lights, the upper light governs eastbound trains to Trenton, the middle light governs eastbound trains to Havelock and the bottom light serves as "calling-on" signal to any available route within the limits of the interlocking plant at low speed.

Signal 955 is an automatic signal and governs westbound trains from Peterboro.

A color light dwarf signal is provided for movements against current of traffic on westbound main track.

The two crossovers west of Leaside Station are interlocked and operated from the station. See Rule 13.

Signal 1037 has three lights; upper light governs westbound trains to North Toronto; middle light governs westbound trains to Don; and bottom light governs movements to any available route and also serves as "calling-on" signal to westbound main track and to Don within limits of interlocking plant at low speed.

Signal 1038 has two lights; upper light governs eastbound trains from Don to Agincourt; lower light governs eastbound trains from Don to westbound main track and to team track, and also serves as "calling-on" signal to eastbound main track within limits of interlocking plant at low speed.

Signal 02 has two lights; upper light governs eastbound trains from North Toronto to Agincourt; lower light governs eastbound trains from North Toronto to westbound main track and also serves as "calling-on" signal to eastbound main track within limits of interlocking plant at low speed.

Signal 08 is an automatic signal and governs eastbound trains from North Toronto.

Signal 1046 governs eastbound trains from Don and indicates caution and proceed only.

Color light dwarf signal is provided for movements against current of traffic on westbound main track.

A dwarf signal is provided for westbound movements on team track.

The west switch of crossover, and C.N.R. Junction switch at Donlands are equipped with electric switch locks which are controlled by operator on duty at Leaside Station. Telephones located at the above switches are for train crews to communicate with Operator at station. To open any of the above switches it is necessary to first unlock door of switch lock and if indicator is clear turn the handle of the electric lock to the left as far as it will go and then open switch in the usual manner. After switch has been set back for the main track, the handle of the electric lock must be turned to the right, door closed and locked. If indicator displays red the switch cannot be unlocked and Trainman should communicate with Operator in station and ask for switch to be unlocked.

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS THROUGH INTERLOCKING PLANTS

TECUMSEH STREET, TORONTO, INTERLOCKER

1. Eastbound trains from Parkdale to Toronto will be governed by a two arm home signal 422 feet east of Strachan Ave., controlled from Tecumseh St. Tower and by a home signal 205 feet east of Tecumseh St. Tower, controlled from Cabin D (Bathurst St.).

Upper arm of Tecumseh St. home signal governs main track through Tecumseh St. Interlocking plant and operates in 3 positions, viz: Arm horizontal—"Stop"; Arm 45 degrees above horizontal—"Proceed, prepared to stop at home signal, Cabin D"; Arm 90 degrees above horizontal—"Proceed."

All trains which have not been stopped by home signal Tecumseh St., must stop before passing home signal Cabin D.

Lower arm of Tecumseh St. home signal is a calling on arm and governs trains to any available route within the limits of the interlocking plant at slow speed.

Eastbound trains leaving Central Prison Yard will be governed by a dwarf signal opposite the two arm home signal. This signal governs to any available route.

Westbound home signal located on right hand side of main track opposite Tecumseh Tower has two arms, the upper arm governs westbound trains to Parkdale and the lower arm is a calling on arm governing trains to any available route.

Lower arm of two-arm bracket signal west of Cabin D operates in three positions and governs approach to westbound home signal.

Trains from King St. shed will be governed by a two arm home signal on right hand side of track 200 feet east of diamond on C.N.R. work track; the upper arm governs movements to Parkdale on westbound main track, the lower arm is a calling-on arm governing movements to any available route.

A train admitted to any track within signal limits, automatically locks the route; therefore if change of route is required trains must move clear of signal limits.

Towermen at Tecumseh St. must be notified of destination of all trains from Parkdale or King St. except eastbound passenger trains, before any trains can enter the limits of this interlocker.

WEST TORONTO INTERLOCKER

2. Eastbound home signal governing trains from West Toronto Yard to North Toronto Subdivision, has two lights; the upper light governs movement to North Toronto and the lower light serves as a "calling-on" signal governing trains through the plant at low speed.

Westbound home signal governing trains North Toronto Subdivision has three lights; the upper light governs trains to West Toronto Yard, the centre light governs trains to the MacTier Subdivision, and the lower light serves as a "calling-on" signal governing trains to any available route, within the limits of the plant at low speed.

Movements against the current of traffic will be governed by dwarf signals located on right hand side of track governed.

The indications displayed by the dwarf signals and the lower lights of home signals are yellow and red.

DAVENPORT INTERLOCKER, MILEAGE 5.35, NORTH TORONTO SUBDIVISION

3. The home and dwarf signals are controlled by signalman on duty at Symington Avenue gate tower.

Signal No. 53 has two lights; upper light governs westbound trains to main track and the lower light serves as "calling on" signal to westbound main track within limits of interlocking plant at low speed.

Signal No. 54 has two lights; upper light governs eastbound trains to eastbound main track and the lower light serves as "calling on" signal to eastbound main track within limits of interlocking plant at low speed.

Movements against the current of traffic will be governed by dwarf signals located on right hand side of track governed.

Distant signal No. 49 is a three-position automatic permissive signal and governs the approach to the westbound home signal No. 53.

The indications displayed by dwarf signals and the lower lights of home signals are "yellow" and "red."

When a train accepts a lower light for main track movement it must proceed with caution prepared to find the track occupied, the track fouled, a switch open, a broken rail, or other obstruction in the block.

HAMILTON JCT. INTERLOCKER

4. Signals are located to the right of track governed.

Home signal from Hamilton has three lights. Upper light governs H. & G. Subdivision trains towards Guelph Jct. Middle light governs Hamilton Subdivision trains towards Toronto, and bottom light serves as "calling-on" signal and governs trains to any available route within the limits of interlocking plant at low speed.

Home signal from Guelph Jct. has two lights. The upper light governs H. & G. Subdivision trains towards Hamilton and the lower light serves as "calling-on" signal and governs trains to any available route within the limits of interlocking plant at low speed.

Home signal on C.P.R. and C.N.R. joint track from Toronto has three lights. Upper light governs C.N.R. trains towards Hamilton, middle light governs C.P.R. Hamilton Subdivision trains towards Hamilton, and bottom light serves as "calling-on" signal and governs both C.N.R. and C.P.R. trains to any available route within the limits of interlocking plant at low speed.

Dwarf signals are provided for all train movements against current of traffic.

Distant signals Nos. 10 and 378 are three position, permissive, automatic block signals and govern approach to their respective home signals.

A train admitted to any track within home signal limits, automatically locks the route; therefore, if change of route is required, train must move clear of home signal limits.

Except as provided in these instructions interlocking rules govern.

C.N.R. CROSSING MILEAGE 33.95—HAMILTON-GODERICH SUB-DIVISION.

5. Westbound trains will be governed by a three-color light distant signal No. 335, and a two-color light home signal No. 339.

Eastbound trains will be governed by a three-color light distant signal No. 344, and a two-color light home signal No. 340.

The day and night indications given by these color light signals are:

Red.....STOP
Yellow.....CAUTION
Green.....PROCEED

The distant signals are Permissive; if the home signals in either direction display a red light trains must not pass the signal. The stop indication displayed will be due to:

1st—A train approaching or passing over the crossing on the Canadian National Railways.
2nd—Signals out of order.

If, after waiting a reasonable length of time, no train is seen approaching on the Canadian National Railways, Conductor will proceed to the crossing and unlock box marked "switches" which is fastened with a C.P.R. switch lock.

If the small lights inside this box marked "C.N.R. East" and "C.N.R. West" are burning and no Canadian National train is seen approaching, Conductor will open knife switch and signal his train over the crossing.

If these lights are not burning, Conductor will assure himself that no Canadian National train is approaching before opening knife switch.

After train has passed crossing, Conductor will close knife switch and lock box.

Engineers will use form S.M.-1 to report delays at these signals, except delays due to train on crossing.

M.C.R. CROSSING AT MILEAGE 24.7—WINDSOR SUB-DIVISION

6. Eastbound trains on main line will be governed by a three-color light distant Signal No. 256 and a two-color light home Signal No. 248A.

Eastbound trains on passing track will be governed by a two-color light dwarf signal No. 248B located near east end of passing track. Main line passing track switch must be reversed before this signal can give a CAUTION indication.

Westbound trains will be governed by a three-color light distant Signal No. 239, and a three-color light home Signal No. 245. When a yellow light is displayed by home Signal No. 245, trains will proceed with caution expecting to find main track in Appin yard occupied.

The day and night indication given by these color light signals are:

Red.....STOP
Yellow.....CAUTION
Green.....PROCEED

The distant signals are permissive, but, if the home signals in either direction display a red light or the dwarf signal continues to display a red light after passing track switch is set for movement from the passing track, train must not pass the signal. The stop indication displayed will be due to:

1st—A train approaching or passing over the crossing on the Michigan Central Railroad.
2nd—Signals out of order.

If, after waiting a reasonable length of time, no train is seen approaching on the Michigan Central Railroad, Conductor will proceed to the crossing and unlock box marked "switches" which is fastened with a C.P.R. switch lock.

If the small lights inside this box marked "M.C.R. East" and "M.C.R. West" are burning and no Michigan Central train is seen approaching, Conductor will open knife switch and signal his train over the crossing.

If these lights are not burning, Conductor will assure himself that no Michigan Central train is approaching before opening knife switch.

After train has passed crossing, Conductor will close knife switch and lock box.

Engineers will use form SM-1 to report delays at these signals, except delays due to train on crossing.

CHATHAM INTERLOCKER CROSSING AND JUNCTION OF PERE MARQUETTE RY.

7. Eastbound home signal has three arms. The upper arm governs C.P.R. trains to main track, the middle arm governs P.M.R. trains through to P.M. main track, and the bottom arm governs C.P.R. trains to siding east of diamond.

A three position distant signal located 1000 feet west of home signal governs the approach to same.

WALKERVILLE JCT. INTERLOCKER CROSSING AND JUNCTION WITH PERE MARQUETTE RY.

8. The eastbound C.P.R. home signal has three arms, the upper arm operates from horizontal to 90 degrees above horizontal and governs movements along C.P.R. main track to London. The middle arm operates from horizontal to 45 degrees above horizontal and governs movements around the loop to P.M.R. The bottom arm operates from horizontal to 45 degrees above horizontal and governs movements into the C.P.R. passing track east of diamond. A three position distant signal located 2,500 feet east and west of home signals governs approach to same.

LAKE SHORE INTERLOCKER CROSSING AND JUNCTION WITH ESSEX TERMINAL & LAKE SHORE RYS.

9. Westbound home signal about 500 feet east of diamond in Essex Terminal Ry. track has two arms; the upper arm governs C.P.R. trains to main track, the lower arm governs trains to Essex Terminal track.

MEDONTE INTERLOCKER

10. On MacTier Subdivision, the northbound home signal has two arms; the upper arm governs trains to MacTier and the lower arm governs train to Orillia. The southbound home signal has two arms; the upper arm governs trains to Toronto, the lower arm governs trains to Coldwater.

On Port McNicoll Subdivision, westbound home signal has two arms; the upper arm governs trains to Coldwater and the lower arm governs trains to Toronto. The eastbound home signal has two arms; the upper arm governs trains to Orillia and the lower arm governs trains to MacTier.

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENTS OF TRAINS BY THE ELECTRIC TRAIN STAFF SYSTEM.

1. The Staff System has three functions, as follows:—

1st. Absolute Block; a block in which but one train is permitted at a time. Observance of Rules 91 and 99 not necessary.

2nd. Permissive Block; a block in which one or more trains are permitted to follow, observing Rules 91 and 99.

3rd. Pusher Block; a block in which a pusher engine is permitted to enter and assist in movement of trains.

2. An Absolute Block is governed by an absolute staff, which is a steel rod turned into rings.

A Permissive Block is governed by a permissive staff, which is either a divisible steel rod, or a steel rod equipped with 11 moveable rings.

A Pusher Block is governed by a pusher staff of special design.

3. A train must not enter a block until a staff, or portion of a staff, or a ring, has been delivered to the conductor or engineer, as the case may be by the operator on duty, except as per clause 4.

The staff, or portion of a staff, or ring, gives the train holding it the right to proceed through the block, but in permissive movements trains must be governed by Rules 91 and 99.

4. When yard limits extend to a point inside the staff system territory, switching movements may be made within yard limits—engine making switching movements, as well as train holding staff or ring to be governed by Rule No. 93 and special instruction "M."

5. When trains are to be moved through a permissive block on a portion of a staff, or a ring, the conductor or engineer, as the case may be, of the first train must see the permissive staff.

The last train moved through the block under a permissive staff must obtain the balance of the staff, or rings.

6. At a staff station where a pusher engine is required to assist a train through a portion of a block, a special pusher attachment will be provided, and the engineer of the pusher engine will receive from the operator a special pusher staff. This special staff gives the engineer of the pusher engine the right to enter a block, and after assisting the train the required distance, return to the staff station, and immediately deliver the special staff to the operator, who must insert it in the holder.

7. When two or more engines coupled are to be moved through a block accompanied by a conductor, the staff, or portion of a staff, or a ring, must be shown to the engineers by the conductor, who will ride on the rear engine. If no conductor, the engineer of the rear engine must obtain and handle the staff, or portion of a staff, or a ring, in the manner prescribed for the conductor. When two trains coupled are to be moved through a block, conductor of rear train must obtain and handle staff or ring.

8. Regular trains entering a block must be registered according to their classification, and will display classification signals, but such signals do not confer any right to track.

9. In the event of a portion of a train being left in a block, the conductor must retain possession of the staff, or portion of a staff, or ring, until all cars in his train are clear of the block.

10. Except where an automatic attachment is installed, the operator must take the staff out of the holder, and deliver it to the conductor whose duty it will be to show it to the engineer, who must not leave a staff station until he has seen the staff.

The conductor must retain possession of the staff, or portion of a staff, or ring, until the train has passed through and cleared the block, when he will deliver it to the operator who must insert it in the holder. The staff, or portion of the staff, or ring, must not be transferred from one train to another. At a staff station where an operator is not employed, an automatic attachment will be provided, and when a staff is required for a train to enter a block, it must be obtained from the holder by the conductor, or engineer, as the case may be, of such train, and on arrival of a train at such staff station, or any intermediate staff station, the staff must be deposited in the holder by the conductor or engineer, as the case may be, observing special instructions as to the manner of such operation which are posted at such station.

11. If a passing track, at which operators are not employed, is located in a block, a special unattended passing track attachment will be provided at the staff station, and trains required to meet at the passing track will receive a special staff conferring the right to track only to the passing track, at which point the special staffs must be exchanged. Such exchanged special staffs confer the right to each train to proceed to the staff station at the end of the block. With this special staff a "19" form train order must be issued to the trains, indicating which train shall hold main track at the meeting point.

12. If one block adjoins another block, or if there is an unattended passing track in a block, the staffs will have engraved on them the names of the stations at the ends of the block which they govern, and the conductor or engineer, as the case may be, must know that the properly engraved staff, or portion of a staff, is delivered to him before entering a block.

13. When, owing to the balance of traffic being in one direction, there is an accumulation of staffs at one end of the block, they may be transferred to the other end under the direction of the Chief Train dispatcher.

When transferring staffs from one instrument to another, an even number of staffs must always be taken. This even number of staffs must not include the staff to be used for the train movement at the time the transfer is being made.

In making such a transfer of staffs, the necessary even number of staffs must be taken from the instrument, the instrument locked up and then tested, after which the staff for the train must be taken out in the regular manner by the operator.

14. In the event of the staff system becoming inoperative, a staff overcarried or lost, or from any cause the system is disabled, the movement of trains through the block must be governed by time table, train orders, and general train rules.

15. All trains must obtain terminal clearance before leaving last station of the territory controlled by electric train staff system.

16. Operators, conductors, and engineers must make themselves familiar with all rules and instructions governing the handling of the electric train staff stystem.

SPECIAL INSTRUCTIONS.

A—At meeting points not fixed by train order at which there is no open telegraph office, and at which they do not stop, second, third and fourth class trains running in sections must give identification tickets (Form 1432) to all extra trains and to all second, third and fourth class trains over which they have the right to track by class or direction. Such latter trains must receive such identification tickets or stop the other train to ascertain its identity. Observe Rule 90.

B—Between the hours of 8.00 p.m. and 8.00 a.m. at all open telegraph offices, except on double track and in automatic signal territory on single track, trains (except first class and passenger extras) must receive a clearance from the operator, even though signal indicates "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 engineer and conductor may secure it while passing at slow speed.

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

D—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 or passed, and where at any other point failure of brakes would be attended with hazard, trainman 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 in accordance with Rule 6, page 4, Air Brake rules.

E—The outer main track switches of passing tracks will be considered "station limits" and main track may be used inside of such limits by 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 to be clear. Trains occupying or using main track outside of station limits must be protected unless train orders or schedule confer the right to use main track. Trains or yard engines occupying the main track inside of station limits at terminal points as per Rule 93, must not where there are two or more main tracks move against the current of traffic, except under protection as prescribed by Rule 99. In all cases during foggy, smoky or stormy weather protection as per Rule 99 must be maintained to ensure absolute safety.

F—Where two main tracks parallel each other and are less than twenty feet centre to centre, whether such tracks are for double or single track operation, employees in every instance, when stepping out of the way of approaching trains, must move to the right of way and not to the other track. Foremen will be personally responsible for educating their men accordingly.

G—Snow plows working on double track when passing trains on the other track must not be run at a speed exceeding ten miles per hour, and points must be lifted and wings closed. Flangers must also be lifted when passing trains on the other track.

H—Trains using crossovers on double track must not be run over switches at a speed exceeding ten miles per hour.

J—Unless some form of Block Signal is used, or unless otherwise directed, all trains except first class trains, must keep at least ten minutes apart, except in closing up at stations. A snow plow train, a light engine, or a light loaded freight train (50% of full tonnage or less) must receive a clearance at all open telegraph offices, whether signal indicates "Stop" or "Proceed" and will not follow any train unless clearance shows arrival at a station ahead. If the station from which it is to follow is not an open telegraph office, it may follow in twenty minutes to the first open telegraph office.

K—On the Windsor, Galt, MacTier, Oshawa, Belleville, Peterboro and Havelock subdivisions freight and mixed trains are limited to a speed of thirty-five (35) miles per hour and are not to make any one mile in less than one minute and thirty seconds. On all other subdivisions freight and mixed trains are restricted to a speed of twenty-five (25) miles per hour and are not to make any one mile in less than two minutes.

L—The position of switches at junction points with other subdivisions is normal when set for main traffic subdivision. The position of switches at ends of double track is normal when set for trains leaving signal track for double track, and against trains leaving double track for single track.

M—All trains will approach and pass through the following yards:—Havelock, Peterboro, Chatham, Ingersoll, Guelph Orangeville, Owen Sound and MacTier, prepared to stop unless main track is seen or known to be clear.

N—The following additional signs placed opposite certain stations indicate:—

"B" Bulletin and Registering Point.
"C" Coaling Station.
"K" Comparison Clock, Registering and Bulletin Point.
"R" Registering Point.
"W" Water.
"X" Cross Over.
"Y" Wye.
"Z" Yard Limit Boards. On both sides of station name indicates yard limit boards on both sides of station. When preceding station name board located between that station and station preceding it in Time Table. When following station name board located between that station and station following it in Time Table.

TABLE SHOWING RATE OF SPEED A TRAIN IS RUNNING WHERE THE TIME OF ONE MILE IS GIVEN

Time Per Mile	Miles Per Hour
1 Min. 0 Sec.	60.00
1 " 1 "	59.02
1 " 2 "	58.06
1 " 3 "	57.14
1 " 4 "	56.25
1 " 5 "	55.38
1 " 6 "	54.55
1 " 7 "	53.73
1 " 8 "	52.94
1 " 9 "	52.17
1 " 10 "	51.43
1 " 11 "	50.70
1 " 12 "	50.00
1 " 13 "	49.31
1 " 14 "	48.65
1 " 15 "	48.00
1 " 16 "	47.37
1 " 17 "	46.75
1 " 18 "	46.15
1 " 19 "	45.57
1 " 20 "	45.00
1 " 21 "	44.44
1 " 22 "	43.90
1 " 23 "	43.37
1 " 24 "	42.86
1 " 25 "	42.35
1 " 26 "	41.86
1 " 27 "	41.38
1 " 28 "	40.91
1 " 29 "	40.45
1 " 30 "	40.00
1 " 31 "	39.56
1 " 32 "	39.13
1 " 33 "	38.71
1 " 34 "	38.30
1 " 35 "	37.89
1 " 36 "	37.50
1 " 37 "	37.11
1 Min. 38 Sec.	36.73
1 " 39 "	36.36
1 " 40 "	36.00
1 " 41 "	35.64
1 " 42 "	35.29
1 " 43 "	34.95
1 " 44 "	34.62
1 " 45 "	34.29
1 " 46 "	33.96
1 " 47 "	33.64
1 " 48 "	33.33
1 " 49 "	33.03
1 " 50 "	32.73
1 " 51 "	32.43
1 " 52 "	32.14
1 " 53 "	31.86
1 " 54 "	31.58
1 " 55 "	31.30
1 " 56 "	31.03
1 " 57 "	30.77
1 " 58 "	30.51
1 " 59 "	30.25
2 " 0 "	30.00
2 " 1 "	29.75
2 " 2 "	29.51
2 " 3 "	29.27
2 " 4 "	29.03
2 " 5 "	28.80
2 " 6 "	28.57
2 " 7 "	28.35
2 " 8 "	28.12
2 " 9 "	27.91
2 " 10 "	27.69
2 " 11 "	27.48
2 " 12 "	27.27
2 " 13 "	27.07
2 " 14 "	26.87
2 " 15 "	26.67
2 Min. 16 Sec.	26.47
2 " 17 "	26.28
2 " 18 "	26.09
2 " 19 "	25.90
2 " 20 "	25.71
2 " 21 "	25.53
2 " 22 "	25.35
2 " 23 "	25.17
2 " 24 "	25.00
2 " 25 "	24.83
2 " 26 "	24.66
2 " 27 "	24.49
2 " 28 "	24.32
2 " 29 "	24.16
2 " 30 "	24.00
2 " 31 "	23.84
2 " 32 "	23.68
2 " 33 "	23.53
2 " 34 "	23.38
2 " 35 "	23.23
2 " 36 "	23.08
2 " 37 "	22.93
2 " 38 "	22.78
2 " 39 "	22.64
2 " 40 "	22.50
2 " 41 "	22.36
2 " 42 "	22.22
2 " 43 "	22.08
2 " 44 "	21.95
2 " 45 "	21.82
2 " 46 "	21.69
2 " 47 "	21.56
2 " 48 "	21.43
2 " 49 "	21.30
2 " 50 "	21.18
2 " 51 "	21.05
2 " 52 "	20.93
2 " 53 "	20.81
2 Min. 54 Sec.	20.69
2 " 55 "	20.57
2 " 56 "	20.45
2 " 57 "	20.34
2 " 58 "	20.22
2 " 59 "	20.11
3 " 0 "	20.00
3 " 1 "	19.89
3 " 2 "	19.78
3 " 3 "	19.67
3 " 4 "	19.57
3 " 5 "	19.46
3 " 6 "	19.35
3 " 7 "	19.25
3 " 8 "	19.15
3 " 9 "	19.05
3 " 10 "	18.95
3 " 11 "	18.85
3 " 12 "	18.75
3 " 13 "	18.65
3 " 14 "	18.56
3 " 15 "	18.46
3 " 16 "	18.37
3 " 17 "	18.27
3 " 18 "	18.18
3 " 19 "	18.09
3 " 20 "	18.00
3 " 21 "	17.91
3 " 22 "	17.82
3 " 23 "	17.73
3 " 24 "	17.65
3 " 25 "	17.56
3 " 26 "	17.48
3 " 27 "	17.39
3 " 28 "	17.31
3 " 29 "	17.22
3 " 30 "	17.14
3 " 31 "	17.06
3 Min. 32 Sec.	16.98
3 " 33 "	16.90
3 " 34 "	16.82
3 " 35 "	16.74
3 " 36 "	16.67
3 " 37 "	16.59
3 " 38 "	16.51
3 " 39 "	16.44
3 " 40 "	16.36
3 " 41 "	16.29
3 " 42 "	16.22
3 " 43 "	16.14
3 " 44 "	16.07
3 " 45 "	16.00
3 " 46 "	15.93
3 " 47 "	15.86
3 " 48 "	15.79
3 " 49 "	15.72
3 " 50 "	15.65
3 " 51 "	15.58
3 " 52 "	15.55
3 " 53 "	15.42
3 " 54 "	15.38
3 " 55 "	15.32
3 " 56 "	15.25
3 " 57 "	15.19
3 " 58 "	15.13
3 " 59 "	15.06
4 " 0 "	15.00
4 " 17 "	14.00
4 " 38 "	13.00
5 " 0 "	12.00
5 " 27 "	11.00
6 " 0 "	10.00
6 " 40 "	9.00
7 " 30 "	8.00
8 " 34 "	7.00
10 " 0 "	6.00
12 " 0 "	5.00