# CANADIAN PACIFIC RAILWAY

ONTARIO DISTRICT

# TINE ME

TABLE

Taking Effect at 12.01 a.m. SUNDAY, APRIL 28th, 1940

FOR THE INFORMATION AND GUIDANCE OF EMPLOYEES ONLY GOVERNED BY EASTERN STANDARD TIME

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EAST OR SOUTHBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME
CLASS IN THE OPPOSITE (INFERIOR) DIRECTION

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTIES ARE PRESCRIBED BY THE RULES, AND EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS, MUST HAVE A COPY OF THE RULES AND OF THE CURRENT TIME-TABLE ACCESSIBLE WHEN ON DUTY

VICE-PRESIDENT AND GENERAL MANAGER H. J. HUMPHREY,

> N. MCMILLAN, GENERAL SUPERINTENDENT

Employees are reminded that the Company's resulting in personal injury during their work and the appointment by the Company except where they are s	iall, C. 4:	CRABBE, uperintendent, Toronto. KIMPTON, sst. Superintendent, Toronto
DH. I. M. WEIHInamestoru		9 - Elora Gateract: 19 - Teeswater Fraxa, 19 - Teeswater Mount Forest 19 - Teeswater Wingham Let.
DR. H. W. BAKERWoodstock	8—Owen Sound	19—Owen SoundOrange ville
DR. WARD WOOLNERAyr DR. G. M. MAGKAYWoodstock		17—MacTierYpres Spur 18—OrangevilleStreets ville Jc
DR. J. B. BEAVAN	t including Wae Tier	16—Hamilton de Toronto.  17—MacTor Was Toronto ManTor no
DR. W. F. GALLOW	4—Teronto Terminals. Leaside. West Teronto, via North Teronto 5-9 4—Teronto Terminals. Obleo. Canpa 2.6	14—Toronto Terminals
DR. A. B. McCARTERGuelph	8—Port McNicoli	8—Port McNicoll Orillia. Port McNicoll Port McNicoll
DR. G. A. MONTEMURROStreetsville		5—Toronto TerminaisLeaside
DR. G. E. TANNER	BRUCE DIVISION TO	Poor Subdivision Room
DR. J. D. McPHEE		
DR. C. V. SCOTTOrilla		
DR. J. J. HAMILTON Bethany	W. A. MoROBERTS,	Asst. Superintendent, London.
DR. A. D. McARTHURBurketon	W. H. RATH, B. CUSACK, Train	F. S. ROSSETER,
DR. G. W. MacNEIL Pontypool	H. R. BUTTERILL, Chief Train Dispatcher.  A. F. CHAPMAN W. I. MOORE	Superintendent,
DR. D. W. GLARK	Dispatching Office at London: Telegraph Call, N. 421.7	E G Maria
DR. M. B. GEORGETweed	1	13—St. MarysIngersoll Nort
: :	3—Port Burwell	13—Port Burwell
DR. C. J. WHYTOCK Sharbot Lake		12—WindsorLondon
DR. H. C. MAREE Kingston	9—Goderich	9—Goderich Main St
DR. G. F. MoGILLIVRAYWhitby		Page Subdivision From
DR. F. J. RUNDLEOshawa	LONDON DIVISION	
DR. W. H. RIRK Rowmanville		
DR. J. J. ROBERTSONBelleville		Asst. Superintendent, Toronto.
DR. W. G. BLAIR Parth	J. A. ROCHE, P. L. PATTISON, Train B. McDONALD, C. A. STINSON, Dispatchers.	W. J. STINSON,
	O. A. BHACKEN, Chief I fair Disparener.  O. R. BACKUS, W. COBURN,	Superintendent, Toronto.
NAME RESIDENCE	Dispatching Office at Toronto: Telegraph Call, C.	D. S. THOMSON,
	.1	8—BobcaygeonDranoel
DR. H. A.		6—HavelockGlen Tay
ME	A—Belleville Smith's Falls Trenton, not including Smith's Falls [02.7]  5—Oshawa Trenton Leaside, not including Leaside [03.8]	4—Belleville Smith's Fails. 5—Oshawa Trenton
		Vient

#### MEDICAL OFFICERS H. A. BEATTY, Chief Medical Officer 52 Howland Avenue, Toronto.

DR. H. W. BAKERWoodstock		DR. WARD WOOLNERAyr	DR. L. H. DOUGLAS	DR. W. F. GALLOWGoderich	- 0	. O	DR. G. A. MONTEMURROStreetsville	DR. G. E. TANNER	DR. J. D. McPHEE	DR. C. V. SCOTTOrilla	I	DR. J. J. HAMILTONBethany	P	∀	DR. G. S. CAMERON	3	, .	0 -	Œ	DR. E. D. FARQUHARSONAgincourt	DR. C. F. McGILLIVRAY Whithy	DR. F. J. RUNDLEOshawa	DR. W. H. BIRKBowmanville	=	DR. J. J. ROBERTSONBelleville	DR. W. G. BLAIRPerth		DR. J. T. HOGAN	NAME RESIDENCE	
DR. G. J. GILLAMToronto DR. EMMERSON BULLLambton	*	H I	DR. S. E. BAKER	7	اء : ان ان	DR. W. B. BOYD	DR. R. C. WILSONAlliston	DR. M. H. GILLIESTeeswater DR. A. F. REYNARPalgrave	Ŧ	-	3	DR. W. ROBERTSON Flora		DR. T. A. SINCLAIRWalkerton	DR. D. B. JAMIESONDurham	P .	s	DR. G. D. McLEAN	9	DR. J. S. FERGUSONChatham	DR T H McCOI TINE	. C.	J. L. HUFFMAN	DR. W. A. THOMSON	DR. H. J. ALEXANDERTillsonburg	DR. C. F. SMITHSt. Marys	DR. C. J. McKillopSt. Thomas	DR. C. C. CORNISHingersoil	NAME RESIDENCE	to out of the control

Employees are reminded that the Company's Medical Officers are at their dispeasi without tee in all cases of socident uiting in processi injury during their work and the Company will not be responsible for the executes of Doctor and under solintment by the Company except where they are summoned to render first aid or where a Company's Doctor is not available.

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Railway crossing at grade, with C.N. R. at mileage 1.3—Not Interlocked, When eignalman not on duty Renirew Junction, trainmen will operate eignate. At mileage 85.1—Interlocked; at mileage 102.5—Not interlocked. Signate will be operated by C.P.R. trainmen and must be left normally clear for C.N.R. trains.

Junction with Havelock S.D. at Sharbot Lake-Automatic Signals.

Mileage 103.3 to mileage 103.4 is operated as joint section, under the following instructions:—

The signal located on the north side of cabin mileage 103.3 governs the C.N.R., vestbound movement, and the signal located on the sast 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 precide and flag each southbound movement over the joint section.

When signalman not on duty C.N.R. Signal will indicate PROCEED and C.P.R. 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.

Passenger trains are restricted to a speed of thirty miles per hour on ves.

Trains must not exceed speed of ten miles per hour over Argyle St., Renfrew over Wilton St., Harrowsmith, and over Angline Greeding, Kingston.

Engines heavier than D-4 class must not exceed speed of fifteen miles per hour over bridgee milesge 10.23, 14.26, 44.77 and 57.28 and must not be double-headed over bridge milesge 14.26.

D-10 class engines with 7800 gallon tenders or engines of the same weight or heavier can only be operated between Kingstonand Sharbot Lake and must not pass over bridge mileage 57.28.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

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Junction with Havelock S.D. at Glen Tay.—Interlocked. Reliway Crossing at Grade and connection with C.N.R.—Not interlocked, and Can. Crescoth Co.—Interlocked, equipped with electric switch locks. On freight shed spur at Trenton with C.N.R.—Not interlocked, and Can. Crescoth Co.—Interlocked at Belleville must not run more than 50 feet from main line freg. Engines using interchange tracks at Belleville must not run more than 50 feet from main line freg. Eastbound trains must not exceed a speed of ten miles per hour passing Perth Station.

Fity miles per hour on urve just west of Perth Station and on curve between Christie Lake and Perham. Fity miles per hour on urves between Lons and Roblindale and on curve between Kingsford and Lonsdale. Sixty miles per hour on urves between Lons and Roblindale and on curves between Kingsford and Lonsdale. Trains must not exceed speed of to miles per hour over Planacie, Church, John, and George Sta, Belleville.

Trains must not exceed speed of to miles per hour over Planacie, Church, John, and George Sta, Belleville.

Unless otherwise directed, when first-class trains meet at Tichborns, the westbound trains will take the passing track at crossover switch just west of the coal chutes.

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

To comply with Rule 99, between Smiths Falls and mileage 15.5, flagmen must go out 15 tolegraph poles instead of 10 to equal 500 yards; 36 tolegraph poles instead of 24 to equal 1200 yards; 54 tolegraph poles instead of 36 to equal 1800 yards, and between mileage 15.5 and Trenton flagmen must go out 12 tolegraph poles instead of 10 to equal 500 yards; 28 tolegraph poles instead of 24 to equal 1200 yards; and 41 tolegraph poles instead of 36 to equal 1800 yards.

instructions. Maintenance of Way employees will provide manual flagging protection as per Maintenance of Way Rules and

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The sounding of steam whistles within the limits of Port Hope, between mileage 38.4 and mileage 40.0 approaching highway crossings, is prohibited except when necessary to prevent accident.

Cass must not be left within 50 feet of street line Ritson St., Oshawa, and all switching movements over this crossing must be protected by flagman.

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Junction with Believille S.D. at Glen Tay—Interlocked; with Kingston S.D. at Sharbot Lake—Automatic Signals.
Rallway Crossing at grade with C.N.R. at milesge 62.8—Interlocked; at milesge 80.4—Not Interlocked.
Passenger trains are restricted to a speed of Fifty miles per hour on curves between Glen Tay and Ronaldson.
Fifty-Yow miles per hour on curves between Glen Tay and Ronaldson.
Sixty miles per hour on other curves between Ronaldson and Havelock.

Trains must not exceed speed of ten miles per hour over Victoria St., Tweed, and all switching movements over this crossing must be protected by flagman.

Operator Gien Tay will register all eastbound first-class trains except when green signals are displayed by any section thereof, in which case conductor must register. All movements over highway crossing on spur track leading to Ontario Rock Coy's Quarry, opposite mileage 90.8 must be protected by a flagman.

2800 class engines must not exceed speed of sixty miles per hour and 3100 class engines fifty miles per hour at any point when handling passenger trains.

Engines heavier than D-4 must not exceed speed of fifteen miles per hour over bridge mileage 57,28, Kingston S.D. at Sharbot Lake, and engines heavier than D-10 class must not be operated over this bridge.

§No. 33 will stop on flag at Kaladar to detrain revenue passengers from east of Smiths Falls and from Kingston, and to entrain revenue passengers for Toronto and will stop at treather to entrain revenue passengers for Toronto and will stow down sufficiently passing I vanhoe station and Bonariaw station to permit mail to be handled.

§No. 34 will stop on flag at Kaladar to detrain revenue passengers from Toronto and to entrain revenue passengers for Kingston and points east of Smithe Fails.

No. 33 and No. 34 will exchange mail at meeting point

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 Maintenance of Way Rules and Instructions.

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Swing Bridge at mileage 23.4—Interlocked. Rallway crossing at grade with C.N.R. at mileage 24.6—Interlocked, Junction with Oshawa S.D. at Agincourt—Interlocked.

Passenger trains are restricted to a speed of

Sixty miles per hour on curves between Havelock and Peterboro and on curves between Tapley and Claremont.

Trains must not exceed speed of twenty miles per hour over east switch at Dranoel and ten miles per hour through City Limits, Peterboro, mileage 22.98 to mileage 25.19.

2800 class engines must not exceed speed of sixty miles per hour and 3100 class engines fifty miles per hour at any point when handling passenger trains.

All switching movements crossing Park St. and Aylmer St., Peterboro, must be protected by flagman

The sounding of steam whistles and the ringing of engine bells within the limits of the City of Peterboro between mileage 22.98 and mileage 25.19 approaching highway crossings are prohibited, except when necessary to prevent accident and except that the bell shall always be rung for seventy-five feet before reaching crossing.

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

§No. 33 and No. 34 will stop at Norwood to entrain and detrain revenue passengers to and from Toronto and Ottava and to handle mail.

To comply with Rule 99, flagmen must go out 13 tolograph 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 Maintenance of Way Rules and Instructions.

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Railway crossing at grade with C.N.R. at mileage 17.9—Interlocked.

Trains must not exceed speed of ten miles per hour over Queen St. and King St., Lindsay, and switching movements over these crossings must be protected by flagman, ten miles per hour over St. Paul St. milesge 18.4 and lifteen miles per hour over Bridge mileage 29.2.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

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Railway cressing at grade with G.N.R. at mileage 16, 4—Interlocked, With G.I and junction with MacTier S.D. at Medonte—Interlocked.

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

Port McNicoli yard limits extend east to yard limit board east of Hog Bay tresite and south to McMillan.

Trains must not exceed speed of five miles per hour over Hog Eay trestie just east of Fort McNicoli.

Hayes derail operated with main track switch, 240 feet from switch at McMillan. All trains must come to a stop not less than 50 feet from derail and not proceed until main track switch has been thrown clearing derail. Hear of trains from Midland to Port McNicoll must be clear of derail before main track switch is returned to normal position.

Account insufficient clearance, engines must not enter the loading house at elevator at Port McNicoll and Midland.

C.N.R. Rules and time-table govern between McMillan and Midland.

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.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

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a Dally ex. Sun.																P.M.	7.15	f 7.05	f 7.00	6.51	6.45	6.35	P.M.		À			Passenger I Daily ex. Sun.	651	FIRST CLASS	WEST BOUND I NAINS—INFERIOR DIRECTION
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Junction with Hamilton S.D. at Hamilton Jct.—Interlocked; with Galt S.D. at Guolph Jet.—Automatic Signals. Railway crossing at grade with C.N.R. at mileage 34.1—Interlocked Automatic.

Pormanent Slow Post at mileage 109.5 affecting westbound trains, which must not exceed schedule speed between Meneset and Goderich, and Permanent Slow Post Mileage 5.6 affecting eastbound trains, which must not exceed obstween Waterdown North and Hamilton Jet.

Passenger Trains are restricted to a speed of fifty miles per hour on curves.

Trains must not exceed speed of ten miles per hour over Duke St., Allen's Road, Queen St., Metcalf St., and Stevenson St., Guelph, six miles per hour over crossing mileage 33.5 and ten miles per hour over Winstanley St., mileage 74.9.

Trains or engines must not pass over Eramosa Road, Guelph, between 10.15 p.m. and 6.15 a.m. daily, and between 6.15 a.m. and 10.15 p.m. on Sundays, until gates are lowered by train or enginemen.

Switching movements must not be made over Allen's Road, nor over York Road on Sour Line leading to Page Harsay plant at Guelph, without being protected.

gates are lowered by train or enginemen.

Switching movements must not be made over Alien's Road, nor over York Road on Spur Line leading to Page Hersey plant at Gueiph, without being protected by flagman.

Air Brake Rule 66A applies on all trains running from Waterdown North to Hamilton Jct.

N-2 engines must not be turned on wye at Linwood.

Operator at Hamilton Jct. will register all trains except when green signals are displayed by any section thereof, in which case conductor must register.

To comply with Rule 99 between Hamilton and mileage 8, flagmen must go out 13 telegraph poles instead of 10 to equal 500 yards; 31 telegraph poles instead or 36 to equal 1800 yards, and 47 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide manual flagging protection as per Maintenance of Way Rules and Instructions.

Toronto—London
mdse, No. 71
Toronto—St. Thomas
mdse, No. 73 Ar. London 10.00 a.m.
Lv. West Toronto 10.15 p.m.
Lv. West Toronto 10.15 p.m.
Ar. St. Thomas 5.00 a.m.

permanentation of the synthesis and instrumentation of the synthesis and the synthes	perMaintenance of May nume and incompanies	Maintenance of Way employees will provide manual flagging protection as	-	1200 yards, and 40 telegraph poles instead of 36 to equal 1800 yards, and harveen Killean and London, flagmen must go out 13 telegraph poles instead of		- Newson	To comply with Rule 99, between Islington and Puslinch, flagmen must go	1	1	§No. 22 will stop at Ayr, Milton and Streetsville on Sundays to detrain passengers and will stop at Streetsville on Sundays to detrain passengers from Indon and west.	Guelph.	§No. 20 will stop on flag at Ayr for passengers for Teronto and points west of	§No. 37, No. 20, No. 22 and No. 38 will stop at Guelph Let. daily except Sunday, and will stop on flag on Sundays.		_	os. 68   and 682 will register at Zorra.	Easthound trains may leave Adelaide St., London, and westbound trains may leave Obloo without terminal clearance.	uspinyeu by any securot theorem, in this constraint and the constraint	-	COULT WILL BE GOVERNED BY LOUGHOUT TO INTERNATIONAL PROPERTY (210) In 10.	Trains between Obico and Tecumseh St., and between Tecumseh St. and	on trestle Milton Brick siding, plant No. 1.	Engines must not go beyond road crossing on McCartry's mill sully, successfully the Engines heavier than D-10 class must not enter and dighter engines must not be allocated.	of forty miles per hour between this slow post and west switch at Galt.	d speed .	Permanent Slow Post mileage 38. Trains on both tracks must not exceed speed of forty-five miles per hour between this slow post and mileage 33.5.	tsville.	Passenger trains are restricted to a special of integral per more	train crew when occupying passing track with cussing our	Highway crossing mileage 74.6 Drumbo must be flagged by a member of	Galt, and over Samuelson and Dundas Sts. On the Wys tracks at Sait, and over Samuelson and Dundas Sts. On the Mys tracks at Sait, and over Northumberland Ave. at Ayr, except on main tracks, must be protected by flagman.	Train movements over Kerr St. and Beverly St. on the Downtown Spur at	Trains must not exceed speed of ten miles per neur over samuesour or our way at Galt, and over Bond St. east of Galt station. Cars must not be left within 25 feet of street line, Dundas St.	Junction with Quebec Street Yard, Quebec Street-Interlooked.	neimay crossing at place min comma incompa at mileage 111.7 mileage 74.16—interlocked; at mileage 87.5—interlocked, at mileage 87.5—interlocked.  —Interlocked Automatic. With LS.R. mileage 114.6—Interlocked.	Bolling and prode with C.N.R. at mileage 32.5—interlocked; at CLASS	the limits of the City of Galt is prohibited except when necessary to prevent	The according of steam whistise for any highway crossing or crossings within	10
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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. All trains must proceed under full control between these points and be prepared to stop if track occupied.

Trains must not exceed speed of afteen miles per hour passing Quebec St. and between Adelaide St. and St. George St. All trains must not over St. George St. All trains must proceed under full control between Adelaide St. and St. George St. Movements over Richmond St. Into Hyman's Tannery must be protected by flagman.

Yard crews switching in Wilson's Coal and Western Wire and Nail Co. slding must always leave switch open while In slding.

Account narrow track contres between Tracks One and Two and between Two and Three on west end and between Two and Three on east end Quebec Street Yard, train and enginemen must use extreme care to see that care when placed are into clear.

The sounding of steam whisties and the ringing of engine bells within the limits of the City of London between mileage in trains or approaching highway crossings are prohibited sexept when necessary to prevent accident and exceptifinat the bell shall always be rung for seventy-live sex below at each standard of the City of London excepting that the bell shall always be rung for seventy-live sex below at 2.5.50 a.m. daily.

No. 902 due to rung for seventy-live sex below 2.5.40 p.m. daily.

"74 "" " " " 10.40 p.m. daily.

No. 904 due to arrive Quebec St. I. 00 p.m. daily.
" 902 " " " " " 2.10 a.m. daily.
" 74 " " " " 10.40 p.m. daily.

#### WINDSOR TERMINALS

- A-Westbound movements must come to a full stop before passing under Sandwich St. bridge, unless signalled to proceed.

- C.—Eastbound engines must not exceed four miles per hour moving around the curve at Sandwich St. until they have obtained a clear view of the main track. 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.

  D.—All trains operating between Lake Shore Tower and Windsor M.C.R. depot must proceed with caution and be prepared to stop. Westbound passenger trains, must come to a full stop at the switch leading off westbound main track midway between Lake Shore Tower and M.C.R. station used by Essax Terminal freight trains, unless it is seen that the track is clear and no trains or light engines near the switch.
- E—All switching and transfer movements over Tecumseh Read on Essex Terminal tracks must be at a speed not exceeding ten miles per hour and must be protected by a flagman.

  F—Trains of Essex Terminal Railway will not proceed against the current of traffic on main tracks between Windsor M.C.R. Interchange and Lake Shere Tower, 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.

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

  H—Trains between Windsor and Detroit are operated on M.C.R. tracks and controlled by M.C.R., and will be required to observe M.C.R. 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."

Hallway crossing at grade with L.S.R. at mileage O. 0—Interlocked; with C.N.R. at mileage 24.7—Interlocked Automatic; with C.N.R. at mileage 31.9 at mileage 35.7—Interlocked; with C.N.R. at mileage 45.7—Interlocked; with C.N.R. at mileage 45.1—Interlocked; at mileage 45.1—Interlocked; with E.T.R. and Junction at mile P.M.R. and Junction at mileage 108.1—Interlocked; with E.T.R. and Junction at mile P.M.R. and Junction at mileage 108.1—Interlocked; with E.T.R. and Junction at mile P.M.R. and Junction at mileage with E.T.R. and Junction at mileage at mileage at per formatic very least Street, also over Richmond St., on City Indus must be protected by flagman.  Before making movements west out of Freight shed tracks over West St., Chambar will approach to the protected by flagman.  Street must be protected by flagman.  Street must be protected by flagman.	main t passen by Ess hour a Shore have s	B—W r to re C—E rack. D—A ger traces Te E—A nd mi F—T Tower irrived G—A nents H—1	astbou Wher Wher All train ains, m rminat all switc ust be rains or r, on th and Alr hose are pre	ndir nals nd er s ope ust co freig ching prote of Es a tim dopa code	ig care to eng igines dmen orating ome to ht tra and i octed sex T e of th rted.	s in eigineer must recei g between a ful dransfe by a fermine C.F	not not ve or late and late an	direction of the control of the cont	tion i locased for to go Sho he sv seen ents	between must be must be must be must be to to to to to to to to to to to to to	een eest ca eest ca eles p eest ca eest eest eest eest eest eest eest eest	er ho yard and ling track cums	and whance mur mand wire most very mand wire most very most very mand in against the most most of the most very most most very most very most most very very most very very very very very very very very	pass y yest y yest y yest y yest y yest y yest yest	yards yards	unda a ya oound und i fo C.R. I ma ne tr Esse urrei , from	r Sa rdmd whith e correction to deprine the sins ains of the sins of the sins	an men be	ch St ust be ling p at Sa comi ust p midw ght varies one	ndwing wareceeray being in main d Offi	ted a i by i ch Si est, i d wi etwe es mu trac	t the an en they the care the care clear	end of the state o	ey he and shore witch a sp	ing of sthe ave overy be p Town	cars air bi btah case repar ver ar not ( M.C. hat a	and or ake is ned a advise red to a advise red to a acceed R. Intelliover Winds	clear verthe er	westboation in miles and in gular treather second to the contraction of the contraction o	the cund used per Lake rains such
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yard limits W D-I O or heavy not use shot tracks See page I I To comply will 500 yards; 30 tole; Maintenance Instructions. No. 903 in No. 915 in			D Z	DNZ	*	: ;		:	N	0	D Z	+	<del>ا</del> :		Z	7	<del>-1</del>	1 1	3 2	: +		-1		2		Absoli Permie	Z uta eve	To	lephons C	Offices
s Windsor Yard ex- avier class engines lets at Chatham. I for special instr with Rule 99, bet biggraph poles inste ce of Way emplo ce of Way emplo interstate Freight	*No passing track.	DETROIT (M.C.R.)		WINDSOR YARD.KCW	*ZLAKESHORETOWER	101	WALKERVILLE ICT.	ELMSTEAD	H	1	RY		RINGOLD	WEST END	GHATHAMW	EAST END. WYC	ARKWOOD	KENT BRIDGE	THAMESVILLE	ORY	GLENCOE	APPIN		CAHADOCZW	KOMOKA	HYDE PARK	NOT:	STATIONS		WINDSOR
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st of Lake Shore or south sidings a ferminate. Chatham, flagmer (200 yards; and manual flagging tsor 3.30 a.m., tsor 8.30 a.m.	38	A. C.	9.10		9.24	:	9.27		9.40	2 2	-			-	s10.21 s	10.25	10.31	10.35		0.30			11.12	-		25		10		_   _
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at milesge 33.5—Not Interfected.

At milesge 33.5—Not Interfected.

Milesge 24.7.

Switching movements over Thanse St., Ingersoil, must be curtailed as much as possible, and running switches over this creating are prohibited. Between 8.00 p.m. and 8.00 p.m. and 8.00 p.m. and 8.00 p.m. on Sundays, trains must stop and flag over this creating are prohibited. Between 8.00 p.m. and

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Rallway crossing at grade with St. Marys Cement Co.'s plant, St. Marys—Not Interlocked. Movements over this crossing must be protected by flagman.

Passenger trails are restricted to a speed of thirly miles per hour on curves.

Passenger trails are restricted to a speed of thirly miles per hour bear trains are restricted to a speed of four miles per hour between Thames St., Ingersoil North, must be protected by flagman and trains must not exceed a speed of four miles per hour between Thames St. and pecking House.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way employees.

SUBDIVISION  SUBDIVISION  STATIONS  PORT BURWELL ZKW B W VIENA VIENA KINGLAKE  * KINGLAKE EJEN * LOOP LINE TRANSFER Z * TILLSONBURG WYE Z * TILLSONBURG WZY N G Z * TILLSONBURG TOWER Z * TILLSONBURG	s Daily sx. Sura. 659	5.10 .0 D Z	f 4.55 4.5	8 4.40 7.7	f 4.25   12.3	4.15 15.2 D	3.50 0.2 D z	8 3.46   15.4 Z	18.0	f 3.30 21.9	8 3.20 25.6	f 3.10 28.5 *	g 3.00 31.3	P.M. 2:50 33.4 D	A. D. D. D. D. D. D. D. D. D. D. D. D. D.	
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SECOND CLASS 66-60			13.0	:						•	:				100	1

Hallway crossing at grade with C.N.R. at mileage 15.2—Instricted; at mileage 17.7—Instricted passenger trains must not exceed speed of thirty miles per hour and freight trains twenty miles per hour over this erossing.

Permanent Slow Post 2210 feet south of mileage 23 affecting southbound trains. Passenger trains must not exceed apped of twenty miles per hour and freight trains fifteen miles per hour between this slow post and south end of bridge at mileage 24.0.

M-4 engines must not exceed speed of twenty miles per hour over bridge, milesge 7.17. Doubleheaded must not exceed speed of fifteen miles per hour over bridge milesge 16.3. D-10 class engines either with 5000 or 7800 gallon tenders, also D-9 class onglines with 5000 gallon tenders must not exceed ten miles per hour over bridge mileage 16.3.

N2 and P1 class engines must not exceed speed of twelve miles per hour over bridges Mileage 7.17 and 10.8.

Trains must not exceed speed of ten miles per hour over Bridge St., mileage 33.2.
Southbound passenger extras must not exceed speed of thirty-five miles per hour over crossing mileage 32.7.

D-10 or heavier engines must not exceed speed of six miles per hour around the ways at Tillsonburg, and the transfer at Tillsonburg can only be used by M-4 or smaller class engines, up to norths witch of transfer. Track north of transfer up to M.C.R. station cannot be used by engines heavier than D-10 class.

Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

WESTROUND TRAINS—INVESTOR DIRECTION  WESTROUND TRAINS—INVESTOR DIRECTION  NO REQULAR SERVICE  PRINCIPLE STATIONS  PRINCIPLE ST	TORONTO TERMINALS
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No. 905. Toronto Mdss due to arrive Parkdale 5.30 a.m., King St. Shed 6.00 a.m., except Sun. and Mon. No. 903. Intercate Freight due to arrive West Toronto 1.30 p.m.; leave 2.45 p.m. dally. No. 915. Intercate Freight due to arrive West Toronto 9.00 p.m.; leave 10.10 p.m. dally. No. 955. Sudbury Mdse due to leave Parkdale 7.00 p.m., except Sunday. No. 909. Ontario Freight due to arrive West Toronto 8.30 p.m., dally No. 953. Western Lines Freight due to leave West Toronto 9.30 a.m. dally.	Interiorical; at Tosumesh Street—Interiorical; at West Toronto and Junction with MacTier S.D.—Interiorical; at Tosumesh Street—Interiorical; at Tosumesh Street—Interiorical; at Tosumesh Street And S. Cial; at West Toronto and Junction with MacTier S.D.—Interiorical.  Trains must not exceed speed of the miles per hour over Summerhill Ave. Four miles per hour and St. Cial; Ave. Four miles per hour on Canada Mailing Co.'s Sidings.  Passenger trains are settificed to a speed of fifty-five miles per hour on curves between Leaside and Don.  St. Cial; Ave. Stockyard lead.  All movements over the following Crossings must be probected by a flagman:  C.N.R. switching leads Hanna and Liberty Streets and Jefferson and Liberty Streets, Parkdale.  St. Cial; Ave. Stockyard lead.  All public street crossings on Harbour Commission Tracks and all public street crossings on low level track.  St. Cial; Ave. Stockyard lead.  St. Cial; Ave. Stockyard lead.  St. Cial; Ave. Stockyard lead.  St. Cial; Ave. Stockyard lead.  St. Cial; Ave. Stockyard lead.  All public street crossings on Harbour Commission Tracks and all public street of between the st. Ave. St. Commission of the Interest of Tecuresh St. Commission of Tracks and St. On am. during season dosed navigation; and between 5.00 am. and 5.00 am. and 5.00 am. and 5.00 am. and 5.00 am. and 5	± No passing track.	PARKOLLE.  WEST TOHONTO XKCW  JAM Mediar S.D.  LAMBTON X  SLINGTON X  OBIGO. XY	TEASIDE  3 3 4 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	STATIONS	TORONTO TERMINALS
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Interestate Freight due to arrive West Torento 7.00 a.m., leave 8.00 a.m. daily.  Montreal Merchandise due to leave Parkdale 5.55 p.m. except Saturday and Sunday.  Interestate Freight due to arrive West Torento 6.00 p.m., leave 7.25 p.m. daily.  Montreal Freight due to leave West Torento 11.30 p.m. daily.  Western Stock due to arrive West Torento 6.00 p.m. daily.	The sounding of steam whisties within Toronto City Limits for the purpose of signalling, in making approaching highway crossings, is probabled exapt when necessary to prevent scoldent.  Eastbound trains from Canpa may leave Obico without terminal clearance.  Operators West Toronto will register Galt S.D. first-class trains.  London Division train dispatchers will issue train orders between Bathurst Street and Obico.  Bruce Division train dispatchers will issue train orders between Leaside and West Toronto via Nor Trenton Division train dispatchers will issue train orders between Leaside and West Toronto via Nor Trenton Canpa.  Trains from King St. shed will be governed by a tree arm home signal on right hand side of treek 200 feet on C.N.R. work treek; the upper arm governes novements to Parkdale en westbound main track, the lower arm governes movements to Parkdale on westbound main track, the lower arm governes movements to any available route.  Staff System Absolute between Tecumseh Street Tower and Front Street Tower on King Street Lead.  Staff System Absolute between Tecumseh Street Tower and Front Street Tower on King Street Lead.  Toronto, fiagmen must go out 12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 200 yards, 28 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 35 to equal 1800 yards.  Maintenance of Way employees will provide manual flagging protection as per Maintenance of Instructions.	I Dally	7 8 10.15 0 8 10.07 0 8 10.02 8 9.59	\$ 11.02 10.55 10.25	Overse 22 Overse 22 Page.	FIRST CLASS
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	The sounding of steam whistles within Toronto City Limits for the purpose of signaling, in making up trains, or approaching highway crossings, is prohibited except when necessary to prevent scoldent.  Eastbound trains from Canpa may leave Obice without terminal clearance.  Operators West Torento will register Galt S.D. first-class trains.  London Division train dispatchers will issue train orders between Bathurst Street and Obice.  Bruce Division train dispatchers will issue train orders between Chice and Canpa.  Trenton Division train dispatchers will issue train orders between Leade and West Torento via North Toronto and between Leside and Don.  Trains from King St. shed will be poverred by a two erm home signal on right hand side of track 200 feet east of diamond between Leside and Don.  Trains from King St. shed will be poverred by a two erm home signal on right hand side of track 200 feet east of diamond on C.N.R. work track; the lower arm povernes novements to Parkdale on westbound main track, the lower arm la a calling on C.N.R. work track; the lower arm povernes novements to Parkdale on westbound main track, the lower arm la a calling on C.N.R. work track; the upper arm povernes novements to Parkdale on westbound main track, the lower arm la a calling on C.N.R. work track; the lower arm povernes novements to Parkdale on West Tower on King Street Lead.  Staff System Absolute between Tecumesh Street Tower and Front Street Tower on King Street Lead.  Towermen at Toximesh St. must be notified of destination of all trains from Parkdale or King St. except eastbound part trains, before any trains ean enter the limits of this interlocker.  To comply with Rule 99 between Leades and Don, Toeumesh St. and West Toronto and West Toronto with New Toronto with Parkdale or trains and to the second of 24 to equal 1200 yards, 25 tolegraph poles instead of 24 to equal 1200 yards, 35 tolegraph poles instead of 24 to equal 1200 yards, 35 tolegraph poles instead of 25 to equal 1800 yards.			1		-
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Junction with C.N.R. and with Goderich S.D. at Hamilton Jot.-Interlocked. Trains must not exceed speed of forty miles per hour on curves between Hamilton Jet, and Hamilton.

See page 20 Toronto Terminals Raliway Special Instructions governing movement of trains between Bathurst Street and Toronto.

C.N.R. rules and time table govern on Joint tracks between Bathurst St. and Hamilton Jet.

T.H. & B. rules and time table govern between Main St. and Kinnear Yard and botween Main St. and Aberdeen Yard.

Movements not authorized by finetable or train order may be made in the direction of current of traffic between Hamilton Junction and Main Street if fixed signals indicate the line is clear, and such movements may be made between these points on the time of superior trains in the same direction provided they are kept sufficiently clear of fixet class trains to avoid delay. Westborned trains may leave Hamilton Junction without obtaining terminal elegance. Trains must not enter double track at Main bound trains may leave Hamilton or at Aberdeen.

Street for movement to Hamilton Junction without obtaining terminal elegance from the Operator at Hamilton or at Aberdeen.

The sounding of steam whisties in the City Limits at Hamilton for the purpose of signalling to make up trains, or approaching highway crossings, is prohibited, except when necessary to prevent accident.

P-2 class engines must not exceed speed of five miles per hour between west wye and Main St. when moving eastbound and must not exceed speed of six miles per hour over Desjurdines Canal bridge mileage 37. 6 in either direction, and G-3, G-4, H-1 must not exceed speed of six miles per hour and and P-1 class engines, also NYG, K and J class engines, single headed only, must not exceed speed of ten miles per hour and L-1 class engines, single headed only, six miles per hour over this bridge.

London Division train dispatchers will issue train orders between Hamilton JcL and Main SL

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

Rallway cro...ng at grade with C.N.R. and with Toronto Terminals and Junction with Toronto Terminals at West Toronto—Interlocked. With C.N.R. at mileage 48.0—Interlocked; at mileage 68.0—1nterlocked; at mileage 68.0—1nterlocked; at mileage 69.1.3—1nterlocked; at mileage 60.49—Interlocked. With C.N.R. and Junction with Port McNicoll S.D. at mileage 91.36—Interlocked. Passenger trains are restricted to a speed of Filty miles per hour on curves between Weston and mileage 18; between mileage 97.5 and 99.5; between mileage 104.0 and 105.0; and between mileage 114.5 and 115.5. Sixty miles per hour curves between mileage 18.0 and 97.0; and between mileage 115.5 and 120.5. Trains must not exceed a speed of twenty miles per hour over bridge mileage 54.4. Trains must not exceed a speed of ten miles per hour between Summer and Winter Stations Bala. Movements on interchange tracks Essa restricted to speed of six miles per hour. Doubling siding mileage 32.6 capacity 20 cars. Switch at south end. Medonte yard limit beards uckstein florated north side of Severn Bridge, Just Inside Buckskin mile, board and Severn Falls is considered as within Buckskin yard limit board buckskin mile, board and Severn Falls is considered as within Buckskin yard limits in both directions.

Train crews switching in MacTier yard must use extra care when shoving into morth end of No. 2 siding to protect movement while shopmen are working around engines on passenger train on track No. 1.

When passenger trains meet at MacTier, the northbound trains will not foul this switch until tropsely cleared.

The sounding of steam whistles within the units of the town of Weston, mileage 3 to mileage 5, approaching Highway Crossings is prohibited except when necessary to prevent accident.

Movements over Donnison Ave, and Jane St., Weston, except on main track must be protected by flagman.

Northbound trains except first-class trains must receive terminal clearance at West Toronto Diamond.

west i dronto Diamono.

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

No. 4 will stop at any station to detrain passengers from Port Arthur and beyond.

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

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

Trains between West Toronto and Toronto will be governed by Toronto Terminals time-table, pages 14, 15 and 20.

To comply with Rule 99 between West Toronto and Bolton flagmen must go out 14 telegraph poles instead of 10 to equal 500 yards; 34 telegraph poles instead of 24 to equal 1200 yards; 50 telegraph poles instead of 36 to equal 1800 yards. Between Bolton and mileage 109 flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards, 30 telegraph poles instead of 24 to equal 1200 yards, 30 telegraph poles instead of 24 to equal 1800 yards. Between mileage 109 and MacTier flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 24 to equal 1800 yards; 41 telegraph poles instead of 36 to equal 1800 yards; 41 telegraph poles instead of 36 to equal 1800 yards; 41 telegraph poles instead of 36 to equal 1800 yards.

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	953	& Dally	3.35 P.M.	2.30	2.38	2.25		2.10	1.55	1.12	1.00	12.43	12.31	12.21	12.15	12.06	P.M.	- 2	=.&	I 33	11.27	11.20	=	11.00	10.43		10.21	10.13		10.02	0 55	Y.H.	I Daily	Freight		TRAINS-INFERIOR DIRECTION	
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	4	I Dally	3.00		3.13		3	3.39	3.50	3.56	4.02	4.09	4.19	4.30	4.40	4.47		4.58	5.07	5.16	5.22	5.28			-	5 47	5.53	5.58		2	6. 10	A.M. 6.30	a Daily	-	- 1-2		
	704	I Mon. and Thur. only		Port	McNic	oll Sul	b-divis	ion Tra	ln .	ř	9.12	9.24	9.33	9.41	9.45	9.50		9.59	10.07	10.15	10.19	10.24			25.0	10.43	10.51	10.57	:	1.05	811.118	A.M. 11.30	only	Steamship Page.	RST CLASS	60	
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	82	I Daily	8.00 A.M.		8.20	8.35	8 47	9.00	9.15	9.30	7.4	9.55	10.10	10.25	10.35	10.46		10.59	11.15	11.33	11.45	11.55	P.M.	12.10	12.25	12.38	12.55	1.08		1.20	1.30	79,14	& Daily	Freight	FOURTH CLASS	JPERIOR DIRECTION	
	84	/Daily	4.00		4.25	4 40	4 52	5.05		5.35		6.8	6.20	6.35	_	7.00		7.15	7.28	7.42	7.55	8.10		-	-	9.00	9.15	9.25			9.45	P.H.	a Daily	Freight	GLASS		
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NORTHONOUND TRAINS   ORANGEVILLE   SUBDIVISION   ORANGEVILLE   SUBDIVISION   ORANGEVILLE   SUBDIVISION   ORANGEVILLE   ORANGEV	27.5	88 S	716	756		708	706		*No passing track			705	a Daily as. Sun. 707	or Duly RX. Sun. 753		7 15
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NORTHBOUND TRAINS   CORNAGE/VILLE   SUBDIVISION   CHARGE   CORNA	yards, 25 telegraph poles instead of 24 to equal 1200 yards, and 37 telegr	3		vate	1	T	T	-	3.3	1	+	i		rato		-
NORTHBOUND TRAINS   SOUTHBOUND REALIST   SOUTHBOU	To comply with Rule 99, flagmen must go out 11 telegraph poles inst			r 81					0.		-	•		r 8		10.45
NORTHBOUND TRAINS   CORANGEVILLE		11.10		ubd	20	co		BYWZ		Z	-	60	8 8 4	ubd		5 45
NORTH-ROUND TRAINS   CORANGE VILLE   SUBDIVISION   CORANGE VILLE   CORANGE V	Vorthhound trains may leave Frays without obtaining terminal clearance	AM	1.00	Mai		œ			PROTON		-	00	8 8.37	tvis		10.30
NOSTHBOUND TRAINS   CORANGEVILLE   SUPERIOR DUPBROUND TRAINS   SUPERIOR DUPBROUND TR	Air Brake Rule 55 (a) applies on all treight trains from mileage 5.4 to n		7	lon '	ň	,			5.0 5.0		-		-	lon		
NOSTITICOUND TRAINS   FORM   CAMBERTINO   CAMBERTON			5.20	Tra	35	S	•		DUNDALK	:	-	CO	s 8.28	Tn		0.15
NOSTRECTION D. TRAINS   PROPERTY CLASS	speed of twenty-five miles per hour between this slow post and Orangeville.		9	ın					4.0			-		da .		9.40
NORTH-ROLIND TRAINS   CORANGE VILLE   SUBTINGUE   SU	Permanent Slow Post affecting southbound trains at mileage 3.0. Tr		5.30			20	9		CORRETTON		23	•	» »			2
NORTH-ROUND TRAINS	CIVE) HILLIAND POR HARM AND AND HARMAN COMMUNICATION OF THE PROPERTY OF THE PR					co	=		MELANCTHON	-	19.5	00	÷	:		9.22
NORTH-ROLIND TRAINS   CORANGE VILLE   SUPTREDION DIRECTIONS   SUPTREDION DIRECTIONS   SUPERIOR DIRECTIONS	Sixty miles per hour on curves hetween Shelburne and mileson 36.0.	1	3	T	1	T	Ť	1	3.5		1	to	+			9.00
NORTH-BOUND TRAINS	and mileage SA . and between Chetsworth and Owen Sound		5.50		88	co	9	ço	SHELBURNE	2	50		,			200
NORTHHOUND TRAINS	Fifty miles nor hour on curves between milesne 7.5 and Shelburn		0.00	-		-			GHOMBIES		11.5	-	1 7.57			8.52
NORTH-BOUND TRAINS	Forty lines per riour on our was netween mileage 5.0 and thetawarth		2		•			Total Control	4.3							
NORTH-BOUND TRAINS	Forty miles per hour on curves between milesons 30 and milesons	-				CO	9.4	<u>:</u>	LAUREL	*	7.2	60	f 7.49			
NORTH-BOUND TRAINS   NORTH-B	Thirty miles have not four on survey between Orangeville and milesta 3.0			P. H.			-			-				AM.		
NORTH-BOUND TRAINS   CONTINUES   CONTINU	Passanger Irains are restricted to a speed of		-	0.		S	8 9.5	HYZ	Z.	:	4.0	*	8 7.42	10.50		8.30
NORTH-BOUND TRAINS	Street crossing, Dundalk mileage 27.2.		-		5		_		4.0	_					•	a. 1
NORTH-BOUND TRAINS   CONTINUES   CONTINU	Trains must not exceed speed of ten miles per hour over crossing mileag		-	6.30	0	-		I	ORANGEVILLE	ANN	5		7.M.			A.
NORTHBOUND TRAINS   CORANGEVILLE			Ť	oz. onn.	1:	i.	Τ.			<u> </u>		١.	ex. oun.	x. Sun.		ar gan
NORTH-BOUND TRAINS   TOTAL		a Daily	or Sun.	o Dally	-		_	Tele		Tel	MI	I Daily	( Daily	I Dally		1 Daily
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NORTHBOUND TRAINS			1	725	-	-	1	allo	0000000000	Offic	Oras		-		-	CLASS
NORTH-BOUND TRAINS   SUBSTITUTION		FOURTH	CLASS	SECOND	158	FIRST OL		_	ON PIN COOK	05	gevi	38	FIRST CL	LASS	SECOND C	THRO
NORTHBOUND TRAINS   SOUTHBOUND TRAINS   SUPERION   SUPERIOR   SU			NOI	DIRECT	UPERIOR	s c					ite		RAINS	RIOR DIR	NORTH	
NORTH-BOUND TRAINS   CONTINUE   CLASS   FRIET CLASS   FRIET CLASS   FRIENDOWN CLAS		=	SMI	NO TR	Danting			-		-						
NORTH-BOUND TRAINS		90		747	-	-	706	_	A No passing track			705	707	748		
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NORTHBOUND TRAINS		P.M.		A.M.			-		200			A.M.	P.M.	P.M.		
NORTHBOUND TRAINS   CLUSS   CHARGE VILLE   CLUSS   CHARGE VILLE   CLUSS   CL		8.10		10.45	0		-	I		DZ	34.6	- - - -	7.20	6.00		
NORTHBOUND TRAINS						-	-		2 8	*	01.0	1 10.02	1 /2/10			
NORTHBOUND TRAINS	of way Hues and instructions.				,	•	5		MEI VIII E		2 0	* 10 03	¢ 7 13			
NORTHBOUND TRAINS	Maintenance of Way employees will provide manual flagging protect	8.23		f 10.57	9	8			ALTON	<u>:</u>	29.7		s 7.08	5.45		
NORTHBOUND TRAINS									2	_						
NORTHBOUND TRAINS	to equal 1800 years	8.51		1.05		8 /			:	N	26.6		s 7.02	5.35		
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NO PITHE OUND TRAINS   SOUTHBOUND TRAINS   S	To comply with Dule OD Boarness wint or out 11 telegraph poles inst	8.38		А.И.		8	s 10.3	2		7	24 0	9 0 43	s 6.57	-		
NORTHBOUND TRAINS	Trains must not exceed speed of fifteen miles per hour over bridge milea					0	0		-1	-	14.0	8 9.J4	S 0.49		:	:
NORTHBOUND TRAINS	Diluges.	2 20				0	,		1.	1	5					
NORTHBOUND TRAINS	and engines negrief than D-10 class with 2,000 gailon tank must not be d	8.57		Đ		8 8	. f 10.4		CHELTENHAM	<u>:</u>	17.1	8 9.2B	f 6.44	Ele		
NORTHBOUND TRAINS	and exciton them I I often with a OOO college tonk much not be a	1	08000-0080	ora	-	- 5			4.9	_	;			n S		
NORTHBOUND TRAINS	Trains must not exceed speed of ten miles per hour over bridges mileage	9.10		Sui	_	-	10.5		SNELGROVE		12.2	\$ 9.20	6.37	Bub		
Trible   T	movements over weisen St., Brampton, except on main track, must be prote-	7.17		bdlv		Co	ä	2 8 7	BHAMPION	0 2	1.5	8 9.12	-	divi		
THE COLOR   TRAINS   THE COLOR   TOUR   THE COLOR   TOUR	Trains must not exceed speed of ten mines her none over Queen on, or	26.0		islo		,	-	4		_	1	,	`;	don		
THROUND TRAINS   2   SOUTHBO	The last that are all and the sellen are been proper or the			n Ti		<b>f</b> 8.	f 11.06			*	4.3	1 9.06	f 6.23	Te		
THROUND TRAINS   CONTRICTION	Forty-five miles per hour on curves on balance of Subdivision.			rain	_				2.2		!!			ala :	-	
THROUND TRAINS	Thirty-five miles per hour on curves between Inglewood and Cataraci	9.42				80	<u> </u>		MEADOWVALE	+	2	9 9 02	6.19			
THROUND TRAINS  ERROR DIRECTION  ORANGEVILLE  SUBDIVISION  OPEN Sound Own Sound Own Sound  OPEN Sound Own Sound  OPEN Sound Own Sound  OPEN Sound  OPEN Sound Own Sound  OPEN SOUND  OPEN	Passenger trains are restricted to a speed of						۲		÷		_	0.01				
THBOUND TRAINS ERIOR DIRECTION  ORANGEVILLE  SUBDIVISION  TOT  TOT  TOT  OWN Sound Own		9.55		(A) ne		·. a		_			_	A.M.	P.M.			
THBOUND TRAINS ERIOR DIRECTION  ORANGEVILLE  SUBDIVISION  OPERATOR OF TOP TOP TOP TOP TOP TOP TOP TOP TOP TOP	Interlooked, when agent at Inglewood not on duty trains will furnish flag protect			ex. Sun.		T	ex. Sun.	1		1	1		ez. Sun	r Sup	8.	
THROUND TRAINS  PRINT CLASS  THROUGH THAINS  ORANGEVILLE  SUBDIVISION  THREETION  SUBDIVISION  TOG TOG TOG TOG TOG TOG TOG TOG TOG TOG	Railway crossing at grade with C.N.R. at mileage 7.8-Interlooked;	ar Sun		a Dally		-	a Daily	Tole	STATIONS	Tele			i Daily	Dally		
THBOUND TRAINS ERIOR DIRECTION  THROUGH TRAINS  SUBDIVISION  THROUGH TRAINS  SUBDIVISION  THAT CLASS  TOS 106 708 747 1		Freight			R	-	Ower Sou	ogra		gra	Mil	0	Owen Sound	Mixed	_	
THBOUND TRAINS  END INECTION  BE SUBDIVISION  SUBDIVISION  THIT CLASS   SECOND CL		90		747		708	706	sph		ıph	les reet		707	748		
ORANGEVILLE SUPERIOR DIRECTION		CLASS	CLASS	SECON	35	FIRST CLA		Cal	SUBDIVISION	Off	froi tsvil		FIRST CLASS		COND GLASS	38
		1	ON	INECT	PERIOR L	90		la	ORANGEVILLE	ces	n le		ECTION	RIOR DIR	INFE	
			SS	DTRA	UTHBOUN	SO				_		100	TRAINS	HBOUND	NORT	
The state of the s			-	-												

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Raliway crossing at grade with C.N.R. at mileage 37.25—Interlocked at mileage 4.25—Interlocked statements. Trains must not exceed speed of ten milea per hour over this crossing. At mileage 4.26—Not interlocked. Signals will be operated by C.P.R. trainmen and must be left normally clear for C.N.R. trains. Unless authorized by train order, trains other than second-class must not leave Worselse until the proceding train has arrived at Toewater, and trains other than second-class must not leave Toewater until preceding train has arrived at Worselse. In the event of the fallure of telegraph line, trains must not proceeding train, but must keep clear of preceding train west of Wingham Jet. Toewater until preceding train has arrived at Worselse after the dobacture of the preceding train, but must keep clear of preceding train west of Wingham Jet. In both directions.  Time-table trains will register at Wingham Jet. In both directions.  Trains backing between Toeswater and Wingham and between Montham, and extra trains will register at Wingham and horwen Montham.  Trains backing between Toeswater and Wingham and between Montham Jet. and Wingham.  Thirty miles per hour on curves between Amaranth and Grand Valley, and between Wingham Jet. and Wingham.  Eastbound trains will not exceed a speed of ten miles per hour over public crossing milester 3.5. Wingham Jet. and Wingham.  Eastbound trains will not exceed a speed of ten miles per hour over public crossing milester 3.5. Wingham Jet. and Wingham.	8 2.05 \$4.1 2.33 62.5 8 2.50 4.5 3.12 62.5 3.12 62.5 4.5 8 2.50 4.5 3.15 62.9 8 2.60 4.5	8 12.50 1.2 12.55 33.1 8 1.20 41.7 8 1.45 50.1	A0.55 .0 411.05 3.7 411.13 6.0 8.11.25 8.2 8.11.54 19.6 8.11.54 19.6 8.12.30 33.1	WESTBOUND TRAINS INFERIOR DIRECTION SECOND CLASS INFERIOR DIRECTION Miles from France Sun. Miles from France Sun.
NOTES 37.25— acond—aic aco	0 0 0 0	00 0	D D	Telegraph Offices
	GORPE   W GO   GORPE   W GO   GORPE   W GO   GORPE   FO   GORPE   FO   GORPE   FO   GORPE   FO   GORPE   GOR	24	FRAXA. ZYR 3.7  * AMARANTH 3.7  WALDEMAR 2.1  GRAND VALLEY. W HU ARTHUR RU KENLWORTH RU Z. MOUNT FÖREST WYE. Y	STATIONS STATIONS STATIONS Telegraph Calls
WALKERTON SUBDIVISION FOOTNOTES  Railway crossing at grade with C.N.R. on freight shed spur at Hanover—Not Interiocked.  Passenger trains are restricted to a speed of Thirty miles per hour at curve on Hanover Bridge mileage 27.7.  Trains must not exceed speed of ten miles per hour over Durham Road Walkeston.  Westbound trains must not exceed ten miles per hour over Durham Road walkeston.  Westbound trains must not exceed ten miles per hour over public crossing williage 9.11, and engineers will sound whists continuously from whistis post until crossing is reached.  D. 6 enginee must not exceed a speed of ten miles per hour over bridge milesge 37.7, and engineers will sound whists continuously from whistis post multi-crossing is reached.  D.6 enginee must not exceed speed of eight miles per hour over bridge at milesge 27.7.  D.6 enginee must not be into this plant.  D.6 class must not be observed over bridge at milesge 27.7.  Account only 15 feet overhead clearance at Knechtsi's Mill coal hopper at Hanover engines must not to into this plant.  To comply with Rule 99, flagmen must go out 11 telegraph poles instead of 24 to equal 1200 yards; 25 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles instead of 25 to equal 1800 yards; and 37 telegraph poles i	s 3.00 s 2.50 s 2.33 s 2.20 f 1.57 f 1.57 r.M.	s 4.30 s 3.45	6.12 f 6.02 f 5.56 a 5.50 f 4.55 f 4.35	EASTBOUND TRAINS SUPERIOR DIRECTION SECOND CLASS 756 6.0415 6.0415 6.0415
WESTBOUND TRAINS INFERIOR DIRECTION SECOND CLASS  A.M.  11.35  1 12.05  1 12.15  1 2.05  2 2.5  2 2.5  2 2.5	Raliway crossing at grade with the C.N.R. at rudity. C.P.R. trainmen will operate plant according to Permanent Slow Post affecting eachbound trains of fitnen miles per hour between this slow post and Trains mast not exceed a speed of ten miles per 8t, mileage 24.3.  To comply with Rule 99, flagmen must go out yards; 25 tolograph poles instead of 24 to equal 36 to equal 1800 yards.  Maintenance of Way employees will provide unit of Way Rules and Instructions.	1	\$ 11.20 \$ 11.30 \$ 11.43 \$ 11.58 \$ 12.05	WESTBOUND TRAINS INFERIOR DIRECTION SECOND CLASS 747 Diago
27 . 15 . 25 . 15 . 15 . 15 . 15 . 15 . 15	grade v will oper t affecti between sed a sp sed a sp sed a sp sed a sp sed a sp sed a sp sed a sp sed a sp		.0 4.5 8.2 12.7 17.6 20.4	Miles from Cataract
Triegraph Offices  WALKERTON  SUBDIVISION  STATIONS  PRICESULE  PRICESULE  PRICESULE  ALLANGER  HANGER  HANGER  HANGER  Triegraph Calls  Triegraph Calls  Triegraph Calls	nileage 24.6—Initiage 24.6—Ini	ZEZORABCW R A  **No passing track.	CATARACT. ZRW  B 4 1	Telegraph Calls  Telegraph Calls  Telegraph Calls
EASTROL SUPERIOL SUPERIOL PALE 4.45 4.45 4.45 4.40	d. No s wer. nust not a, and ov d of 10 t graph pol	3.30 P.H. 1 Dally 10.8un. 748	5.35 5.20 5.05 5.05 4.50 4.28	PERIOR PERIOR PECON 748 Wheel a Daily a Sum.
EASTBOUND TRAINS SUPERIOR DIRECTION SECOND CLASS  7.16 A 145 A 4.55 A 1.00 A 1.	intarlocked. No signalman en sted in tower.  Trains must not exceed speed St. Elera, and ever St. David les instead of 10 to equal 500 d 37 telegraph poles instead of protection as per Maintanance			SUPERIOR DIRECTION SECOND CLASS 748 4 District

## SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS WITHIN THE TERRITORY OF THE TORONTO TERMINALS RAILWAY COMPANY

The Toronto Terminals Raliway tracks extend from a point 1000 feet west of Bathurst Street; to the north Switch of crossover located 415 feet south of the Don River.

When an engine or a train stops or is delayed under clictumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection.

## BATHURST STREET JUNCTION-NOT INTERLOCKED

2. Great ears must be exercised in giving or acting on hand, signals. When band signals are necessary they must be given only after switches have been properly set and secured, and from such a piece and in such a way that there can be so misundestanding on the part of the engineers or trainmen as to the signals, or as to the train or engine for which they are intended. 1. Cabin "D" is located 500 feet West of Bathurst Street and all switches are operated from ground by Switchtenders.

Eastbound trains from Oakville Subdivision are governed by a color light dwarf signal located 600 feet Weet of Cabin

4. Eastbound C.N.R. Brampton Subdivision trains are governed by a home signal located 280 feet West of Tecumesh. Tower. All trains will come to a stop before passing this eignal.

Eastbound C.P.R. Gait Subdivision trains are governed by a home signal located 205 feet East of Tecumseh Street.
 All trains will come to a stop before passing this signal.

Spadia. A MI Westbound trains and engines must stop at stop boards located on all six tracks about 1 150 feet West of spadial Avenue overhead bridge and proceed only on hand signal given by Switchinder; trains and engines from tracks on and two will proceed on hand signal to color light dwarf signal located 675 feet West of stop boards and be governed by the lindices under the space of the sp

9. Engines with or without ears must move under control prepared to stop within the distance they can see that track is unobstructed and switches are properly set. 8. Westbound C.N.R. main track movements over C.P.R. crossing are governed by Home Signal located 550 feet West of Cabin "D" on South side of G.N.R. Eastbound main track

IO. Signalman at Tecumseh Street Tower must notify Signalman at Gabin "D" of all trains approaching from the West stating whether C.N.R., C.P.R. passenger or freight and also C.P.R. trains from King Street steed and then be guided by instruc-tions from Signalman at Cabin "D."

#### INTERLOCKING TERRITORY

C.N. The Interlocking Territory with signals of the color light type extends from Signal 30 on the Baia Subdivision of the C.P.R. 4800 feet east of the Don Station, also from Signal 33.19 General Station, also from Signal 33.19 General Station for the C.N.R. 4730 feet east of Cherry Street Signal Station to Signal 514, 300 feet west of Spadina Avenue Bridge.

Signals Nos. 30, 1061, 3319, 225, 232, 233, 234, 236, 02 and 712 are automatic permissive (Stop and Proceed propared to find track occupied, car foul, switch open, broken rail, or other obstruction in the block).

Signals mounted in Union Station Train Shed are interlocking home signals.

The Indications displayed by the color light dwarf signals are; RED—STOP, YELLOW—PROCEED, ATSLOWSPEED PREPARED TO STOP, GREEN—PROCEED.

Trains or engines must not proceed on hand signals as against interlocking signals until enginemen and trainmon are fully informed of the situation and only effer trains or engines have come to a stop. Trains or engines proceeding on hand signals must move at slow speed prepared to stop.

Signal 533 located 275 feet West of John Street Interiocking Station on the North side of tracks governs Eastbound movement into the three North side Storage Tracks. A reverse movement within the limits of an interlocking plant or a forward movement after making a reverse movement must not be made without the proper interlocking signal or permission of the Signalman.

If a reverse movement is to be made and there is an interlocked switch between the train or engine and the first signal in the direction in which it is to proceed, it may only proceed after knowing that the signal in the rear of such reverse movement indicates proceed at low speet. This indication may be repeated to the engineer by hand signal from a member of the train grow who will assure himself that the signal has been cleared to permit this movement.

When necessary to change any route for which signals have been cleared for an approaching train or engine, switches must not be changed or signals cleared for any conflicting routs until the train or engine for which the signals were first cleared has stopped.

Grates must not be sheken, ashpans cleaned, sand used, or in freezing weather injectors allowed to overflow, over any part of an interiocking plant.

There are seven tracks between Sherbourns and Jurvis Streets, the most northerly track being a service track. A non-interlocked switch in the service track at the West side of Yarvis Street state to be well on the West and a track of the Street state of the West side of Yarvis Street state at the Yarvis Street state at the Yarvis Street state at the Yarvis Street state at the Yarvis Street state state plant of the Institute of the Street state at the Yarvis Street state

The switch connecting Eastern Harbour Terminal track with Track No. 6 is Switch No. 251 and is equipped with an secrite look under control of Scott Street interlocking Station. There is belephone connection between Switch No. 251 and Scott Street interlocking Station; the belephone box with instructions for operating electric lock is located immediately south of switch stand.

There are six tracks between Union Station and Bathurst Street, No. 1 on the North to No. 6 on the South. No. 5 will be used normally as Westbound and No. 6 normally as Eastbound service tracks. Tracks I and 2 will be used normally as Westbound and Tracks 3 and 4 normally as Eastbound tracks.

Tolephones for direct communication with Cherry Street, Scott Street and John Street Interlocking Stations are located at a points within the territory and the boxes are painted white.

# Passenger trains must not start from Union Station until permission is received from Station Master on duty.

While standing in the train shed at Union Station, enginemen must so regulate their fires as to prevent unnecessary smoke

UNION STATION

and steam.

Employees must keep off tops and sides of cars operating on the following tracks: RESTRICTED CLEARANCES

Canadian Pacific Express Company's Building.
Canadian National Express Company's Building. All tracks in the Union Station.

Bathurst Street Bridge.

Snow Plows and Flangers must not be handled over any tracks between Scott Street and John Street.

#### PERMANENT SLOW ORDERS

Fifteen miles per hour over Eastern Avenue Crossing.

Fifteen miles per hour between Cabin "D" and a point 300 feet East of Bathurst Street.

OVE Parliament St. Low Level tracks. All trains or engines will come to a full stop clear of the Crossing and then proceed same on signal from trainman who will protect train movement over said Crossing.

Union Station (Centre of Station) 0.00

9	(Centre of Street)	Bathurst Street Bridge I.09	John Street Signal Station 0.41	West
Don (C.P.R.) Station 1.96	Eastern Avenue Gate Tower 1.74	Cherry Street Signal Station 1.23	Scott Street Signal Station 0.30	East
1.96	1.74	1.23	0.30	

3

## SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS BY FIXED SIGNALS

- ABSOLUTE signals have a lunar white marker light vertically under the signal light and those of the semaphore type have in addition a square end blade. PERMISSIVE signals have a single light or two staggered lights and those of the semaphore type have in addition a pointed end blade.
- 2. ABSOLUTE PERMISSIVE BLOCK. When a train finds an ABSOLUTE block signal indicating STOP it must stop before reaching the signal and not most than two hundred feet from it and may proceed when the signal is cleared. If not immediately cleared it must communicate with Train Dispatcher and upon receiving advice that there is NO COMPELICTING TRAIN MOVEMENT it may proceed under full control to the maxt signal. If unable to communicate with Train Dispatcher train may proceed under protection of flag to the next signal displaying a less restrictive indication than STOP or STOP and PROCEED.

When a train finds a PERMISSIVE block signal indicating STOP it must stop before reaching the signal and not more than two hundred feet from it and after train and enginemen have satisfied themselves that the signal is PERMISSIVE may then proceed at once with caution.

3. OVERLAP BLOCK. When a train finds a PERMISSIVE signal indicating STOP it must stop before reaching the signal and not more than two hundred feet from it and may proceed when the signal is cleared. If not immediately cleared a flagman will advance in the direction of the train movement for five minutes after which the train may proceed under full control to the next signal. 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.

protecting the block indicating STOP, and may then proceed with caution to the passing track without being preceded by a flagman. When trains meet by train order arrangement the train which is to take the passing track must step if it finds a signal

- 4. In complying with instructions 2 or 3, trains proceeding against a signal indicating STOP must expect to find the track occupied, a car foul, a switch open, a broken rail or other obstruction in the block.
- Engineers must use Form S.M. I in complying with Rule 506

## OSHAWA, HAVELOCK AND GALT SUBDIVISIONS

10 rules 3A. Should any train find signals 759 and 760 at Whitby, signals 325 and 326 at Milton, signals 741 and 742 at Drunbo and signals 975 and 876 at Woodstock at stop when no operator on duty, conductor must see that switches and deralls are properly set for his train novements before hand signalling his train to proceed. After engineer accepts hand signal he will proceed as per instruction No. 7.

Trains must not pass signals 94 and 95 at Obico, signals 391, 394 and 396 at Guelph Jot., signals 215A, 215B, 216A and 216B at Sharbot Lake until switches are properly set for train movements.

#### INTERLOCKING SIGNALS

- Interlocking home signals have two or three lights in a vertical line and those of the semaphore type have, in addition, equare and blades.
- Normally the upper arm or light governs the main routs; the second arm or light governs one or more diverging routse and the lower arm or light in all cases may either govern a diverging routs or serve as a calling on signal.

Interlocking signals used as block signals will be equipped with number plates. Dwarf signals may be of the color light or semaphore type.

- 7. When a train accepts a lower arm or light or dwarf signal for a main track movement it must proceed with caution through the block, prepared to find the track occupied, a car foul, a switch open, a broken rail or other obstruction in the block.
- 7A. MaoTier Subdivision trains may use westbound track between West Toronto interlocker and Dufferin Street for movements to and from West Toronto Yard and are protected by interlocked signals. The upper light of signal 60-B and the middle light of signal O2 govern these movements.

### DUAL CONTROL SWITCH MACHINES

8. When necessary, the operator may give permission to trainmen to operate the switches by hand, in which case a train may pass a home agnal indicating STOP. Before giving this permission, the operator must see that all signal control levers are in normal position and must not attempt to operate switch lever until trainman has reported that movement over switches has been completed and that SELECTOR LEVER has been restored to MOTOR position.

be governed as follows: Trainmen upon receiving permission to operate an interlocked switch by means of the HAND-THROW LEVER, will

To hand operate dual control switch machine throw SELECTOR LEVER to the hand operating position and operate switch by 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 SELEGTOR LEVER and HAND-THROW LEVER locked.

Engineers must not accept hand signals as against fixed signals in making movements over these switches unless the SELECTOR LEVER has been placed in the HAND OPERATING position.

#### AUTOMATIC INTERLOCKING

9. When an automatic interlocking is out of order, trains or engines must be brought to a stop before reaching the HOME signal and not proceed until trainman has proceeded to the crossing and complied/with the following instructions.

Box marked SWITCHES located on instrument case at crossing is locked with a switch lock.

Unlock box and if lights marked with name of crossing road are lighted and no train is seen approaching on the crossing road, trainman will OPEN knife switch and give proceed hand signal to his train. If lights marked with name of crossing road are not lighted, trainman will assure himself that no train is approaching on the crossing road before opening knife switch. After his train has passed over crossing, trainman will CLOSE knife switch and lock box.

At automatic interlockings where push buttons are provided on home signals to enable a return movement to be made over crossing when switching, trainmen will unlock box and press button. If home signal does not clear, trainmen will comply with instructions in preceding paragraph and flag train over crossing.

#### ELECTRIC SWITCH LOCKS

10. To operate an electric switch lock, first unlock door 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 so taked, for the main track the handle of the electric lock must be turned to the left, door cleased and locked. If indicator displays red the switch cannot be unlocked and trainman about communicate with Operator and ask for switch to be unlocked.

### AUTOMATIC HIGHWAY CROSSING SIGNALS

11. When a train or engine passes over any highway crossing protected by automatic signals or automatic gates and does not move beyond the end of the circuit, it will be necessary, before making a reverse movement over the same crossing, for a member of the train crew to flag the crossing.

#### SPRING SWITCHES

12. Switches equipped with a spring are indicated by a white sign with the letters "SS" in black. Such switches may be trailed through when set in normal position, at a speed not exceeding twenty miles per hour until the leading wheels have passed through the switch, after which maximum speed may be resumed.

The switch light will shown green when switch is set in normal position and red when in reverse position.

Trains and engines trailing through spring switches and stopping before entire train has passed over same, MUST NOT reverse movement or take slack until the switch has been set in reverse position by hand, otherwise wheels will straddle switch

Trains moving in the facing direction finding the fixed signal adjacent to such switches at STOP must examine switch points, and if points are not properly closed and cannot be closed by hand, they must be spiked in the proper position before train passes over them, and after having passed, the spike must be removed, and Section Foreman and Superintendent notified immediately. If in automatic signal territory, and switch points are found in proper position, train will be governed by rules and special instructions.

per hour. Train movements in the facing direction over spring switches at Guelph Junction and at Canpa must not exceed ten miles

#### HEADLIGHT FAILURES

Board of Transport Commissioners General Order No. 522, dated November 9, 1932.

That every railway company subject to the legislative authority of the Parliament of Canada be, and it is hereby, required to early list occurred which will enable persons with normal to early list occurred which will enable persons with normal valour list be easily to locative, under mormal weather conditions, to see a dark object the size of a man for a distance of 800 feet or more about of the locative or the headilgist with seed and the location. That every location used in read service which is regularly required to run backward for any portion of its trip, except to pick up a debackness portion of its train, or in making terminal movements, shall have on the rear, a headilgist which will meet the requirements of this order.

That nothing in these regulations shall prevent the use of a device whereby the light may be diminished in yards, at stations, and on two or more tracks when approaching trains moving in the opposite direction.

That nothing in these regulations shall prevent the use of temporary devices being used to substitute the regular headlight when necessary to move a train from the point at which the headlight equipment has broken down or falled, provided that
the train moves at a speed not exceeding ten mises an hour over any public crossings not speed any because the provided that
or automatic signal, until the first station with passing track or siding, as shown in the time-table, is reached, where an examinetion must be made and if possible, the headlight put in good working condition.

That in case repairs cannot be made at the station reterred to, the train may proceed to the first repair point displaying such light as may be available and provided at such station, passing over all public highway crossings not specially protected by watchman, gates, or automatic signal, at a peed not exceeding twenty miles per hour, provided that, in the event a light cannot be furnished, the engine must be replaced or assisted by an eighne displaying the proper light.

That while proceeding to the first estation and or repair point, the whistle signal for all highway crossings not protected by watchman, gates, or automatic signal, must be given the second time approaching all such crossings. Circatropair point is such that gates are applied to the equipment must be effected at the first repair point or the engine replaced. (First repair point is such a place at which the Company has the necessary facilities to make ordinary repairs to electrical, or other power headilight equipment).

That spare bulbs, and other necessary parts, must be supplied at the initial terminal, and earried on each locomotive and that a list of such parts be furnished for the information of the engineer, whose duty it shall be to check over to see that such supplies are furnished before starting out on his trip from such terminal.

The above supersedes that portion of Eastern Lines Circular No. 50 which reads as follows:—
"In the event of headlight failure, between surset and sunrise, handlamp is to be placed in the headlight."

The other provisions of this circular remain in effect.

STEAM WHISTLE FAILURES
In the event of engine whistle failure occurring while trails enroute, enginemen will proceed to first repair soint, running with caution approaching and passing public road crossings and stations. At flat repair point repairs must be made.

Train dispatcher must be advised of failure from first open telegraph office.

RULE 99 requires that when flagman has gone out the necessary distance under the conditions existing, he will place two topedoes on the rail. I transit be further understood that when the flagman loss beyond this point, he will towe the two topedoes at that point as an indication of the location of his train; this does not relieve that from also using topredoes at the point at which an approaching train is flagged.

General Train and interlocking Rule 31 has been amended to provide that audible signal 14-L be changed from the present form to be two long, one short and one long.

MAINTENANCE OF WAY FLAGGING RULES.

Trains stopped by red signal as per Maintenance of Way Rule 33 (corresponding to old Maintenance of Way Rule 52-G
—where workmen are given train order protection) must be governed by signal or instructions of the employee in charge of the obstruction.

# MAXIMUM SPEED RESTRICTIONS GOVERNING THE MOVEMENT OF DISABLED, WRECKED AND DEAD LOCOMOTIVES, AND OTHER SPECIAL EQUIPMENT IN TRAINS.

	Dead Locomotives		Disabled or Wrecked All		
Switch	Freight and All Passenger Diameters		All Classes		Service or Class
	All Diameters		All Diameters	ALC: CALIFORNIA	Nominal Diameter of Drivers
Switch	Main rods removed, both sides; side rods in place both sides.	Broken back side red removed, corresponding elde red en opposite side removed; back wheels only being uncoupled.	Broken front section of side rods requiring both main and all side rods to be removed; also when other broken side rads require all rods removed	Engines with broken main rod removed; all side rods in position; being operated on one side	Condition of Locomotives
20 M.P.H.	30 M.P.H.	No restrictions from maximum speed per hour specified for serviceable locomotives.	20 M.P.H.	40 M.P.H.	Maximum Speed Permitted

# SPEED RESTRICTIONS GOVERNING THE MOVEMENT OF ENGINES AND OTHER SPECIAL EQUIPMENT IN TRAINS

LOCOMOTIVES WITH SIDE RODS REMOVED:

When, for any reason, it is found necessary to remove side rods from a locomotive, the corresponding rods an opposite side must also be removed.

In the event of front section of side rod breaking, all side rods and main rods, on both sides of locomotive must be removed. This is no bedone in order that there may be no possibility of darmage due to crank pin of front driving wheel striking crossbeats as wheels revolve. Crossbeats to be moved to front of guides and seturely blocked.

LOCOMOTIVES WITH ENGINE TRUCK OR TRAILER TRUCK DESTROYED OR REMOVED:

LOCOMOTIVES WITH DRIVING TYRE REMOVED AND WHEEL BLOCKED UP:

In the event of engine truck or trailing truck being destroyed; driving wheel booked up on account of broken wheel or

In the event of engine truck or trailing truck being destroyed; driving wheel blocked up on account of broken wheel or

type, in such manner as to after the weight distribution on wheels, or when slide and main rode have been removed, altering the

first of the counterbalance weights, particular care must be exercised in sandling the boomotive to avoid damage to track,

first of the counterbalance weights, particular care must be severed.

WRECKED LOCOMOTIVES:

WRECKED LOCOMOTIVES:

WRECKED LOCOMOTIVES:

BOILERS—DRAINAGE AND BLOWING OUT:

BOILERS—DRAINAGE AND BLOWING OUT:

BOILERS—DRAINAGE AND BLOWING OUT:

When there is liability of damage by freet, all water must be drained from boiler and tender of a dead locometive before

When there is liability of damage by freet, all water must be drained from boiler and tender of a dead locometive before

When there is liability of damage by freet, all water must be drained from boiler and tender of a dead locometive before

When there is liability against from freeding of water trapped in colis of pauges.

Dead engines in every case must be accompanied by a waybili, except when being moved to the first terminal after failure on read.

Lecomotive Foremen at originating points hall notify Storokeoper in writing what speed restriction, if any, is to be observed, and this information shall be stamped or written conspisiously on the face of the wayfull. Similar written add does use to Superintendent and Yardmaster at all terminals, and Yardmaster at all terminals shall notify Clief Dispatcher on what trains dead engines are to move and what, if any, speed restriction applies.

COMBINATION CRANES, PILE DRIVERS, STEAMS SHOVELS, Etc., are subject to restrictions contained in bridge load chart. On subdivisions where they are permitted to operate, the following speed restrictions must be observed, by traine handlings:

CLASS

Group No. 1: Combination Hoist and Pile Driver, Nos. 414170 to 414177 inc., and all steam cranes (except auxiliary steam cranes).

Must not exceed twenty miles per hour on any Subdivision, but where traight train speed limit is twenty-five miles per hour or less, trains handling these machines must not exceed fifteen miles per hour.

Group No. 2: All steam shovels and Steel Pile Drivers Nos. 400009-18-19-27-29-32-34. 400037 to 400053 inc.

Where freight train speed is thirty-five miles per hour, or ever, trains handling must not exceed twenty-five miles per hour; where freight train speed is from twenty-five to thirty-five miles ger hour, trains handling must not exceed twenty miles per hour. Where freight train speed is less than twenty-five miles per hour, trains handling must not exceed fifteen miles per hour.

Group No. 3: Wooden Pile Drivers Nos. 400000-05-06-26-33-35.

FI ve miles per hour less than authorized freight train speed for each Subdivision, but in no case in excess of thirty miles per hour.

Machines on which arrows are placed to indicate the direction of travel must, when practicable, be placed in trains in that manner.

HANDLING AND MARSHALLING OF EXPLOSIVES AND INFLAMMABLES IN TRAINS

On lines where regular trains are operating in freight service only, cars containing explosives must not be hauled in a train that ouries passengers are carried in the caboses of a freight train, a car containing explosives must not be hauled in a train that only a majoristy of train service is operated, or where passengers are carried in the caboses of a freight train, a car containing a shipment rule) to care the containing that the car carrying passengers, and not less than one freight car between it and the car carrying passengers, and not less than one freight car between it and the car carrying passengers, and not less than one freight car between it and the car carrying passengers and not less than three freight carbetween it and the location of the carrying passengers and not less than three freight carbetween it and the location of the carrying passengers and not less than three freight carbetween it and the carried in the cabose of a freight train.

MOTE—That not more than one car of explosives may be handled in a mixed train, or where passengers are carried in the cabose of a freight train.

When practicable to do so, cars containing explosives must be placed between freight cars not bearing ACID or NNFLAMMABLE placards. Cars containing explosives must have all and hand brakes in service

EXPLOSIVES ON THROUGH OR LOCAL FREIGHT TRAINS

Care containing EXPLOSIVES must have air and hand brakes in service. When practicable they must not be mare shalled between ears bearing INFLAMMABLE, CORPROSIVE LIQUID, COMPRESSED GAS, POISONOUS, or POISON GAS, part of the content of the content of the placed in through insight trains near the middle of the train and must not be nearer than the statement of the train and must not be nearer than the separated from such helper by at least chooses, if the length of the train will permit, and when helper power is cut in, must be separated from such helper by at least chooses, if the length of the train will permit, and when helper power is cut in the separated from such the content of the train will permit, and when he had the second act. On any freights, must not be placed marer than the second cars, wooden frame flat or gondoit cars, earleads of pips, jumber, poles, iron, steel or similar articles lable to break through and of car pleareded EXPLOSIVES must not be placed in through or local trains flat or gondoit cars, earleads of pips, jumber, poles, iron, steel or similar articles lable to break through and of cars, wooden frame flat or gondoit cars, earleads of pips, jumber, poles, iron, steel or similar articles lable to break through and of cars, which is a substantial properties of the gas-burning of cars of the cars of the cars, which is a substantial to the properties of the gas-burning of cars of the cars of the cars, which is a substantial to the properties of the cars.

Placarded loaded tank cars, when practicable to do so, must be marshalled not nearer than sixth car from engine or caboese and must not be placed in traits next to cars containing lighted heatens, stoves or lambras, nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type, or next to gondola or flat cars loaded with lumber, poles, loss, pipe, from steat, fulls, wheels or similar articles. INFLAMMABLES

## SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS BY ELECTRIC TRAIN STAFF SYSTEM

- The staff system has three functions, as follows:-
- Ist—ABSOLUTE BLOCK.—A block in which but one train is permitted at a time. It is governed by an ABSOLUTE STAFF, which is a steel rod turned into rings.
- 2nd—PERMISSIVE BLOCK.—A block in which one or more trains are permitted to follow, or to meet as provided by clause 10. It is governed by a PERMISSIVE STAFF, which is either a divisible steel rod, or a steel red equipped with II removable rings.
- 3rd-PUSHER BLOCK.—A block in which a pusher engine is permitted to enter and assist in movement of trains. It is governed by a PUSHER STAFF of special design.
- 2. A train must not enter a block until a staff, or portion of a staff, or a fing has been delivered to the conductor or engineer, as the case may be, by the operator on duty. The staff, or portion of a staff, or ring, gives the train bolding it the right to proceed through the block, but does not otherwise supersede any of the rules pertaining to train movements.
- When yard, or station limits extend to a point within staff territory, switching movements may be made within these limits without securing a staff, keeping clear of first and second class trains.
- 4. When trains are to be moved through a permissive block on a pertion 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.
- 5. 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 reserve from the operator, a special pusher staff. This special staff yous the engineer of the pusher engine the right to enture 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.
- 6. 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 bandle the staff, or portion of a staff or ring, in the manner prescribed for the conductor. When two trains coupled are to be moved through a block, conductor of rear train must handle staff or ring.
- 7. Regular trains entering a block must be registered according to their classification.
- 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 the staff, or ring, until all cars in his train are clear of the block.
- 9. Except where an automatic attachment is installed, the operator must take the staff out of the holder, and deliver it to be conductor, whose duty it will be to show it to the engineer, we have it not have a staff tation until be have not be staff. The conductor must retain possession of the staff, or portion calculations as staff tation until be have not be staff. The possession of the staff, or portion calculations are staff as a local table passed through and cleared the body of the staff or the staff or portion of a staff are the possession of the staff as a local table passed through a staff staff or the holder. The staff or portion of a staff are actually the staff and the staff as a local table passed to the staff as a local table passed to the staff as a local table passed to the staff as a local table passed to the staff as a local table passed to the staff as a local table passed to the staff as a local table passed to the staff as a local table passed to the staff as a local table passed to the staff as the case may be, observing special instruction as to the manner of such operation, which are posted at such staffen.
- 10. If a pasing track at which persture are not employed, is located in ablock, a special undtanded passing track attachment will be provided at the eath station, and trains regulated to meet at the passing track will receive a special state conferring to track only be passing track, at which point the special statins us to exchanged. Such exchanged special statis confer he right to such 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 needing point.
- II. If one block adding 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 solivered to him before entering a block.
- 12. When, owing to the balance of traffic being in one direction, there is an accumulation of statis at one end of the block, they may be transferred to the other end under the direction of the Assistant Superintendent, or Chief Train Dispatcher. When transferring staffs from one instrument to another, an even number of statis must always be taken. This even number of statis 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.
- 13. 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.
- 14. All trains must, unless otherwise arranged, obtain terminal clearance before leaving the last station of the territory controlled by electric train staff system.
- 15. Operators, conductors and engineers, handling of the electric train staff system. must make themselves familiar with all rules and instructions governing the

#### 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.—Batween the hours of 8.00 p.m. and 8.00 a.m. at all open tolograph offices, EXGEPT ON DOUBLE TRACK AND IN AUTOMATIC SIGNAL TERRITORY ON SINGLE TRACK, trains (except first class and passenger extres), 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 tops of ears passing under everhead bridges or through tunnels or snow sheds at which there is not sufficient clearance, and must inform themselves respecting location of all buildings, or other obstructions, which have less than standard clearance.

D.—While freight trains are in motion between stations, a trainman must be on the lookout from the cupola of cabonee to observe the safe operation of trains, and at a safe distance before commencing the descent of steep grades and approaching relivary crossings at grade, junctions, drawbridges, and at a points where trains are to be met or passed, and where at any other point failure of brakes would be attended with hazard, must be within convenient access of conductors valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once, in accordance with Rule 6, page 6, Air Brake Rules.

E—In complying with Rule 93(A) in Automatic Signal territory (single track) on which lamps are not used on main track swit closs as per revised Rule 104 the automatic signal within two hundred feet of the outer main track switch will mark the STATION LIMITS.

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 appreaching trains, must move to the right of way and not to the other track. Foremen will be personally responsible for educating their men accordingly end of the way of appreaching trains on the other track, 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.

— 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 clealing up at stations. A snow plow train, a light engine, or a light locked fright train (60% of full tennings or less) musts clearance at all open telegraph offices, whether signal indicates 570 p or PROCEED and will not follow any train unless clearance shows arrival at a station aband. If the station form which it is to follow is not an open telegraph office.

K—Freight and mixed trains will be governed by the following speed limits and must not make any one mile in loss than time shown for each subdivision.

(8) I-10	(d) R-2 and S-2	Exceptions:—(b) D-6, D-9 and D-10	<ol> <li>Locomotives with driving wheels 63 inches in diameter and under (A-2, C, D-3-4, J, L, M, N, P-1, P-2, T-1a, T-4)</li> </ol>	2. Locomotives with driving wheels 70 Inches nominal dlameter (A-1, E-3, E-4, E-5, G-2, G-4, I-1a)	H-1, K-1 Exception:—(a) G-1, G-3a-b-c-d	MAXIMUM SPEED FOR LOCOMOTIVES AS FOLLOWS  1. Locomotives with driving wheels 75 inches nominal diameter and over (F-I a, F-2a, G-3e,	Windsor, Gat, MacTier, Oshawa, Belleville.         45 M.P.H.         I Min. 20 Sec.           Peterbore, Havelock.         35 M.P.H.         1 Min. 43 Sec.           Other Subdivisions.         25 M.P.H.         2 Min. 0 Sec.	Onned Ilmia
	30		50	75	90 75	Miles per Hour	O Sec.	In Mile

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 single track for double track, and against trains leaving double track for single track.

N—The following additional signs placed opposite certain stations indicates—
K—Comparison Clock, Registering and Bulletin Point.
B—Builetin and Registering Point.
R—Registering Point.
X—Crossover.

-Crossover.

Z—Yard Limit Boards. On both sides of statum name indicates yerd limits boards on both sides of statum. Whan precoding statum name, board is located east or south of that statum. When following statum name, board is located east or north of that statum.

P.—Where no operator on duty, or where authorized to do so by time-table, regular trains scheduled through over two or more subdivisions, and having the same number on each subdivision, and having the same number on each subdivision, are suthorized to sesure the schedule of the train of the same number from intermediate initial points and leaves such intermediate initial points without terminal clearance.

R—Where timetable footnotes require that switching movements over certain highway crossings be protected member of the train crew, these instructions include the movements of engines either before, during or after the switching r ments take place. move-

S—Freight trains stop for train inspection at or between Roblindale and Tichborne—Oshawa and Newtonville—Ardendale and Kalader—Myrtle and Drancel—Ayr and Guelph Jet.—Tilbury and East End—Alliston and Carley.

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