

CANADIAN PACIFIC RAILWAY

ONTARIO DISTRICT

TIME 9 | TABLE

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

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

**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.**

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

**N. McMILLAN,
GENERAL SUPERINTENDENT.**

TRENTON DIVISION

Page	Subdivision	From	To	Miles
3	Kingston	Kingston	Reitrow, not including Smith's Falls	103.6
4	Belleville	Smith's Falls	Trenton, not including Smith's Falls	102.7
5	Oshawa	Trenton	Leaside, not including Leaside	103.8
6	Havelock	Glen Tay	Havelock	93.7
7	Peterboro	Agincourt	Havelock	88.0
8	Bobcaygeon	Drumell	Bobcaygeon	34.3

D. S. THOMSON, Superintendent, Toronto. 526.1

Dispatching Office at Toronto: Telegraph Cail, C.
O. A. BRACKEN, Chief Train Dispatcher.
G. R. BACKUS, W. COBURN, J. A. ROGHE, P. L. PATTON, R. McDONALD, C. A. STINSON, J. V. McGINITY, C. G. TRIPP, Dispatchers.

LONDON DIVISION

Page	Subdivision	From	To	Miles
9	Goderich	Main St.	Goderich	113.5
10 & 11	Galt	London	London	105.0
12	Windsor	Windsor	Windsor	111.2
13	St. Thomas	Woodstock	St. Thomas	33.6
13	Port Burwell	Port Burwell	Port Burwell	33.4
13	St. Marys	Ingersoll North	St. Marys	25.0

W. E. MCGILL, Superintendent, London. 421.7

Dispatching Office at London: Telegraph Cail, N.
H. R. BUTTERILL, Chief Train Dispatcher.
A. E. CHAPMAN, W. J. MOORE, W. H. RATH, B. CUSACK, F. H. STENSON, D. A. L. WIGGINS, H. M. WALCOTT, W. A. MROBERTS, E. G. PIERCE, H. R. WORTH, Dispatchers.

BRUCE DIVISION

Page	Subdivision	From	To	Miles
2	Toronto Terminals	Leaside	Toronto	5.3
8	Port Maitland	Port Maitland	Goldwater	0.7
8	Port Maitland	Orillia	Port Maitland	27.7
14	Toronto Terminals	Leaside	Midland	5.0
14	Toronto Terminals	West Toronto, via North Toronto	West Toronto	5.9
14 & 15	Toronto Terminals	Orillia	Orillia	2.6
16	Hamilton	Toronto	Hamilton	9.6
17	Macler	West Toronto	Macler, not including Macler	37.3
17	Macler	Ypres Spur	Camp Borden	126.9
18	Orangeville	Orangeville Jct.	Orangeville	34.6
18	Owen Sound	Owen Sound	Owen Sound	73.0
19	Walterton	Walterton	Walterton	37.6
19	Eora	Calaret	Eora	27.3
19	Teeswater	Flaxa	Teeswater	67.9
19	Teeswater	Mount Forest Wye	Mount Forest	1.2
19	Teeswater	Wingham Jct.	Wingham	4.5

470.4

S. W. GRABBE, Superintendent, Toronto. Dispatching Office at Toronto: Telegraph Cail, C.
O. A. BRACKEN, Chief Train Dispatcher.
J. R. KIMPTON, J. M. POWELL, C. W. MILLER, S. BEAM, T. H. MARTIN, H. V. McKENNEY, Dispatchers.

MEDICAL OFFICERS

DR. H. A. BEATTY, Chief Medical Officer
82 Howard Avenue, Toronto.

NAME	RESIDENCE	NAME	RESIDENCE
DR. J. T. HOGAN	Smith's Falls	DR. C. G. CORNISH	Ingersoll
DR. R. M. FERGUSON	Perth	DR. C. J. McKillop	St. Thomas
DR. W. G. BLAIR	Belleville	DR. C. F. SMITH	St. Marys
DR. J. J. ROBERTSON	Trenton	DR. H. J. ALEXANDER	Tillemburg
DR. T. S. FARRCOMBE	Bowmanville	DR. W. A. THOMSON	London
DR. W. H. BIRK	Oshawa	DR. J. L. HUFFMAN	Chatham
DR. F. J. RUNDLE	Whitby	DR. J. G. LINDSAY	Windsor
DR. E. D. FARQUHARSON	Agincourt	DR. A. S. DUNCAN	Woodbridge
DR. H. G. MABEE	Kingston	DR. T. H. MCGILL	Orangville
DR. C. J. WHYTECK	Sharnot Lake	DR. J. S. FERGUSON	Chatham
DR. A. S. THOMPSON	Havelock	DR. C. L. FULLER	Windsor
DR. M. B. GEORGE	Tweed	DR. G. D. McLEAN	Woodbridge
DR. D. W. CLARK	Peterboro	DR. S. T. WHITE	Orangville
DR. G. S. CAMERON	Pontypool	DR. R. HOWEY	Owen Sound
DR. G. W. MACNEIL	Burkton	DR. D. B. JAMIESON	Walterton
DR. A. D. MCARTHUR	Bathany	DR. T. A. SINCLAIR	Walterton
DR. J. J. HAMILTON	Bathany	DR. D. G. HEGGIE	Brantford
DR. H. O. BOYD	Bobcaygeon	DR. N. D. KYLE	Fergus
DR. C. V. SCOTT	Orillia	DR. W. ROBERTSON	Eora
DR. J. D. McPHEE	Victoria Harbor	DR. M. W. BERNICK	Grand Valley
DR. G. E. TANNER	Midland	DR. J. K. BLAIR	Arthur
DR. G. S. SWAN	Streetsville	DR. H. K. ARGUE	Mount Forest
DR. G. A. MONTENURRO	Midton	DR. M. H. GILLES	Teeswater
DR. G. K. STEVENSON	Guelph	DR. A. F. REYNAR	Palgrave
DR. A. B. MCARTER	Goderich	DR. R. C. WILSON	Alliston
DR. P. L. TYE	Goderich	DR. W. B. BOYE	Goldwater
DR. W. F. GALLOW	Goderich	DR. C. E. LINDENFIELD	Bala
DR. L. H. DOUGLAS	Galt	DR. G. E. J. LANNIN	Hamilton
DR. J. R. BEAVAN	Ayr	DR. F. L. THOMSON	North Toronto
DR. WARD WOOLNER	Woodstock	DR. S. E. BAKER	Parkdale
DR. C. M. MACKAY	Woodstock	DR. F. R. SCOTT	West Toronto
DR. H. W. BAKER	Thamesford	DR. K. E. HOLLIS	West Toronto
DR. T. M. WEIR	Thamesford	DR. H. E. HOPKINS	Toronto
		DR. G. ROSS WALTERS	Toronto
		DR. G. J. GILLAM	Toronto
		DR. EMMERSON BULL	Lambton

Employees are reminded that the Company's Medical Officers are at their disposal without fee in all cases of accident resulting in personal injury during their work, and the Company will not be responsible for the accounts of Doctors not under appointment by the Company except where they are summoned to render first aid or where a Company's Doctor is not available.

TIME TABLE No. 91. APRIL 28th, 1940

NORTHBOUND TRAINS INFERIOR DIRECTION				KINGSTON SUBDIVISION				SOUTHBOUND TRAINS SUPERIOR DIRECTION			
SECOND CLASS				STATIONS				SECOND CLASS			
617	Miles from Railroad	613	618	612	619	614	615	617	Miles from Railroad	613	618
Joint	Track	Joint	Track	Joint	Track	Joint	Track	Joint	Track	Joint	Track
8.35	11.20	102.9	6.58	4.53	6.58	4.53	6.58	8.35	11.20	102.9	6.58
8.48	11.33	97.8	6.44	4.40	6.44	4.40	6.44	8.48	11.33	97.8	6.44
9.00	11.44	93.4	6.32	4.29	6.32	4.29	6.32	9.00	11.44	93.4	6.32
9.10	11.54	89.5	6.22	4.19	6.22	4.19	6.22	9.10	11.54	89.5	6.22
9.25	12.05	85.0	6.10	4.08	6.10	4.08	6.10	9.25	12.05	85.0	6.10
9.35	12.13	82.1	6.02	4.00	6.02	4.00	6.02	9.35	12.13	82.1	6.02
9.50	12.22	78.6	5.53	3.50	5.53	3.50	5.53	9.50	12.22	78.6	5.53
10.10	12.33	74.2	5.42	3.38	5.42	3.38	5.42	10.10	12.33	74.2	5.42
10.20	12.40	71.4	5.35	3.30	5.35	3.30	5.35	10.20	12.40	71.4	5.35
10.40	12.55	65.3	5.15	3.05	5.15	3.05	5.15	10.40	12.55	65.3	5.15
11.25	1.25	61.5	4.57	2.48	4.57	2.48	4.57	11.25	1.25	61.5	4.57
11.45	1.40	56.8	4.45	2.35	4.45	2.35	4.45	11.45	1.40	56.8	4.45
12.40	2.40	53.5	4.30	2.20	4.30	2.20	4.30	12.40	2.40	53.5	4.30
3.05	3.05	48.1	4.15	2.05	4.15	2.05	4.15	3.05	3.05	48.1	4.15
3.10	3.10	46.4	4.07	1.97	4.07	1.97	4.07	3.10	3.10	46.4	4.07
3.17	3.17	44.3	4.00	1.90	4.00	1.90	4.00	3.17	3.17	44.3	4.00
3.23	3.23	42.3	3.52	1.82	3.52	1.82	3.52	3.23	3.23	42.3	3.52
3.38	3.38	36.2	3.40	1.70	3.40	1.70	3.40	3.38	3.38	36.2	3.40
3.45	3.45	34.4	3.32	1.62	3.32	1.62	3.32	3.45	3.45	34.4	3.32
3.55	3.55	32.2	3.24	1.54	3.24	1.54	3.24	3.55	3.55	32.2	3.24
4.10	4.10	27.4	3.16	1.46	3.16	1.46	3.16	4.10	4.10	27.4	3.16
4.16	4.16	25.4	3.08	1.38	3.08	1.38	3.08	4.16	4.16	25.4	3.08
4.40	4.40	16.3	2.56	1.04	2.56	1.04	2.56	4.40	4.40	16.3	2.56
4.50	4.50	14.4	2.48	1.00	2.48	1.00	2.48	4.50	4.50	14.4	2.48
5.10	5.10	10.5	2.28	0.80	2.28	0.80	2.28	5.10	5.10	10.5	2.28
5.30	5.30	4.5	2.08	0.60	2.08	0.60	2.08	5.30	5.30	4.5	2.08
5.40	5.40	1.3	1.90	0.42	1.90	0.42	1.90	5.40	5.40	1.3	1.90
5.50	5.50	0	1.82	0.34	1.82	0.34	1.82	5.50	5.50	0	1.82

Railway crossing at grade, with C.N.R. at mileage 1.3—Not Interlocked. When signalman not on duty Renfrew Junction, trainmen will operate signal. At mileage 95.1—Interlocked; at mileage 102.5—Not Interlocked. Signal will be operated by C.P.R. trainmen and must be left normally clear for C.N.R. trains.

Junction with Hawlock 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. westbound movement, and the signal located on the east side of Cabin governs C.P.R. southbound movements. Normal position of both signals STOP, day signalman only.

When signalman on duty, all trains and engines of C.P.R. and C.N.R. southbound must stop before passing signal, and proceed only on revealing flag signal from signalman. Signalman must provide 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 curves.

Trains must not exceed speed of ten miles per hour over Argyle St., Renfrew over Wilton St., Harrowsmith, and over Anglin's Crossing, Kingston.

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

D-10 class engines with 7800 gallon tenders or engines of the same weight or heavier can only be operated between Kingston and 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.

Junction with Hawesick S.D. at Glen Twp.—Interlocked. Railway Crossing at Grade and connection with C.N.R.—Not interlocked. Millage and C.N.R. Co.—Interlocked. On freighted spur at Trenton with C.N.R.—Not interlocked. Engines leave interchange tracks at Belleville must not run more than 50 feet from main line frog. Eastbound trains must not exceed a speed of ten miles per hour passing Perth Station. Passenger trains are restricted to a speed of Fifty miles per hour on curve just west of Perth Station and on curves between Christie Lake and Parham. Sixty miles per hour on curves between Lane and Roblinale and on curves between Kingsford and Lunelade. Trains must not exceed speed of ten miles per hour over Pinnacle, Church, John, and George Sigs. Belleville. Switches otherwise directed, when first-class trains meet at Tishborne, the westbound train will take the passing track at crossover unless just west of the coal chutes.

Operator Glen Tay will register all outboard 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 telegraph poles instead of 10 to equal 500 yards; 36 telegraph poles instead of 24 to equal 1,200 yards; 54 telegraph poles instead of 36 to equal 1,800 yards; and between mileage 15.5 and Tremont flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards, 18 telegraph poles instead of 15 to equal 750 yards, 24 telegraph poles instead of 20 to equal 1,000 yards, 30 telegraph poles instead of 24 to equal 1,200 yards; and 41 telegraph poles instead of 36 to equal 1,800 yards.

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

TIME TABLE No. 91. APRIL 28th, 1940

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WESTBOUND TRAINS—INFERIOR DIRECTION											
THIRD CLASS		SECOND CLASS		FIRST CLASS				FOURTH CLASS			
909	915	903	905	619	35	601	21	33	Miles from Trenton		Telegraph and Telephone Office
Quincy Freight 1 Daily	Interlake Freight 1 Daily	Interlake Freight 1 Daily	Toronto Freight 1 Daily	Toronto Freight 1 Daily	Toronto Freight 1 Daily	Toronto Freight 1 Daily	Chicago Passenger 1 Daily	Toronto Passenger 1 Daily			
P.M. 2.00	P.M. 3.45	A.M. 8.30	A.M. 1.40				A.M. 4.20		0		D N
2.15	3.57	8.45	1.53				4.27		4.4		
2.25	4.10	9.00	2.05				4.34		6.6		D
2.30	4.15	9.05	2.10				4.37		9.9		
2.40	4.25	9.15	2.20				4.43		12.4		
									18.0		
2.47	4.30	9.20	2.25				4.46		18.8		
2.53	4.37	9.27	2.31				4.50		20.9		
3.00	4.44	9.34	2.37				4.54		24.8		
3.10	4.52	9.41	2.43				4.58		28.6		D N
3.25	5.03	9.53	2.53	Peterboro Subdivision Train				5.08		32.4	
3.40	5.15	10.05	3.03	Peterboro Subdivision Train				5.18		38.7	
3.50	5.25	10.15	3.12	Peterboro Subdivision Train				5.24		44.8	
4.00	5.35	10.25	3.18	Peterboro Subdivision Train				5.29		49.5	
				Peterboro Subdivision Train				5.36		53.6	
4.20	5.55	10.45	3.33	Peterboro Subdivision Train				5.40		56.0	
4.35	6.10	10.57	3.45	Peterboro Subdivision Train				5.46		61.8	
4.45	6.20	11.10	3.55	Peterboro Subdivision Train				5.53		66.7	
4.55	6.30	11.20	4.04	Peterboro Subdivision Train				6.03		71.7	
5.05	6.40	11.30	4.13	Peterboro Subdivision Train				6.10		76.3	
5.20	6.57	11.45	4.23	Peterboro Subdivision Train				6.19		81.3	
				Peterboro Subdivision Train				6.24		87.5	
5.45	7.25	12.05	4.38	Peterboro Subdivision Train				6.30		92.3	
				Peterboro Subdivision Train				6.30		96.3	
6.10	7.45	12.30	5.00	Peterboro Subdivision Train				6.40		99.4	
P.M.	P.M.	P.M.	A.M.	Peterboro Subdivision Train				6.50		102.3	
909	915	903	905	619	35	601	21	33	D N		D N
No passing track.											

OSHAWA SUBDIVISION											
STATIONS		Telegraph Calls		Our Capacity Passenger Trains		First Class		Second Class		Fourth Class	
TRENTON...ZCWC	O N	79		620	36	602	22	34	902	910	904
MARK...2.2							1.30		12.30	10.45	5.30
*SMITHFIELD...3.3	H N	78					1.23		12.07	9.01	10.33
BRIGHTON...5.6									11.55	8.53	10.24
BAMFORD...5.6		67					1.14		11.50	8.49	10.20
COLBORNE...0.8	C B	79					1.08		11.38	8.41	10.12
*LAKEPORT...3.9											
FLAYELLE...3.9		71					1.05		11.31	8.37	10.07
GRAFTON...6.1		76					1.00		11.23	8.31	10.01
*SPIDERM...7.3		73					12.55		11.14	8.25	9.55
COBBOURG...ZV B U		71					12.50		11.05	8.19	9.49
PORT HOPE...Z H O		65					12.40		10.55	8.10	9.40
WESLEYVILLE...6.1		69					12.32		10.45	8.01	9.30
NEWTONVILLE...4.1		78					12.27		10.35	7.54	9.23
LOVEKIN...Z N		75					12.22		10.25	7.48	9.16
*NESTLE...5.8											
BOWMANVILLE...ZV M A		80					12.12		10.10	7.37	9.05
DARLINGTON...4.9		80					12.05		9.55	7.28	8.54
Z OSHAWA...Z H W		76					11.57		9.45	7.20	8.46
Z WHITBY...W U O		74					11.47		9.32	7.13	8.38
AUDLEY...6.2		68					11.42		9.23	7.06	8.31
*CHERRYWOOD...8.8		79					11.36		9.12	6.57	8.22
*SARABORO...4.0											
Z AGINCOURT...ZRW G N		EBB W 55					11.27		8.55	6.45	8.10
*3rd FERRIS ST. Jct. Peterboro S.D.											
*WILFORD...2.9											
*DOHLANDS...1st C.N.R.											
Z LEASIDE...3.3	D O						11.12		8.30	6.25	7.50
*TORONTO TERMINALS...3.3	D N						11.23		8.40	6.30	7.50
*DON...2.0	U N						11.15		8.50	6.40	7.60
*TORONTO											

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. crossings and switching movements at these crossings must be protected by flagman, ten miles per hour over St. Paul St. mileage 18.4 and fifteen 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.

Railway passing at grade with C.N.R. at mileage 16.4—Inbrecked. With C.N.R. and Junction with MacIsaac S.D. at Medonte—Inbrecked.
 Medonte yard limits extend from yard limit boards east and north of Medonte to yard limit boards west of Coldwater and south of Port McNicoll.
 Port McNicoll yard limits extend east to yard limit board east of Hog Bay trestle and south to McNicollin.
 Trains must not exceed speed of five miles per hour over Hog Bay trestle just east of Port McNicoll.
 Haystack derrick operated with main truck switch 240 feet from switch at McNicollin. All trains must stop not less than 50 feet from derail and not proceed until main truck switch has been thrown clearing derail. Rear of trains from Midland to Port McNicoll must be clear of derail before main truck 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 McNicollin 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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34. 1—Interlocked Automatic. Junction with Hamilton S.D. at Hamilton Jct.—Interlocked; with Galt S.D. at Guolph Jct.—Automatic Signals. Railway crossing at grade with C.N.R. at mileage 109.5. Permanent Slow Stop at mileage 109.5 affecting westbound trains, which must not exceed schedule speed between Meneset and Goderich, and Permanent Slow Stop Mileage 5.6 affecting eastbound trains, which must not exceed schedule speed between Watertown North and Hamilton Jct.

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 Spur Line leading to Page Hersey plant at Guelph, without being protected by flagman.

Air Brake Rule 66A applies on all trains running from Watertown 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 95 between Hamilton and mileage 8, flagmen must go out 13 telegraph poles instead of 10 to equal 500 yards; 31 telegraph poles instead of 24 to equal 1,000 yards; 47 telegraph poles instead of 36 to equal 1,800 yards, and between mileage 8 and Guelph Junction, flagmen must go out 14 telegraph poles instead of 10 to equal 500 yards; 34 telegraph poles instead of 24 to equal 1,200 yards and 51 telegraph poles instead of 36 to equal 1,800 yards.

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

WESTBOUND TRAINS—INFERIOR DIRECTION

The sounding of steam whistles for any highway crossing or crossings within the limits of the City of Galt is prohibited except when necessary to prevent accident.

Railway crossing at grade with C.N.R. at mileage 32.5—interlocked; at mileage 74.16—interlocked; at mileage 87.5—interlocked; at mileage 111.7—interlocked Automatic. With U.S.R. mileage 114.6—interlocked.

Junction with Quebec Street Yard, Quebec Street—Interlocked

Trains must not exceed speed of ten miles per hour over Samuelson St. on
wyte at Galt, and over Bond St. east of Galt station. Cars must not be left
within 25 feet of street line, Dundas St.

Train movements over Kerr St. and Beverly St. on the Downtown Saur at Galt, and over Samuelson and Dundas Sts. on the wye tracks at Galt, and over Northumberland Ave. at Ayr, except on main tracks, must be protected by flagmen.

Highway crossing mileage 74.6 Drumbo must be flagged by a member of crew when occupying passing track with crossing cut.

Passenger trains are restricted to a speed of fifty-five miles per hour on curves between mileage 71 and mileage 72 and at Interkip Station.

Trains must not exceed schedule speed between Cooksville and Streetsville
Permanent Slow Post mileage 3.8. Trains on both tracks must not exceed
speed of forty-five miles per hour between this slow post and mileage 33.5.

Permanent Slow Post mileage 60. Eastbound trains must not exceed 40 miles per hour between this slow post and west switch at Galt.

Engines must not go beyond road crossing on McCarthy's mill siding. Streetsville. Engines heavier than D-10 class must not enter and lighter engines must move with caution entering G-R transfer tracks, Gail. Care must not be placed on treble Milton Brick siding, plant No. 1.

Trains between Obico and Tecumseh St., and between Tecumseh St. and Toronto will be governed by Toronto Terminals time table pages 14, 15 and 20

Operator Quebec St. will register first class trains and operator Guelph J. will register eastbound first class trains and Train No. 19 except when green signal is displayed by any section thereof, in which case conductor must register.

Eastbound trains may leave Adelaide St., London, and westbound trains may leave Ohio without terminal clearance.

Nos. 681 and 682 will register at Zorra.

Woodstock yard 11 miles extend from a point 1 000 feet east of the east switch Coakley to a point 1 000 feet west of the west switch at Jellicoe.

§ No. 37, No. 20, No. 22 and No. 38 will stop at Guelfh Jet. daily except Sundays and will stop on Flag on Sundays.

§No. 20 will stop on flag at Ayr for passengers for Toronto and points west
enough.

§ No. 22 will stop at Avy. Milton and Streetsville on Sundays to entrain passengers and will stop at Streetsville on Sundays to detrain passengers from London and west.

§ No. 21 will stop at Streetsville, Guelph Jct., Ayr and Zorra daily except Sunday and will stop on flag Sundays at Streetsville, Guelph Jct. and Ayr.

To comply with Rule 99, between Islington and Pusillach, flagmen must put 15 telegraph poles instead of 10 to equal 500 yards; 35 telegraph poles instead of 25 to equal 1,000 yards; and 56 to equal 1,400 yards.

instead of 24 equal 1200 yards and 5 telegraph poles instead of 36 to equal 1800 yards, and between Puslinch and Killen, flagman must go out 11 telegraph poles instead of 10 to equal 500 yards; 27 telegraph poles instead of 24 to equal 1200 yards, and 40 telegraph poles instead of 36 to equal 1800 yards, a

between Killean and London, flagmen must go out 13 telegraph poles instead of 10 to equal 500 yards; 30 telegraph poles instead of 24 to equal 1200 yards, and 45 telegraph poles instead of 36 to equal 1800 yards.

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

West Toronto 3 00 a.m.

Toronto—London	Lv. West Toronto	2.00 a.m.
Midsea, No. 71	Ar. London	10.00 a.m.
Toronto—St. Thomas	Lv. West Toronto	10.15 p.m.
Midsea, No. 73	Ar. St. Thomas	5.00 a.m.

[illegible]

[illegible]

fore passing under Sandwich St. bridge, unless signalled to proceed.

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

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

C—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 Essex 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 Road 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 track between Windsor M.C.R. Interchange and Lake Shore 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 cars 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."

WESTBOUND TRAINS—INFERIOR DIRECTION										EASTBOUND TRAINS—SUPERIOR DIRECTION																	
SECOND CLASS						FIRST CLASS				WINDSOR SUBDIVISION STATIONS						THIRD CLASS				SECOND CLASS				FOURTH CLASS			
903 Intermediate Freight 1 Daily	915 Intermediate Freight 1 Daily	37 Royal York 1 Daily	21 Royal York 1 Daily	635 Midland 1 Daily	19 Canadian 1 Daily	Miles from London	Telegraph and Telephone Office	Telegraph Calls	Car Capacity Passing Tracks	20 The Canadian 1 Daily	38 The Royal York 1 Daily	22 Owen Sound 1 Daily	904 Intermediate Freight 1 Daily	74 Intermediate Freight 1 Daily	902 Intermediate Freight 1 Daily	70 Intermediate Freight 1 Daily	72 Intermediate Freight 1 Daily	76 Intermediate Freight 1 Daily									
P.M. 8:50	A.M. 4:00	P.M. 8:25	P.M. 12:01	A.M. 3:40	P.M. 12:25	0	D N	LONDON, ZKD 0	71	A.M. 5:30	P.M. 11:35	P.M. 7:25	P.M. 12:50	P.M. 10:30	A.M. 2:00	A.M. 11:25	A.M. 4:20	A.M. 4:45									
9:05	4:10	8:30	12:06	3:45	12:29	3.9	T	HYDE PARK, 10:00	5:25	11:28	7:20	12:40	10:15	1:51	11:15	4:10	4:35										
9:15	4:20	8:33	12:09	3:49	12:32	6.9	T	KOMOKA, 10:00	5:22	11:25	7:17	12:34	10:03	1:46	11:05	4:00	4:20										
9:25	4:28	8:37	12:13	3:53	12:35	10.5	N	GAHADOOG, 10:00	5:18	11:21	7:13	12:27	9:50	1:40	10:55	3:45	4:08										
9:35	4:37	8:41	12:17	3:58	12:39	15.1	D N	WINDSOR, 10:00	5:14	11:16	7:08	12:17	9:35	1:25	10:45	3:30	3:58										
9:45	4:45	8:45	12:21	4:03	12:43	19.1	T	LONDON, 10:00	5:10	11:12	7:04	11:57	9:25	1:10	10:35	3:15	3:40										
9:56	5:03	8:51	12:26	4:11	12:49	25.7	T	APPIN, 10:00	5:03	11:05	6:57	11:48	9:10	1:00	10:20	3:00	3:25										
10:04	5:16	8:56	12:30	4:16	12:53	30.2	D	GLENGOE, 10:00	4:58	11:00	6:53	11:42	8:56	12:32	10:10	2:40	3:15										
10:14	5:28	9:03	12:36	4:24	12:59	37.3	T	NEWBURY, 10:00	4:51	10:53	6:46	11:32	8:36	12:18	9:55	2:15	3:00										
10:22	5:35	9:08	12:40	4:30	1:03	41.9	N	BOTHWELL, 10:00	4:47	10:48	6:42	11:25	8:26	12:09	9:45	2:00	2:50										
10:33	5:47	9:15	12:47	4:40	1:10	49.3	D	THAMESVILLE, 10:00	4:40	10:41	6:35	11:15	8:11	11:55	9:30	1:40	2:30										
10:43	5:55	9:21	12:52	4:50	1:15	54.7	T	KENT BRIDGE, 10:00	4:35	10:35	6:30	11:07	8:00	11:44	9:20	1:20	2:18										
10:50	6:00	9:25	12:55	4:54	1:18	58.1	T	ARKWOOD, 10:00	4:32	10:31	6:27	11:02	7:51	11:37	9:10	1:00	1:55										
11:22	6:25	9:30	1:00	5:00	1:23	63.2	Z	EAST END, WYO 10:00	4:27	10:25	6:22	10:55	7:40	11:22	9:00	12:15	1:23										
12:25	6:30	9:34	1:04	5:05	1:27	64.2	D N	CHATHAM, 10:00	4:23	10:21	6:18	10:48	7:16	11:02	8:51	12:15	1:25										
12:35	6:38	9:42	1:12	5:23	1:35	65.2	T	WEST END, 10:00	4:15	10:13	6:10	10:40	7:13	10:59	8:43	11:55	1:23.5										
12:47	6:46	9:48	1:18	5:30	1:42	70.9	T	RINGOLD, 10:00	4:09	10:07	6:05	10:32	7:01	10:50	8:35	11:45	1:20										
12:57	6:53	9:53	1:23	5:37	1:48	76.0	Z	JEANETTE, 10:00	4:04	10:02	6:00	10:25	6:51	10:40	8:26	11:35	1:10										
1:10	6:59	9:59	1:29	5:43	1:53	79.9	D	TILBURY, 10:00	4:00	9:57	5:55	10:19	6:43	10:32	8:20	11:25	1:00										
1:25	7:10	10:06	1:36	5:51	1:59	85.9	D	HAYDOFT, 10:00	3:54	9:50	5:47	10:10	6:31	10:20	8:05	11:00	1:48										
1:33	7:20	10:11	1:40	5:56	2:03	90.1	Z	ST. JOACHIM, 10:00	3:50	9:46	5:43	10:04	6:23	10:11	7:55	10:45	1:38										
1:41	7:30	10:15	1:44	6:01	2:07	94.2	D	BELLE RIVER, 10:00	3:46	9:41	5:38	9:58	6:15	9:43	7:30	10:25	1:29										
2:14	7:50	10:23	1:51	6:09	2:14	101.0	D	ELMSHEAD, 10:00	3:39	9:34	5:31	9:48	6:00	9:30	7:10	10:10	1:15										
2:55	8:10	10:30	1:58	6:18	2:22	108.1	D N	WALKERVILLE, 10:00	3:32	9:27	5:24	9:38	5:45	9:15	6:50	9:55	1:00										
3:05	8:20	10:33	2:01	6:21	2:24	109.8	* P.M.R. 1CT *ZLAKSHORETOWER *KZWINDSOR YARD, KCW/WA.	3:29	9:24	5:21		9:34	5:37	9:10	6:40	9:50	10:55										
A.M.	A.M.					111.2	D N	WINDSOR (M.C.R.) R D I	3:25	9:20	5:15	9:30	5:30	9:00	6:30	9:40	10:45										
A.M.	A.M.					111.5	D N	DETROIT (M.C.R.) F	3:05	9:00	4:55																
a Daily 903	a Daily 915	a Daily 37	a Daily 21	a Daily 635	a Daily 19	114.2	*No passing track.		20	38	22		904	74	902	70	72	76									

Railway crossing with S.R. at mileage 0-0—interlocked Automatic; with M.C.R. at mileage 2-7—interlocked Automatic; with C.N.R. at mileage 6-3, 7—interlocked; with P.M.R. and Junction at mileage 53-7—interlocked; with C.N.R. at mileage 65-1—interlocked; at mileage 69-9—interlocked Automatic; with P.M.R. and Junction at mileage 108-1—interlocked; with E.I.R. and East Chatham, and over St. George St., London.

Trains must not exceed speed of ten miles per hour through Chatham, and must not exceed speed of five miles per hour over West Street, on City industrial spur and Haldry's Sliding, Chatham.

Switching movements over West Street, also over Richmond St., on City industrial spur and Haldry's Sliding, Chatham, must be made by hand.

Before making movements west out of Fright shed tracks over West St., Chatham, a member of train crew must start wdg way operating as per instructions in control box.

Cars must not be left standing within 100 feet of Randolph Street, Chatham and movements on back track over End Street must be made by hand.

Chatham extended from west switch West End to yard limit board 4200 feet east of east switch East End.

Yard limits Windsor. Yard extend to 25 feet east of Lake Shore Tower.
D-10 or heavier class engines must not use north or south sidings at Zakoor's plant, and M-4 or heavier class engines must not use shod tracks at Chatham.
See page 11 for special instructions, London Termini.
To comply with Rule 99, between London and Phoenix, Gamma must go out 13 telegraph poles instead of 10 to equal 500 yards. 30 telegraph poles instead of 25 to equal 375 yards. 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.
No. 903 Interests Freight due to arrive Windsor 3.30 a.m.
No. 915 Interests Freight due to arrive Windsor 8.30 a.m.

WESTBOUND TRAINS INFERIOR DIRECTION				ST. THOMAS SUBDIVISION				EASTBOUND TRAINS SUPERIOR DIRECTION			
CLASS	SECOND CLASS	THIRD CLASS	Freight	STATIONS	Telegraph Calls	STATIONS	Telegraph Calls	SECOND CLASS	THIRD CLASS	Freight	STATIONS
73	660	655	659	656	78	659	656	78	659	656	78
1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
2.45	11.15	10.11	5.29	5.40	3.35	5.29	5.40	3.35	5.29	5.40	3.35
3.05	11.26	10.11	5.49	5.59	3.45	5.49	5.59	3.45	5.49	5.59	3.45
3.23	11.38	10.25	5.59	6.09	3.55	5.59	6.09	3.55	5.59	6.09	3.55
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
4.05	12.12	11.19	6.19	6.19	4.05	6.19	6.19	4.05	6.19	6.19	4.05
4.20	12.26	11.33	6.29	6.29	4.20	6.29	6.29	4.20	6.29	6.29	4.20
4.35	12.41	11.48	6.39	6.39	4.35	6.39	6.39	4.35	6.39	6.39	4.35
5.00	1.00	12.00	6.49	6.49	4.50	6.49	6.49	4.50	6.49	6.49	4.50
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
5.00	1.10	12.10	6.59	6.59	5.00	6.59	6.59	5.00	6.59	6.59	5.00
5.15	1.20	12.20	7.09	7.09	5.15	7.09	7.09	5.15	7.09	7.09	5.15
5.30	1.30	12.30	7.19	7.19	5.30	7.19	7.19	5.30	7.19	7.19	5.30
5.45	1.40	12.40	7.29	7.29	5.45	7.29	7.29	5.45	7.29	7.29	5.45
6.00	1.50	12.50	7.39	7.39	6.00	7.39	7.39	6.00	7.39	7.39	6.00
6.15	2.00	1.00	7.49	7.49	6.15	7.49	7.49	6.15	7.49	7.49	6.15
6.30	2.10	1.10	7.59	7.59	6.30	7.59	7.59	6.30	7.59	7.59	6.30
6.45	2.20	1.20	8.09	8.09	6.45	8.09	8.09	6.45	8.09	8.09	6.45
7.00	2.30	1.30	8.19	8.19	7.00	8.19	8.19	7.00	8.19	8.19	7.00
7.15	2.40	1.40	8.29	8.29	7.15	8.29	8.29	7.15	8.29	8.29	7.15
7.30	2.50	1.50	8.39	8.39	7.30	8.39	8.39	7.30	8.39	8.39	7.30
7.45	3.00	2.00	8.49	8.49	7.45	8.49	8.49	7.45	8.49	8.49	7.45
8.00	3.10	2.10	8.59	8.59	8.00	8.59	8.59	8.00	8.59	8.59	8.00
8.15	3.20	2.20	9.09	9.09	8.15	9.09	9.09	8.15	9.09	9.09	8.15
8.30	3.30	2.30	9.19	9.19	8.30	9.19	9.19	8.30	9.19	9.19	8.30
8.45	3.40	2.40	9.29	9.29	8.45	9.29	9.29	8.45	9.29	9.29	8.45
9.00	3.50	2.50	9.39	9.39	9.00	9.39	9.39	9.00	9.39	9.39	9.00
9.15	4.00	2.60	9.49	9.49	9.15	9.49	9.49	9.15	9.49	9.49	9.15
9.30	4.10	2.70	9.59	9.59	9.30	9.59	9.59	9.30	9.59	9.59	9.30
9.45	4.20	2.80	10.09	10.09	9.45	10.09	10.09	9.45	10.09	10.09	9.45
10.00	4.30	2.90	10.19	10.19	10.00	10.19	10.19	10.00	10.19	10.19	10.00
10.15	4.40	3.00	10.29	10.29	10.15	10.29	10.29	10.15	10.29	10.29	10.15
10.30	4.50	3.10	10.39	10.39	10.30	10.39	10.39	10.30	10.39	10.39	10.30
10.45	5.00	3.20	10.49	10.49	10.45	10.49	10.49	10.45	10.49	10.49	10.45
11.00	5.10	3.30	10.59	10.59	11.00	10.59	10.59	11.00	10.59	10.59	11.00
11.15	5.20	3.40	11.09	11.09	11.15	11.09	11.09	11.15	11.09	11.09	11.15
11.30	5.30	3.50	11.19	11.19	11.30	11.19	11.19	11.30	11.19	11.19	11.30
11.45	5.40	4.00	11.29	11.29	11.45	11.29	11.29	11.45	11.29	11.29	11.45
12.00	5.50	4.10	11.39	11.39	12.00	11.39	11.39	12.00	11.39	11.39	12.00
12.15	6.00	4.20	11.49	11.49	12.15	11.49	11.49	12.15	11.49	11.49	12.15
12.30	6.10	4.30	11.59	11.59	12.30	11.59	11.59	12.30	11.59	11.59	12.30
12.45	6.20	4.40	12.09	12.09	12.45	12.09	12.09	12.45	12.09	12.09	12.45
1.00	6.30	4.50	12.19	12.19	1.00	12.19	12.19	1.00	12.19	12.19	1.00
1.15	6.40	4.60	12.29	12.29	1.15	12.29	12.29	1.15	12.29	12.29	1.15
1.30	6.50	4.70	12.39	12.39	1.30	12.39	12.39	1.30	12.39	12.39	1.30
1.45	7.00	4.80	12.49	12.49	1.45	12.49	12.49	1.45	12.49	12.49	1.45
1.60	7.10	4.90	12.59	12.59	1.60	12.59	12.59	1.60	12.59	12.59	1.60
1.75	7.20	5.00	1.09	1.09	1.75	1.09	1.09	1.75	1.09	1.09	1.75
1.90	7.30	5.10	1.19	1.19	1.90	1.19	1.19	1.90	1.19	1.19	1.90
2.05	7.40	5.20	1.29	1.29	2.05	1.29	1.29	2.05	1.29	1.29	2.05
2.20	7.50	5.30	1.39	1.39	2.20	1.39	1.39	2.20	1.39	1.39	2.20
2.35	8.00	5.40	1.49	1.49	2.35	1.49	1.49	2.35	1.49	1.49	2.35
2.50	8.10	5.50	1.59	1.59	2.50	1.59	1.59	2.50	1.59	1.59	2.50
2.65	8.20	5.60	1.69	1.69	2.65	1.69	1.69	2.65	1.69	1.69	2.65
2.80	8.30	5.70	1.79	1.79	2.80	1.79	1.79	2.80	1.79	1.79	2.80
2.95	8.40	5.80	1.89	1.89	2.95	1.89	1.89	2.95	1.89	1.89	2.95
3.10	8.50	5.90	1.99	1.99	3.10	1.99	1.99	3.10	1.99	1.99	3.10
3.25	9.00	6.00	2.09	2.09	3.25	2.09	2.09	3.25	2.09	2.09	3.25
3.40	9.10	6.10	2.19	2.19	3.40	2.19	2.19	3.40	2.19	2.19	3.40
3.55	9.20	6.20	2.29	2.29	3.55	2.29	2.29	3.55	2.29	2.29	3.55
4.10	9.30	6.30	2.39	2.39	4.10	2.39	2.39	4.10	2.39	2.39	4.10
4.25	9.40	6.40	2.49	2.49	4.25	2.49	2.49	4.25	2.49	2.49	4.25
4.40	9.50	6.50	2.59	2.59	4.40	2.59	2.59	4.40	2.59	2.59	4.40
4.55	10.00	6.60	2.69	2.69	4.55	2.69	2.69	4.55	2.69	2.69	4.55
5.10	10.10	6.70	2.79	2.79	5.10	2.79	2.79	5.10	2.79	2.79	5.10
5.25	10.20	6.80	2.89	2.89	5.25	2.89	2.89	5.25	2.89	2.89	5.25
5.40	10.30	6.90	2.99	2.99	5.40	2.99	2.99	5.40	2.99	2.99	5.40
5.55	10.40	7.00	3.09	3.09	5.55	3.09	3.09	5.55	3.09	3.09	5.55
6.10	10.50	7.10	3.19	3.19	6.10	3.19	3.19	6.10	3.19	3.19	6.10
6.25	11.00	7.20	3.29	3.29	6.25	3.29	3.29	6.25	3.29	3.29	6.25
6.40	11.10	7.30	3.39	3.39	6.40	3.39	3.39	6.40	3.39	3.39	6.40
6.55	11.20	7.40	3.49	3.49	6.55	3.49	3.49	6.55	3.49	3.49	6.55
7.10	11.30	7.50	3.59	3.59	7.10	3.59	3.59	7.10	3.59	3.59	7.10
7.25	11.40	8.00	3.69	3.69	7.25	3.69	3.69	7.25	3.69	3.69	7.25
7.40	11.50	8.10	3.79	3.79	7.40	3.79	3.79	7.40	3.79	3.79	7.40
7.55	12.00	8.20	3.89	3.89	7.55	3.89	3.89	7.55	3.89	3.89	7.55
8.10	12.10	8.30	3.99	3.99	8.10	3.99	3.99	8.10	3.99	3.99	8.10
8.25	12.20	8.40	4.09	4.09	8.25	4.09	4.09	8.25	4.09	4.09	8.25
8.40	12.30	8.50	4.19	4.19	8.40	4.19	4.19	8.40	4.19	4.19	8.40
8.55	12.40	9.00	4.29	4.29	8.55	4.29	4.29	8.55	4.29	4.29	8.55
9.10	12.50	9.10	4.39	4.39	9.10	4.39	4.39	9.10	4.39	4.39	9.10
9.25	1.00	9.20	4.49	4.49	9.25	4.49	4.49	9.25	4.49	4.49	9.25
9.40	1.10	9.30	4.59	4.59	9.40	4.59	4.59	9.40	4.59	4.59	9.40
9.55	1.20	9.40	4.69	4.69	9.55	4.69	4.69	9.55	4.69	4.69	9.55
10.10	1.30	9.50	4.79	4.79	10.10	4.79	4.79	10.10	4.79	4.79	10.10
10.25	1.40	10.00	4.89	4.89	10.25	4.89	4.89	10.25	4.89	4.89	10.25
10.40	1.50	10.10	4.99	4.99	10.40	4.99	4.99	10.40	4.99	4.99	10.40
10.55	2.00	10.20	5.09	5.09	10.55	5.09	5.09	10.55	5.09	5.09	10.55
11.10	2.10	10.30	5.19	5.19	11.10	5.19	5.19	11.10	5.19	5.19	11.10
11.25	2.20	10.40	5.29	5.29	11.25	5.29	5.29	11.25	5.29	5.29	11.25
11.40	2.30	10.50	5.39	5.39	11.40	5.39	5.39	11.40	5.39	5.39	11.40
11.55	2.40	11.00	5.49	5.49	11.55	5.49	5.49	11.55	5.49	5.49	11.55
12.10	2.50	11.10	5.59	5.59	12.10	5.59	5.59	12.10	5.59	5.59	12.10
12.25	2.60	11.20	5.69	5.69	12.25	5.69	5.69	12.25	5.69	5.69	12.25
12.40	2.70	11.30	5.79	5.79	12.40	5.79	5.79	12.40	5.79	5.79	12.40
12.55	2.80	11.40	5.89	5.89	12.55	5.89	5.89	12.55	5.89	5.89	12.55
1.10	2.90	11.50	5.99	5.99	1.10	5.99	5.99	1.10	5.99	5.99	1.10
1.25	3.00	12.00	6.09	6.09	1.25	6.09	6.09	1.25	6.09	6.09	1.25
1.40	3.10	12.10	6.19	6.19	1.40	6.19	6.19	1.40	6.19	6.19	1.40
1.55	3.20	12.20	6.29	6.29	1.55	6.29	6.29	1.55	6.29	6.29	1.55
2.10	3.30	12.30	6.39	6.39	2.10	6.39	6.39	2.10	6.39	6.39	2.10
2.25	3.40	12.40	6.49	6.49	2.25	6.49	6.49	2.25	6.49	6.49	2.25
2.40	3.50	12.50	6.59	6.59	2.40</						

WESTBOUND TRAINS—INFERIOR DIRECTION

WESTBOUND TRAINS—INFERIOR DIRECTION															Miles		Telegraph and Telephone Office	
FIRST CLASS																		
	635	27	3	19	619	35	707	37	703	25	601	21	705	33				
	The Michigan ec. Sec.	See Daily	The Daily	The Daily	Toronto ec. Sec.	Toronto ec. Sec.	Open Rd. ec. Sec.	Open Rd. ec. Sec.	St. Clair ec. Sec.	St. Clair ec. Sec.	St. Clair ec. Sec.	St. Clair ec. Sec.	St. Clair ec. Sec.	St. Clair ec. Sec.				
	a. Daily ec. Sec.	a. Daily	a. Daily	a. Daily	a. Sec.	a. Daily ec. Sec.	a. Daily ec. Sec.	a. Daily	a. Wild and ec. Sec.	a. Daily ec. Sec.	a. Daily ec. Sec.	a. Daily ec. Sec.	a. Daily ec. Sec.	a. Daily ec. Sec.	103.8	D N		
	635	27	3	19	619	35	707	37	703	25	601	21	705	33	107.1	D N		
															102.0	D N		
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WESTBOUND TRAINS—INFERIOR DIRECTION

[illegible]

EASTBOUND TRAINS—SUPERIOR DIRECTION

[illegible]

Railway crossing at grade with C.N.R. at mileage 5.27.—Interlocked with C.N.R. and with Moctri S.D. and junction with Moctri S.D. at mileage 5.9.—Interlocked. Passenger trains are restricted to a speed of fifty miles per hour on curves.

WESTBOUND TRAINS—INFERIOR DIRECTION

[illegible]

EASTBOUND TRAINS—SUPERIOR DIRECTION

[illegible]

Junction with C.N.R. at Canpa—Interlocked. With Galt S.D. at Obico—Automatic Signals.

TORONTO TERMINALS

STATIONS	Telegraph Calls		FRIED CLASS													
	See Schedule a Daily	The Canadian a Daily	The Canadian a Daily	Parkdale a Daily	Midland a Daily	Stambridge a Daily	Owen Sound a Daily	Thornhill a Daily	26 a Daily	602 a Daily	708 a Daily	632 a Daily	Owen Sound a Daily	34 a Daily		
LEASIDE	D O	D N	D N	8 9:02	8 9:14	A.M.	NOON	P.M.	8 3:50	8 5:21	8 9:30	8 9:45	8 11:12	8 11:23		
TORONTO	YR UN	6:15	6:30	8:30	8:45	8:52	9:30	11:30	12:00	2:30	3:50	5:15	9:30	10:55		
BATHURST ST.																
TECUMSEH ST.																
PARKDALE																
WEST TORONTO	XKCW J U	6:05	6:20	8:20	8:20	8:20	8:20	11:20	11:52	2:20	3:40	5:22	9:22	10:15		
LAMBTON	X	5:55	6:10	8:12	8:08	8:05	11:11	11:45	2:12	3:32	5:10	9:15	9:30	10:07		
ISLINGTON	X NS															
OBICO	XY															
JA. CH. S.D.																
* No passing track.	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily		
	28	4	20	620	36	704	706	38	26	602	708	632	22	34		

Railway crossing at grade with C.N.R. on Industrial tracks, Front St.—Not Interlocked; on Queen's Wharf—Interlocked; at Tecumseh Street—Interlocked; at West Toronto and Junction with Matier S.D.—Interlocked.

Trains must not exceed speed of ten miles per hour over Summerhill Ave., just east of North Toronto yard, and over lane on Abolter lead track between Ryding Ave. and St. Clair Ave. Four miles per hour when turning equipment on loop at John St. roundhouse. Three miles per hour on Canada Mailing Co.'s Sidings.

Passenger trains are restricted to a speed of fifty-five miles per hour on curves between Leaside and Don. All movements over the following crossings must be protected by a flagman:

C.N.R. switching leads Hanna and Liberty Streets and Jefferson and Liberty Streets, Parkdale.

St. Clair Ave. Stockyard lead.

All public street crossings on Harbour Commission Tracks and all public street crossings on low level tracks between Don Station and Church St.

Royce Ave. into Dominion Radiator and Dodge Motors. Bloor St. mileages 8, 9, Galt S.D., except on main track.

Switching on sidings serving the Canada Steamship Lines (Harbour Front) is restricted to between the hours of midnight and 5:00 a.m. during season open navigation; and between 6:00 p.m. and 5:00 a.m. during season closed navigation.

The Toronto Terminals Railway Company's tracks extend from a point just west of Tecumseh St. to a point just west of the Don—See page 20 for special instructions governing the movement of trains in this territory.

All tracks within Toronto Terminals from yard limit board located at Mileage 102.3 Oshawa S.D. to yard limit board 1300 feet west of the west wye switch Obico, except the territory operated by the Toronto Terminals Railway Company between Don and Tecumseh Street, will be considered within yard limits. Rule 93 applying accordingly. Movements not arranged by timetable or train order may be made in the direction of current of traffic between Obico and Tecumseh Street. The main direction of traffic is from Obico to Tecumseh Street. Trains or yard engines must be positioned, before taking the crossover switch at any point to use opposite track in the direction of current of traffic, that such track has not been singled. Trains or yard engines coming on to the Galt S.D. at Obico must not foul the main track until they have ascertained the movement of first class trains. During foggy weather and during snow storms extra precautions must be taken.

The sounding of steam whistles within Toronto City Limits for the purpose of signalling, in making up trains, or approaching highway crossings, is prohibited except when necessary to prevent accident.

Eastbound trains from Camps may leave Obico without terminal clearance.

Operations West Toronto will register Galt S.D. first-class trains.

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

Brace Division train dispatchers will issue train orders between Obico and Camps.

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

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

Staff System Absolute between Tecumseh Street Tower and Front Street Tower on King Street Lead.

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

To comply with Rule 99 between Leaside and Don, Tecumseh St. and West Toronto, Leaside and West Toronto via North Toronto, 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, 35 telegraph poles instead of 30 to equal 1500 yards, 52 telegraph poles instead of 46 to equal 2300 yards, 35 telegraph poles instead of 24 to equal 1200 yards, 52 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.

No. 902. Interstate Freight due to arrive West Toronto 7:00 a.m.; leave 8:00 a.m. daily.

No. 910. Montreal Merchandise due to leave West Toronto 5:55 p.m. except Saturday and Sunday.

No. 904. Interstate Freight due to arrive West Toronto 6:00 p.m.; leave 7:25 p.m. daily.

No. 906. Montreal Freight due to leave West Toronto 11:30 p.m. daily.

No. 954. Western Stock due to arrive West Toronto 6:00 p.m. daily.

No. 905. Toronto Mide due to arrive Parkdale 5:30 a.m.; King St. Shed 6:00 a.m. except Sun. and Mon.

No. 903. Interstate Freight due to arrive West Toronto 1:30 p.m.; leave 2:45 p.m. daily.

No. 915. Interstate Freight due to arrive West Toronto 9:00 p.m.; leave 10:10 p.m. daily.

No. 955. Sudbury Mide due to leave Parkdale 7:00 p.m. except Sunday.

No. 909. Ontario Freight due to arrive West Toronto 8:30 p.m. daily.

EASTBOUND TRAINS—SUPERIOR DIRECTION

Trains must not exceed speed of forty miles per hour on curves between Hamilton Jct. and Hamilton Junction with G.N.R. and with Goddards S.D. at Hamilton Jct.—Interlocked.

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

DeLuna, G. and Hamilton 1st

TRUCKS and timbers between Main St. and Kinnear Yard and between Main St. and Aberdeen Yard

Movements not authorized by flagmen or train order may be made in the direction of current of traffic, between Hamilton Junction and Main Street if road signals indicate the line is clear, and such movements may be made between these points on the three of superior tracks in the same direction provided they are kept sufficiently clear of first class trains to avoid delay. West-bound trains may leave Hamilton Junction without obtaining terminal clearance. Trains must not enter double track at Main Street for movement to Hamilton Junction without obtaining terminal clearance from the operator at Aberdeen.

The sounding of steam whistles in the City Limits at Hamilton for the purpose of signaling 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, two and Main St. when moving eastbound and must not exceed speed of six miles per hour over Des Moines Canal bridge mileage 37.6 in either direction, and G-3, G-4, H-1 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 and Main St. firemen must go out 13 telegraph poles instead of 10 to comply with Rule 99, between Hamilton Jct. and Main St. firemen 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.

TIME TABLE No. 91. APRIL 28th, 1940

Railway crossing 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 44.6—Interlocked; at mileage 58.09—Interlocked; 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

Fifty miles per hour on curves between mileage 18.0 and 97.0; and between mileage 97.5 and 99.5; between mileage 104.0 and 106.0; and between mileage 114.0 and 115.5.

Sixty miles per hour on 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 28 cars. Switch at south end.

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

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

Train crew switching in MacTier yard must use extra care when shoving into north 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 train will take siding at crossover switch immediately south of station. Southbound trains will not foul this switch until properly cleared.

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

Movements over Dennison 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.

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.

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; 45 telegraph poles instead of 36 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 1200 yards; 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.

NORTHBOUND TRAINS—INFERIOR DIRECTION												SOUTHBOUND TRAINS—SUPERIOR DIRECTION											
SECOND CLASS						FIRST CLASS						THIRD CLASS						FOURTH CLASS					
955	953	27	3	703	25	Miles from West Toronto	Telegraph and Telephone Office	SUBDIVISION STATIONS		Telegraph Calls	Car Capacity	28	4	704	26	954	80	82	84				
Station	Station	Station	Station	Station	Station						Per Hour	Per Hour	Per Hour	Per Hour	Per Hour	Per Hour	Per Hour	Per Hour	Per Hour				
7:25 P.M.	9:55 A.M.	11:15 P.M.	12:10 P.M.	1:30 P.M.	9:50 A.M.							A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.				
7:25	9:55	11:15	12:10	1:30	9:50	1.0	DN	TORONTO	KUN			5:55	6:10	8:11	3:32	5:05	9:20	1:30	9:45				
7:32	10:02	11:44	11:23	1:55	9:56	3.0	DN	WEST TORONTO	KUN			5:48	6:04	11:05	3:25	4:57	9:13	1:20	9:35				
7:43	10:13	11:54	11:33	2:03	9:58	3.8	DN	TRENTON	NG			5:46			3:23								
7:52	10:21	12:02	11:42	2:09	10:05	8.0	DN	WESTON	NG			5:40	5:58	10:57	3:15	4:48	9:03	1:08	9:25				
						11.8	DN	EMERY	NG			5:34	5:53	10:51	3:08	4:40	8:55	12:55	9:15				
						14.1	DN	ZW. WOODBRIDGE	WE														
						16.7	DN	ELDER	KG			5:26	5:47	10:43	2:59	4:30	8:45	12:38	9:00				
						21.6	DN	KLEINBURG	KG			5:18	5:41	10:35	2:51	4:20	8:35	12:25	8:45				
						26.0	DN	BOLTON	ZW			5:12	5:35	10:30	2:44	4:10	8:25	12:10	8:26				
8:26	11:10	12:27	12:07	2:28	10:42	28.8	DN	HUMBER	BO						2:39	4:00	8:15	11:55	8:10				
						31.3	DN	CEDAR MILLS								3:48	8:05	11:45	7:55				
8:37	11:20	12:34	12:14	2:34	10:52	35.4	DN	PALGRAVE				5:04	5:28	10:24	2:34	3:48	7:55	11:33	7:42				
8:47	11:27	12:40	12:19	2:41	11:05	38.9	DN	TOTTENHAM				4:50	5:22	10:19	2:26	3:38	7:40	11:15	7:28				
8:56	11:33	12:45	12:24	2:48	11:16	45.1	DN	BETON				4:40	5:07	10:07	2:07	3:10	7:25	10:59	7:15				
9:08	11:43	12:54	12:32	2:58	11:15	51.8	DN	ALLISTON	ZW			4:30	4:58	9:59	1:57								
9:20	11:54	1:05	12:41	3:10	11:26	52.8	DN	BAKER								2:37	7:10	10:46	7:00				
						58.9	DN	YPPRES				4:19	4:47	9:50	1:46	2:25	7:00	10:35	6:48				
9:33	12:06	1:16	12:51	3:21	11:37	63.4	DN	ESSA				4:12	4:40	9:45	1:38	2:15	6:50	10:25	6:35				
9:43	12:15	1:24	12:57	3:28	11:45	67.2	DN	MAG				4:05	4:30	9:41	1:31	1:58	6:30	10:10	6:20				
9:53	12:21	1:31	1:03	3:34	11:52	73.9	DN	MIDHURST	ZW			4:05	4:30	9:33	1:20	1:40	6:15	9:55	6:02				
						79.7	DN	GRAITHURST	Z			3:54	4:19	9:24	1:08	1:25	6:05	9:42	5:50				
10:08	12:31	1:42	1:15	3:44	12:03	81.7	DN	CARLEY	W			3:43	4:09	9:17	1:00		5:55	9:30	5:35				
10:23	12:43	1:53	1:25	3:55	12:15	87.1	DN	EADY				3:35	4:02	9:12			5:45	9:15	5:17				
10:33	1:00	2:00	1:32	4:03	12:24	90.3	DN	PORTSWITCH				3:28	3:56	9:04			5:30	9:00	5:05				
						95.2	DN	SEVERN FALLS	Z			3:23	3:50	8:56			5:25	8:47	4:52				
10:45	1:12	2:07	1:39	4:09	12:30	103.1	DN	BUCKSKIN	ZW			3:10	3:39	8:48			5:15	8:35	4:40				
						103.8	DN	SEVERN FALLS	Z			3:02	3:29	8:40			5:05	8:20	4:25				
11:05	1:25	2:25	2:37	4:15	12:35	110.3	DN	DARLING				3:02	3:29	8:32			4:55	8:00	4:00				
11:25	1:35	2:35	2:47	4:25	12:40	114.9	DN	BALA	Q			2:55	3:22	8:24			4:40	7:45	3:55				
11:35	1:45	2:45	2:57	4:35	12:45	119.2	DN	RODRICK				2:47	3:13	8:16			4:30	7:30	3:50				
11:45	1:55	2:55	3:07	4:45	12:50	122.0	DN	DUFFY				2:35	3:00	8:08			4:15	7:15	3:45				
						126.9	DN	MAC TIER	KA			2:25	2:50	8:00			4:00	7:00	3:40				
955	953	27	3	703	25			*No passing track.				28	4	704	26	954	80	82	84				

NORTHBOUND TRAINS INFERIOR DIRECTION									
SECOND CLASS	FIRST CLASS	Miles from Stoughton	Telegraph Office	STATIONS	Telegraph Calls	THIRD CLASS	RECORD CLASS	FIRST CLASS	THIRD CLASS
748 Mixed ex. Sun.	707 Over Sound ex. Sun.	705 Over Sound ex. Sun.	D N	STREETSVILLE, ZYBW J C	706 Over Sound ex. Sun.	706 Over Sound ex. Sun.	753 Train Mixed ex. Sun.	707 Over Sound ex. Sun.	715 Freight ex. Sun.
6.15	6.15	8.57			11.15	8.48	10.35	7.30	8.15
6.19	6.19	9.02			11.10	8.44	10.30	7.25	8.10
6.23	6.23	9.06			11.06	8.39	10.25	7.20	8.05
6.30	6.30	9.12			11.03	8.33	10.20	7.15	8.00
6.37	6.37	9.20			10.51	8.20	10.15	7.10	7.55
6.44	6.44	9.28			10.44	8.13	10.10	7.05	7.50
6.49	6.49	9.34			10.39	8.08	10.05	7.00	7.45
6.57	6.57	9.43			10.31	8.00	10.00	6.55	7.40
7.02	7.02	9.49			10.25	7.55	9.55	6.50	7.35
7.08	7.08	9.57			10.19	7.49	9.50	6.45	7.30
7.13	7.13	10.02			10.15	7.45	9.45	6.40	7.25
7.20	7.20	10.10			10.10	7.40	9.40	6.35	7.20
7.25	7.25	10.15			10.05	7.35	9.35	6.30	7.15
7.30	7.30	10.20			10.00	7.30	9.30	6.25	7.10
7.35	7.35	10.25			9.55	7.25	9.25	6.20	7.05
7.40	7.40	10.30			9.50	7.20	9.20	6.15	7.00
7.45	7.45	10.35			9.45	7.15	9.15	6.10	6.55
7.50	7.50	10.40			9.40	7.10	9.10	6.05	6.50
7.55	7.55	10.45			9.35	7.05	9.05	6.00	6.45
8.00	8.00	10.50			9.30	7.00	9.00	5.55	6.40
8.05	8.05	10.55			9.25	6.55	8.55	5.50	6.35
8.10	8.10	11.00			9.20	6.50	8.50	5.45	6.30
8.15	8.15	11.05			9.15	6.45	8.45	5.40	6.25
8.20	8.20	11.10			9.10	6.40	8.40	5.35	6.20
8.25	8.25	11.15			9.05	6.35	8.35	5.30	6.15
8.30	8.30	11.20			9.00	6.30	8.30	5.25	6.10
8.35	8.35	11.25			8.55	6.25	8.25	5.20	6.05
8.40	8.40	11.30			8.50	6.20	8.20	5.15	6.00
8.45	8.45	11.35			8.45	6.15	8.15	5.10	5.55
8.50	8.50	11.40			8.40	6.10	8.10	5.05	5.50
8.55	8.55	11.45			8.35	6.05	8.05	5.00	5.45
9.00	9.00	11.50			8.30	6.00	8.00	4.55	5.40
9.05	9.05	11.55			8.25	5.55	7.55	4.50	5.35
9.10	9.10	12.00			8.20	5.50	7.50	4.45	5.30
9.15	9.15	12.05			8.15	5.45	7.45	4.40	5.25
9.20	9.20	12.10			8.10	5.40	7.40	4.35	5.20
9.25	9.25	12.15			8.05	5.35	7.35	4.30	5.15
9.30	9.30	12.20			8.00	5.30	7.30	4.25	5.10
9.35	9.35	12.25			7.55	5.25	7.25	4.20	5.05
9.40	9.40	12.30			7.50	5.20	7.20	4.15	5.00
9.45	9.45	12.35			7.45	5.15	7.15	4.10	4.55
9.50	9.50	12.40			7.40	5.10	7.10	4.05	4.50
9.55	9.55	12.45			7.35	5.05	7.05	4.00	4.45
10.00	10.00	12.50			7.30	5.00	7.00	3.55	4.40
10.05	10.05	12.55			7.25	4.55	6.55	3.50	4.35
10.10	10.10	13.00			7.20	4.50	6.50	3.45	4.30
10.15	10.15	13.05			7.15	4.45	6.45	3.40	4.25
10.20	10.20	13.10			7.10	4.40	6.40	3.35	4.20
10.25	10.25	13.15			7.05	4.35	6.35	3.30	4.15
10.30	10.30	13.20			7.00	4.30	6.30	3.25	4.10
10.35	10.35	13.25			6.55	4.25	6.25	3.20	4.05
10.40	10.40	13.30			6.50	4.20	6.20	3.15	4.00
10.45	10.45	13.35			6.45	4.15	6.15	3.10	3.55
10.50	10.50	13.40			6.40	4.10	6.10	3.05	3.50
10.55	10.55	13.45			6.35	4.05	6.05	3.00	3.45
11.00	11.00	13.50			6.30	4.00	6.00	2.55	3.40
11.05	11.05	13.55			6.25	3.55	5.55	2.50	3.35
11.10	11.10	14.00			6.20	3.50	5.50	2.45	3.30
11.15	11.15	14.05			6.15	3.45	5.45	2.40	3.25
11.20	11.20	14.10			6.10	3.40	5.40	2.35	3.20
11.25	11.25	14.15			6.05	3.35	5.35	2.30	3.15
11.30	11.30	14.20			6.00	3.30	5.30	2.25	3.10
11.35	11.35	14.25			5.55	3.25	5.25	2.20	3.05
11.40	11.40	14.30			5.50	3.20	5.20	2.15	3.00
11.45	11.45	14.35			5.45	3.15	5.15	2.10	2.55
11.50	11.50	14.40			5.40	3.10	5.10	2.05	2.50
11.55	11.55	14.45			5.35	3.05	5.05	2.00	2.45
12.00	12.00	14.50			5.30	3.00	5.00	1.55	2.40
12.05	12.05	14.55			5.25	2.55	4.55	1.50	2.35
12.10	12.10	15.00			5.20	2.50	4.50	1.45	2.30
12.15	12.15	15.05			5.15	2.45	4.45	1.40	2.25
12.20	12.20	15.10			5.10	2.40	4.40	1.35	2.20
12.25	12.25	15.15			5.05	2.35	4.35	1.30	2.15
12.30	12.30	15.20			5.00	2.30	4.30	1.25	2.10
12.35	12.35	15.25			4.55	2.25	4.25	1.20	2.05
12.40	12.40	15.30			4.50	2.20	4.20	1.15	2.00
12.45	12.45	15.35			4.45	2.15	4.15	1.10	1.55
12.50	12.50	15.40			4.40	2.10	4.10	1.05	1.50
12.55	12.55	15.45			4.35	2.05	4.05	1.00	1.45
13.00	13.00	15.50			4.30	2.00	4.00	0.95	1.40
13.05	13.05	15.55			4.25	1.95	3.55	0.90	1.35
13.10	13.10	16.00			4.20	1.90	3.50	0.85	1.30
13.15	13.15	16.05			4.15	1.85	3.45	0.80	1.25
13.20	13.20	16.10			4.10	1.80	3.40	0.75	1.20
13.25	13.25	16.15			4.05	1.75	3.35	0.70	1.15
13.30	13.30	16.20			4.00	1.70	3.30	0.65	1.10
13.35	13.35	16.25			3.55	1.65	3.25	0.60	1.05
13.40	13.40	16.30			3.50	1.60	3.20	0.55	1.00
13.45	13.45	16.35			3.45	1.55	3.15	0.50	0.95
13.50	13.50	16.40			3.40	1.50	3.10	0.45	0.90
13.55	13.55	16.45			3.35	1.45	3.05	0.40	0.85
14.00	14.00	16.50			3.30	1.40	3.00	0.35	0.80
14.05	14.05	16.55			3.25	1.35	2.55	0.30	0.75
14.10	14.10	17.00			3.20	1.30	2.50	0.25	0.70
14.15	14.15	17.05			3.15	1.25	2.45	0.20	0.65
14.20	14.20	17.10			3.10	1.20	2.40	0.15	0.60
14.25	14.25	17.15			3.05	1.15	2.35	0.10	0.55
14.30	14.30	17.20			3.00	1.10	2.30	0.05	0.50
14.35	14.35	17.25			2.55	1.05	2.25	0.00	0.45
14.40	14.40	17.30			2.50	1.00	2.20	0.00	0.40
14.45	14.45	17.35			2.45	0.95	2.15	0.00	0.35
14.50	14.50	17.40			2.40	0.90	2.10	0.00	0.30
14.55	14.55	17.45			2.35	0.85	2.05	0.00	0.25
15.00	15.00	17.50			2.30	0.80	2.00	0.00	0.20
15.05	15.05	17.55			2.25	0.75	1.55	0.00	0.15
15.10	15.10	18.00			2.20	0.70	1.50	0.00	0.10
15.15	15.15	18.05			2.15	0.65	1.45	0.00	0.05
15.20	15.20	18.10			2.10	0.60	1.40	0.00	0.00
15.25	15.25	18.15			2.05	0.55	1.35	0.00	0.00
15.30	15.30	18.20			2.00	0.50	1.30	0.00	0.00
15.35	15.35	18.25			1.55	0.45	1.25	0.00	0.00
15.40	15.40	18.30			1.50	0.40	1.20	0.00	0.00
15.45	15.45	18.35			1.45	0.35	1.15	0.00	0.00
15.50	15.50	18.40			1.40	0.30	1.10	0.00	0.00
15.55	15.55	18.45			1.35	0.25	1.05	0.00	0.00
16.00	16.00	18.50			1.30	0.20	1.00	0.00	0.00
16.05	16.05	18.55			1.25	0.15	0.95	0.00	0.00
16.10	16.10	19.00			1.20	0.10	0.90	0.00	0.00
16.15	16.15	19.05			1.15	0.05	0.85	0.00	0.00
16.20	16.20	19.10			1.10	0.00	0.80	0.00	0.00
16.25	16.25	19.15			1.05	0.00	0.75	0.00	0.00
16.30	16.30	19.20			1.00	0.00	0.70	0.00	0.00
16.35	16.35	19.25			0.55	0.00	0.65	0.00	0.00
16.40	16.40	19.30			0.50	0.00	0.60	0.00	0.00
16.45	16.45	19.35			0.45	0.00	0.55	0.00	0.00
16.50	16.50	19.40			0.40	0.00	0.50	0.00	0.00
16.55	16.55	19.45			0.35	0.00	0.45	0.00	0.00
17.00	17.00	19.50			0.30	0.00	0.40	0.00	0.00
17.05	17.05	19.55			0.25	0.00	0.35	0.00	0.00
17.10	17.10	20.00			0.20	0.00	0.30	0.00	0.00
17.15	17.15	20.05			0.15	0.00	0.25	0.00	0.00
17.20	17.20	20.10			0.10	0.00	0.20	0.00	0.00
17.25	17.25	20.15			0.05	0.00	0.15	0.00	0.00
17.30	17.30	20.20			0.00	0.00	0.10	0.00	0.00
17.35	17.35	20.25			0.00	0.00			

WESTBOUND TRAINS INFERIOR DIRECTION		TEESWATER SUBDIVISION		EASTBOUND TRAINS SUPERIOR DIRECTION	
SECOND CLASS	Miles from Fraxa	Telegraph Office	STATIONS	Telegraph Cuts	SECOND CLASS
7:53 A.M. Mixed Lbly Fr. Sub.	.0		FRAXA.....ZYR	7:56 P.M. Mixed Lbly Fr. Sub.	
10:55	3.7		AMARANTH.....2.3	6:15	
11:05	6.0		WALDEMAR.....2.2	6:02	
11:13	8.2		GRAND VALLEY.....W H U	5:56	
11:25	19.6		ARTHUR.....R U	5:50	
11:54	26.5		KENILWORTH.....6.6	5:20	
12:13	33.1		MOUNT FOREST WYE.....Y	4:55	
12:30	1.2		MOUNT FOREST.....M U	4:35	
12:50	33.1		MOUNT FOREST WYE.....Z V	4:10	
12:55	41.7		HARRISTON.....S H	3:45	
1:20	50.1		FORDWICH.....F D	3:15	
1:45	54.1		GODBLE.....W G O	3:00	
2:05	56.1		WROXETER.....F O	2:50	
2:12	62.5		WINGHAM JOT.....4.5	2:33	
2:33	4.5		WINGHAM.....H W	2:20	
2:50	82.5		WINGHAM JOT.....R Y	2:00	
3:12	82.9		WINGHAM JOT.....R Y	1:57	
3:15	67.9		TEESWATER.....WKG W A	1:45	
3:35				1:30	
7:53				7:56	

*No passing track

TEESWATER SUBDIVISION FOOTNOTES

Railway crossing at grade with C.N.R. at mileage 37.25—interlocked automatic. Trains must not exceed speed of ten miles per hour over the crossing. At mileage 41.84—Not interlocked. Signals will be operated by C.P.R. trainmen and must be left normally clear for C.N.R. trains.

Trains authorized by train order, trains other than second-class must not leave Teeswater until the departure of the preceding train, but must keep clear of the crossing. In the event of the failure of telegraph line, trains may follow 40 minutes after the departure of the preceding train, but must keep clear of preceding train west of Wingham Jct.

Westbound trains may leave Fraxa without obtaining terminal clearance. Time-table trains will register at Wingham Jct. on return trip from Wingham, and extra trains will register at Wingham Jct. in both directions.

Trains backing between Teeswater and Wingham and between Mount Forest Wye and Mount Forest, must not exceed speed of ten miles per hour over all public crossings.

Passenger trains are restricted to a speed of thirty miles per hour on curves between Amarant and Grand Valley, and between Wingham Jct. and Wingham.

Eastbound trains will not exceed a speed of ten miles per hour over public crossing mileage 3.5 Wingham S.D.

All trains will not exceed speed of six miles per hour over bridge at mileage 3.7 Wingham S.D. Engines heavier than D-6 class must not be operated over the bridge.

To comply with Rule 99, flagmen must go out 11 telegraph poles instead of 10 to equal 500 yards, and 25 telegraph poles instead of 24 to equal 1200 yards. Maintenance of Way employees will provide unattended flagging protection as per Maintenance of Way Rules and Instructions.

WALKERTON SUBDIVISION FOOTNOTES

Railway crossing at grade with C.N.R. on freight shed spur at Hanover—Not interlocked.

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 Walkerton.

Westbound trains must not exceed ten miles per hour over public crossing mileage 9.1, and engines will sound whistle continuously from whistle post until crossing is reached.

D-6 engines must not exceed a speed of ten miles per hour over bridge mileage 37.6, and engines heavier than D-6 class must not be operated over the bridge, and must not exceed speed of eight miles per hour over bridge at mileage 27.7.

Account only 1.5 feet overhead clearance at Knecht's Mill coal hopper at Hanover engines must not go into this plant.

To comply with Rule 99, flagmen must go out 11 telegraph poles instead of 10 to equal 500 yards, and 25 telegraph poles instead of 24 to equal 1200 yards, and 37 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.

WESTBOUND TRAINS INFERIOR DIRECTION		ELORA SUBDIVISION		EASTBOUND TRAINS SUPERIOR DIRECTION	
SECOND CLASS	Miles from Catract	Telegraph Office	STATIONS	Telegraph Cuts	SECOND CLASS
7:47 A.M. Mixed Lbly Fr. Sub.	.0		CATRACHT.....ZRW	7:48 P.M. Mixed Lbly Fr. Sub.	
11:05	4.5		ERIN.....N I	5:35	
11:20	8.2		HILLSBURG.....4.5	5:05	
11:30	12.7		ORTON.....4.0	4:50	
11:43	17.6		BELWOOD.....4.5	4:35	
11:58	20.4		SPENCER.....4.5	4:28	
12:05	24.9		FERGUS.....Z R G	4:15	
12:20	27.3		ELORA.....BCW R A	3:30	
12:45				7:48	

*No passing track

Railway crossing at grade with the C.N.R. at mileage 24.6—interlocked. No signalmen on duty. C.N.R. trainmen will operate plant according to instructions posted in tower.

Permanent Snow Post affecting eastbound trains at mileage O.R. Trains must not exceed speed of fifteen miles per hour between this snow post and Catract.

Trains must not exceed a speed of ten miles per hour over Irvine St., Elora, and over St. David St., mileage 24.3.

To comply with Rule 99, flagmen must go out 11 telegraph poles instead of 10 to equal 500 yards, 25 telegraph poles instead of 24 to equal 1200 yards, and 37 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.

WESTBOUND TRAINS INFERIOR DIRECTION		WALKERTON SUBDIVISION		EASTBOUND TRAINS SUPERIOR DIRECTION	
SECOND CLASS	Miles from Saugen	Telegraph Office	STATIONS	Telegraph Cuts	SECOND CLASS
7:15 A.M. Mixed Lbly Fr. Sub.	.0		SAUGEEN.....ZYRW	7:16 P.M. Mixed Lbly Fr. Sub.	
11:35	5.5		PRICEVILLE.....5.5	4:25	
11:55	9.9		GLEN.....2.0	4:10	
12:07	11.9		NEWILLIAMS.....4.7	4:05	
12:12	16.6		DURHAM.....W	3:50	
12:40	23.2		ALLAN PARK.....4.3	3:15	
1:00	27.5		HANOVER.....5.2	3:05	
1:15	31.1		MAPLE HILL.....3.6	1:30	
2:05	37.6		WALKERTON.....KOW	7:16	
2:20				7:15	

*No passing track

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

The Toronto Terminals Railway tracks extend from a point 1000 feet west of Bathurst Street, to the north switch of scissor crossover located 415 feet south of the Don River.

When an engine or a train stops or is delayed under circumstances 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

1. Cabin "D" is located 500 feet West of Bathurst Street and all switches are operated from ground by Switchboarders.
2. Great care must be exercised in giving or acting on hand signals. When hand signals are necessary, they must be given only after switches have been properly set and secured, and from such a place and in such a way that there is no misunderstanding on the part of the enginemen or trainmen as to the signals, or as to the train or engine for which they are intended.
3. Eastbound trains from Oakville Subdivision are governed by a color light dwarf signal located 600 feet West of Cabin "D."
4. Eastbound C.N.R. Brampton Subdivision trains are governed by a home signal located 280 feet West of Teumessh Street Tower. All trains will come to a stop before passing this signal.
5. Eastbound C.P.R. Galt Subdivision trains are governed by a home signal located 205 feet East of Teumessh Street Tower. All trains will come to a stop before passing this signal.
6. All Westbound trains and engines must stop at stop boards located on all six tracks about 1150 feet West of Spadina Avenue overhead bridge and proceed only on hand signal given by Switchboarders. Trains and engines must proceed on hand signal to color light dwarf signal located 875 feet West of Spadina Avenue overhead bridge and proceed at slow speed prepared to stop. Signal indications are: Green—proceed, Red—stop, White—proceed at slow speed prepared to stop.
7. Westbound C.P.R. Galt Subdivision trains and C.N.R. Brampton Subdivision trains are governed by the two arm signal located 90 feet West of Cabin "D," South of main lines. The lower arm governs C.P.R.s, the upper arm C.N.R.s.
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 C.N.R. Eastbound main track.
9. Engines with or without cars must move under control prepared to stop within the distance they can see that track is unobstructed and switches are properly set.
10. Signalman at Teumessh Street Tower must notify Signalman at Cabin "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 shed and then be guided by instructions from Signalman at Cabin "D."

INTERLOCKING TERRITORY

The Interlocking Territory with signals of the color light type extends from Signal 30 on the Bala Subdivision of the C.N.R. and Signal 10 on the Oakville Subdivision of the C.P.R. to Signal 4730 feet east of the Don Station, also from Signal 2319 on the Oakville Subdivision of the C.N.R. 4730 feet east of Cherry Street Signal Station to Signal 514, 300 feet west of Spadina Avenue Bridge.

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

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

The indications displayed by the color light dwarf signals are: RED—STOP, YELLOW—PROCEED AT SLOW SPEED PREPARED TO STOP, GREEN—PROCEED.

Trains or engines must not proceed on hand signals as against interlocking signals until enginemen and trainmen are fully informed of the situation and of the position of other trains or engines in the block. Trains or engines proceeding on hand signals must move at slow speed prepared to stop.

Signal 533 located 275 feet West of John Street Interlocking 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 interlocking 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 speed. This indication may be repeated to the engineer by hand signal from a member of the train crew 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 route until the train or engine for which the signals were first cleared has stopped.

Grates must not be shaken, sawpans cleaned, sand used, or in freezing weather injectors allowed to overflow, over any part of an interlocking plant.

Interlocking Stations are equipped with Electric Sirens. The following signals will be observed:

One Long Blast:.....Trains or engines within the sound will stop immediately.

Two Long Blasts:.....Call for Signal Maintenance.

Three Short Blasts:.....Trains or engines having proper signal indication may proceed.

There are seven tracks between Sheppard and Jarvis Streets, the most northerly track being a service track. A non-interlocked switch in the center of the first track 222 feet West of Jarvis Street and a stop board is placed at the fouling point of the second track 380 feet west of Jarvis Street. All Eastward trains and engines using these tracks must stop at the stop board and proceed only after switches have been properly set and secured by hand. Normal positions of switches are for the service track and first track north. The remaining six tracks are numbered from No. 1 on the north to No. 6 on the south. No. 6 track serves Eastern Harbour Terminal track movements in either direction.

The switch connecting Eastern Harbour Terminal track No. 6 is Switch No. 251 and is equipped with an electric lock under control of Scott Street Interlocking Station. There is telephone connection between Switch No. 251 and Scott Street Interlocking Station; the telephone 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 1 and 2 will be used normally as Westbound and Tracks 3 and 4 normally as Eastbound tracks.

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

UNION STATION

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

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

RESTRICTED CLEARANCES

Employee must keep off tops and sides of cars operating on the following tracks:

All tracks in the Union Station.

Canadian Pacific Express Company's Building.

Canadian National Express Company's Building.

Spadina Avenue Bridge.

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.

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

MILEAGE

	West	Union Station (Centre of Station)	0.00	East	
John Street Signal Station.....	0.41			Scott Street Signal Station.....	0.30
Bathurst Street Bridge.....	1.09			Cherry Street Signal Station.....	1.23
(Centre of Street)				Eastern Avenue Gate Tower.....	1.74
				Don (C.P.R.) Station.....	1.96

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS BY FIXED SIGNALS

AUTOMATIC BLOCK SIGNALS

1. 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 more 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 CONFLICTING TRAIN MOVEMENT it may proceed under full control to the next 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.

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

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.
5. Engineers must use Form S.M. 1 in complying with Rule 506.

OSHAWA, HAVELOCK AND GALT SUBDIVISIONS

- 5A. Should any train find signals 759 and 760 at Whitby, signals 325 and 326 at Milton, signals 741 and 742 at Durham and signals 875 and 876 at Woodstock at stop when no operator on duty, conductor must see that switches and derails are properly set for the train movements before hand signalling the 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 Ohio, signals 391, 394 and 396 at Guelph Jct., signals 215A, 215B, 216A and 216B at Sharbot Lake until switches are properly set for train movements.

INTERLOCKING SIGNALS

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

Dwarf signals may be of the color light or semaphore type.

Interlocking signals used as block signals will be equipped with number plates.

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. MacTier 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 interlocking signals. The upper light of signal 6C-B and the middle light of signal 02 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 signal 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.

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

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 complete stroke.

After movements over interlocked switches are completed, the switches must be left in the original position and SELECTOR LEVER thrown to MOTOR position and both SELECTOR 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 lit and no train is seen approaching on the crossing road, trainman will OPEN knife switch and give proceed hand signal to the train. If lights marked with name of crossing road are not lit, trainman will secure 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, trainman will unlock box and press button. If home signal does not clear, trainman 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 set back for the main track the handle of the electric lock must be turned to the right, door closed and locked. If indicator displays red the switch cannot be unlocked and trainman should communicate with Operator 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 tripped 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 show green when switch is set in normal position and red when in reverse position.

Trains and engines trailing through spring switches and stopping before on the 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 points.

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 split 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.

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

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 do and it is hereby, required to equip the locomotives used in road service, between sunset and sunrise, with headlights which will enable persons within the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 800 feet or more ahead of the locomotive. Such headlights must be maintained in good working condition at all times. That every locomotive used in road service which is regularly scheduled to be hauled for any portion of its trip, except to pick up or drop off freight or passengers, shall have on the rear, a headlight 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 dimmed 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 failed, provided that the train move at a speed not exceeding ten miles an hour over any public crossings not specially protected by watchmen, gatemen, or automatic signal, at a speed not exceeding twenty miles per hour, provided that, in the event a light cannot be made and it is possible, the headlight put in good working condition, the train may proceed to the first repair point displaying such light as may be made and stopped at such station, passing over all public highway crossings not specially protected by watchmen, gatemen, or automatic signal, at a speed 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 engine displaying the proper light.

That while proceeding to the first station and or repair point, the whistle signal for all highway crossings not protected by watchman, gates, or automatic signal, must be given at the first repair point or the engine replaced. (First repair point is such place at which the Company has the necessary facilities to make ordinary repairs to electrical, or other power, headlight equipment).

That spare bulbs, and other necessary parts, must be supplied at the initial terminal, and carried on each locomotive and that a full complement of the necessary tools, and a full complement of the necessary supplies, shall be carried on each locomotive and that a full complement of the necessary tools, and a full complement of the necessary supplies, shall be carried on each locomotive.

The above regulations that portion of Eastern Lines Circular No. 50 which reads as follows:—

"In the event of headlight failure, between sunset 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 train is enroute, enginemen will proceed to first repair point, running with caution approaching and passing public road crossings and stations. At first 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 torpedoes on the rail. It must be further understood that when the flagman goes beyond this point, he will leave the two torpedoes at that point as an indication of the location of the train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.

General Train and Interlocking Rule 31 has been amended to provide that audible signal 1-4-1 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 83 (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.

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

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

LOCOMOTIVES WITH SLIDE RODS REMOVED:

When, for any reason, it is found necessary to remove slide rods from a locomotive, the corresponding rods on opposite side must also be removed. In the event of a locomotive being operated with slide rods removed, the corresponding rods on opposite side must also be removed. This is to be done in order that there may be no possibility of damage due to crank pin of front driving wheel striking crossheads as wheels revolve. Crossheads to be moved to front of guides and securely blocked.

LOCOMOTIVES WITH ENGINE TRUCK OR TRAILER TRUCK DESTROYED OR REMOVED:

In the event of engine truck or trailing truck being destroyed; driving wheel blocked up on account of broken wheel or tire, in such manner as to alter the weight distribution on wheels, or when side and main rods have been removed, as to track, effect of the counterbalance weights, particular care must be exercised in handling the locomotive to be obtained from the Superintendent, bridges, etc. When any doubt exists in regard to effect of altered weight, or of contact with rail, and that speed restrictions are closely observed.

WRECKED LOCOMOTIVES:

Any locomotive which has been so damaged as to prevent movement under its own power, but on which it is unnecessary to blow down or otherwise handled as a dead locomotive.

BOLLERS—DRAINAGE AND BLOWING OUT:

When there is a possibility of damage by frost, all water must be drained from boiler and steam chest, superheaters. Every precaution must be taken to prevent damage to gauges from freezing of water trapped in coils of gauges.

Dead engines in every case must be accompanied by a waybill, except when being moved to the first terminal after failure on road. Locomotive Foremen at originating point shall notify Superintendent in writing what speed restriction, if any, is to be observed, and this information shall be placed conspicuously on the face of the waybill. Similar written advice will be given to the Superintendent and Yardmaster at all terminals shall notify Chief Dispatcher on what trains dead engines are to move and what, if any, speed restriction applies.

COMBINATION CRANES, PILE DRIVERS, STEAM SHOVELS, Etc., are subject to restrictions contained in bridge load order. On subdivisions where they are permitted to operate, the following speed restrictions must be observed by train handling:

CLASS

Group No. 1:

Combination Hoist and Pile Driver, Nos. 41,417 to 41,417,777 Inc., and all steam cranes (except auxiliary steam cranes).

Group No. 2:

All steam shovels and Steel Pile Drivers Nos. 400009-181-827-29-32-34, 400037 to 400053 Inc.

Group No. 3:

Wooden Pile Drivers Nos. 400000-05, 06-26-33-35.

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

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 carries passengers, and train service is operated, or where passengers are carried in the caboose of a freight train, a car containing explosives, (not exceeding 1,000 lbs.) may be hauled, providing the said car be so placed in the train that it does not lead more than three freight cars between it and the car carrying passengers, and not less than one freight car between it and the locomotive hauling the train.

If a car contains a shipment of explosives in excess of 1,000 lbs., it must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the locomotive hauling the train. That not more than one car of explosives may be handled in a mixed train, or where passengers are carried in the caboose of a freight train. When practicable to do so, cars containing explosives must be placed between freight cars not bearing ACID or INFLAMMABLE placards. Cars containing explosives must have air and hand brakes in service.

EXPLOSIVES ON THROUGH OR LOCAL FREIGHT TRAINS

Cars containing EXPLOSIVES must have air and hand brakes in service. When practicable they must not be marshaled behind INFLAMMABLE, CORROSIVE, LIQUID, COMBUSTIBLE, POISONOUS, or POISON GASES placards. They must be placed in through freight trains near the middle of the train and must not be marshaled power sixteen feet from the engine nor the eleventh car from the caboose, if the length of the train will permit, however that the second car from the engine or caboose. Cars placed behind a car containing explosives must be placed in through or local trains next to loaded tank cars, wooden freight EXPOSIVES from rough handling, refrigerator cars equipped with automatic refrigeration of the gas-carrying type, nor next to cars containing lighted heaters, stoves or lanterns, or cars with livestock or poultry in charge of an attendant.

INFLAMMABLES

Placarded loaded tank cars, next to cars containing lighted heaters, stoves or lanterns, nor next to refrigerator cars equipped with automatic refrigeration of the gas-carrying type, or next to gondola or flat cars loaded with lumber, poles, logs, pipe, iron, steel, rails, wheels or similar articles.

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

1. The staff system has three functions, as follows:—
 - 1st—**ABSOLUTE BLOCK**—A block in which but one train is permitted at a time. 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 detachable steel rod, or a steel rod equipped with 11 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 ring 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 holding it the right to proceed through the block, but does not otherwise supersede any of the rules pertaining to train movements.
3. 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 portion of a staff, or a ring, the conductor, or engineer as the case may be, must obtain a 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 receive from the operator, a special pusher staff. This special staff gives the engineer of the pusher engine the right to enter a block and after assisting the train the required distance, return to the staff station and immediately deliver the special staff to the operator, who must insert it in the holder.
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 handle 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.
8. 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 this 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 the conductor, whose duty it will be to show it to the engineer, who must not leave a staff station until he has seen the staff. The conductor must retain possession of the staff, or portion of a staff, or ring, until the train has passed through and cleared the block, when he will deliver it to the operator who must immediately insert it in the holder. The staff, or portion of a staff, or ring, must not be transferred from one train to another. At a staff station where an operator is not employed, an automatic attachment will be provided, and when a staff is required for a train to enter a block, it must be obtained from the holder by the conductor, or engineer, as the case may be, who must show it to the holder by the conductor or engineer, as the case may be, observing special instruction as to the manner of such operation, which are posted at such station.
10. If a passing track at which operators are not employed, is located in a block, a special unattended passing track attachment will be provided at the staff station, and trains required to meet at the passing track will receive a special staff conferring the right to track only to passing track, at which point the special staffs must be exchanged. Such exchanged special staffs confer the right to each train to proceed to the staff station at the end of the block. With this special staff a 19 form train order must be issued to the trains, indicating which train shall hold main track at the meeting point.
11. If one block adjoins another block, or if there is an unattended passing track in a block, the staffs will have engraved on them the names of the stations at the ends of the block which they govern, and the conductor or engineer, as the case may be, must know that the properly engraved staff, or portion of a staff, is delivered to him before entering a block.
12. When, owing to the balance of traffic being in one direction, there is an accumulation of staffs at one end of the block, they may be transferred to the other end and under the direction of the Assistant Superintendent, or Chief Train Dispatcher, when transferring staffs from one instrument to another, an even number of staffs must always be taken. This number of staffs must not include the staff to be used for the train movement at the time the transfer is being made. In handling such staffs, care must be taken to see that the number of staffs in the instrument is the same as the number of staffs in the instrument locked up and then sealed, 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 overchecked 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, must make themselves familiar with all rules and instructions governing the handling of the electric train staff system.

SPECIAL INSTRUCTIONS

- A—At meeting points not fixed by train order at which there is no open telegraph office, and at which they do not stop, second, third and fourth class trains running in sections must give identification tickets (Form 1432) to all extra trains and to all second, third and fourth class trains over which they have the right to track by class or direction. Such latter trains must receive such identification tickets or stop the other train to ascertain its identity. **Observe Rule 90.**
 - B—Between the hours of 8.00 a.m. and 8.00 p.m., at all open telegraph offices, **EXCEPT ON DOUBLE TRACK AND IN AUTOMATIC SIGNAL TERRITORY ON SINGLE TRACK**, trains (except first class and passenger extra), 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 cars passing under overhead 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 coupler of caboose to observe the safe operation of trains, and at a safe distance before commanding the descent of steep grades and approaching railway crossings at grade, junctions, drawbridges, and at points where trains are to be met or passed, and where at any other point failure of brakes would be attended with hazard, must be within convenient access of conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once, in accordance with Rule 6, page 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 switches 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, or whether they are for one-way or two-way operation, the following rules apply:—
1. Trains must not be run at a speed exceeding ten miles per hour, and points must be fitted and wings closed. Trainers must also be fitted when passing trains on the other track.
2. Show plows working on double track when passing trains on the other track must not be run at a speed exceeding ten miles per hour, and points must be fitted and wings closed. Trainers must also be fitted when passing trains on the other track.
 - G—Trains using crossovers on double track must not be run over switches at a speed exceeding ten miles per hour.
 - H—Unless some form of block signal is used, or unless otherwise directed, all trains except first class trains must keep at least ten minutes apart, except in closing up at stations at all open telegraph offices, whether signal indicates **TOP OF PROCEED** and will not follow any train unless clearance shows arrival at a station ahead. If the station from which it is to follow is not an open telegraph office, it may follow in twenty minutes to the first open telegraph office.
 - I—Freight and mixed trains will be governed by the following speed limits and must not make any one mile in less than time shown for each subdivision.
- | Subdivision | Speed Limit | Time for One Mile |
|--|-------------------------------------|---|
| Windsor, Galt, MacTier, Oshawa, Belleville, Peterboro, Hawkeby, Other Subdivisions | 45 M.P.H.
35 M.P.H.
25 M.P.H. | 1 Min. 20 Sec.
1 Min. 43 Sec.
2 Min. 0 Sec. |
1. Locomotives with driving wheels 75 inches nominal diameter and over (F-1, F-2, G-3, Exception:—(G) G-1, G-3a-b-c-d) 90
 2. Locomotives with driving wheels 70 inches nominal diameter (A-1, E-3, E-4, E-5, G-2, G-4, I-1b) 75
 3. Locomotives with driving wheels 63 inches in diameter and under (A-2, G, D-3-4, J, L, M, N, P-1, P-2, T-1a, T-4) 50
- Exceptions:—(b) D-5, D-9 and D-10. 60
(c) F-3 and S-2. 30
(d) T-1b. 30
(e) T-1b. 65
4. Switching locomotives, or any locomotive without 2 or 4-wheel engine truck (T-3, U, V, W). 20
- L—The position of switches at junction points with other subdivisions is normal when set for main traffic subdivision. The position of switches at junction points with other subdivisions is normal when set for main traffic subdivision. Trains leaving double track for single track.
 - M—The following additional signs placed opposite certain stations indicate:—
K—Comparison Clock, Registering and Bulletin Point.
R—Bulletin and Registering Point.
B—Bulletin and Registering Point.
R—Registering Point.
Y—Cross-over.
X—Wye.
Z—Yard Limit Boards. On both sides of station name indicates yard limits boards on both sides of station. When passing station name, board is located west or north of that station. When following station name, board is located east or south of that station.
 - P—Where no operator on duty, or where authorized to do so by time-table, regular trains scheduled through over two or more subdivisions, or where on each subdivision, are authorized to assume the position of the train of the same number from intermediate initial points and leave such intermediate initial points without terminal clearance.
 - R—Where time-table footnotes require that switching movements over certain highway crossings be protected by a member of the train crew, these instructions include the movements of engines either before, during or after the switching movements take place.
 - S—Freight trains stop for train inspection at or between Roblinville and Tishborne—Oshawa and Newtonville—Ardendale and Kalside—Myrtle and Dranesville—Ayr and Guelph Jct.—Tisbury and East End—Alison and Carleton.

